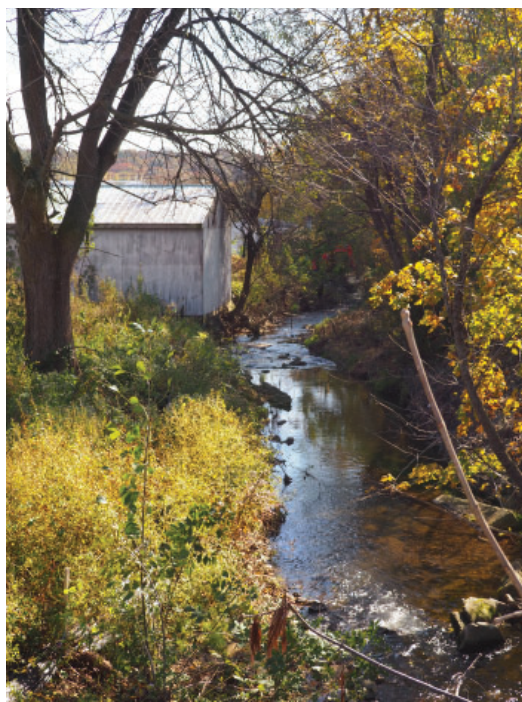




Parkesburg Borough

COMPREHENSIVE PLAN

OCTOBER 2020



Images on cover

Clockwise from bottom right: aerial view of 1st Avenue near intersection of 1st and West Streets; stream located behind the car wash; borough hall; aerial view with Minch Park and Planet Fitness in foreground; gazebo at entrance to Minch Park on West Street; concept rendering of pedestrian improvements along 1st Avenue; and entertainment at the May Final Friday in 2019.



Parkesburg Borough

COMPREHENSIVE PLAN

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**This plan was prepared by the Borough and is a product of the Borough.
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This Plan has been prepared in conjunction with the principals of Chester County's comprehensive policy plan Landscapes3, as a means of achieving greater consistency between local and county planning programs.

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Planning Process and Context

Chapter 1: Introduction

Chapter 2: Community Profile



Chapter 1

Introduction

1.1

Comprehensive Plan Purpose

A comprehensive plan is an adopted policy document that is intended to provide long-range guidance for a municipality regarding topics such as land use, economic development, transportation, housing, community facilities, and resource protection. This plan identifies existing conditions, defines a vision for Parkesburg Borough's future, and provides a series of actions to achieve that vision over the next ten years (2030).

Parkesburg Borough committed to an overall revitalization strategy beginning with the 2002 comprehensive plan, which was supplemented in 2003, 2009, and 2016 with a series of revitalization plans. This comprehensive plan acknowledges the results and efforts of the past and builds toward further successes by identifying new growth and preservation strategies.

The implementation strategies provide a range of actions, focused on those that are specific and immediate. As the higher priority actions are implemented, the Borough can initiate the remainder of the actions (medium, low, ongoing).

It is recommended that a limited review of progress be conducted annually, and an in-depth review be conducted at the five-year anniversary of the adoption of this Plan (2025).

This comprehensive plan acknowledges the results and efforts of the past and builds toward further successes by identifying new growth and preservation strategies.



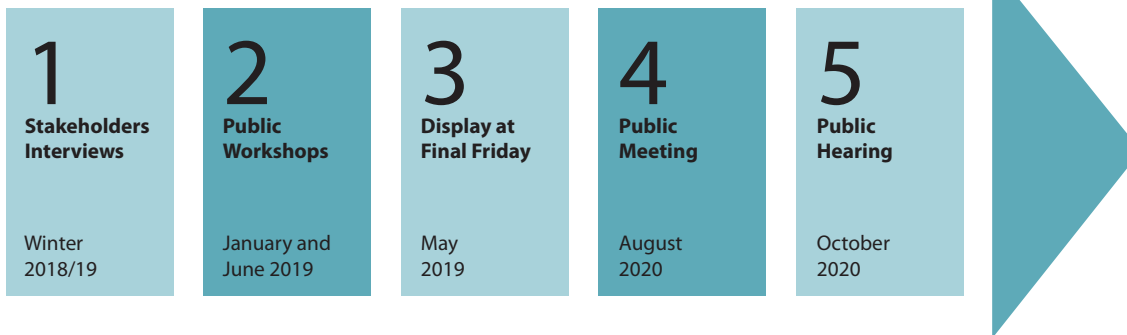
1.2

Planning Process

Development of this plan was led by a Comprehensive Plan Task Force consisting of representatives of Borough Council and the Planning Commission, the Borough Manager, local business owners, and Borough residents. This Task Force met on a monthly basis throughout the process.

The Comprehensive Plan Task Force analyzed and evaluated existing conditions in the Borough and formulated priorities based on public input and the opportunities and challenges that were identified. Actions were developed by the Task Force based on the identified priorities and shared with the public for endorsement.

Community Engagement





Chapter 2

Community Profile

This chapter provides an overview of the Borough's existing conditions. These factors can have significant impacts on planning, growth, and preservation within the Borough.



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2.1

Regional Setting

Parkesburg Borough is located to the west of the City of Coatesville near the western boundary of Chester County and adjacent to Sadsbury, Highland, and West Sadsbury Townships as shown in Figure 2-1. Because of the Borough’s relative proximity to Lancaster County, a discussion of regional influences extends to that area. The surrounding area has sought to limit growth; in particular, municipalities such as West Fallowfield and Highland have and will continue to experience low growth due to the large extent of protected farmland in those communities.

Although the region is primarily rural, it is nonetheless influenced by its proximity to Philadelphia, the City of Lancaster, and Wilmington, Delaware, as shown on Figure 2-2. Due to the primarily residential nature of total acres in Parkesburg (48% of the Borough), residents frequently travel to other regional nodes for jobs, goods, and services.

**Figure 2-1
 Regional Setting - Chester County**

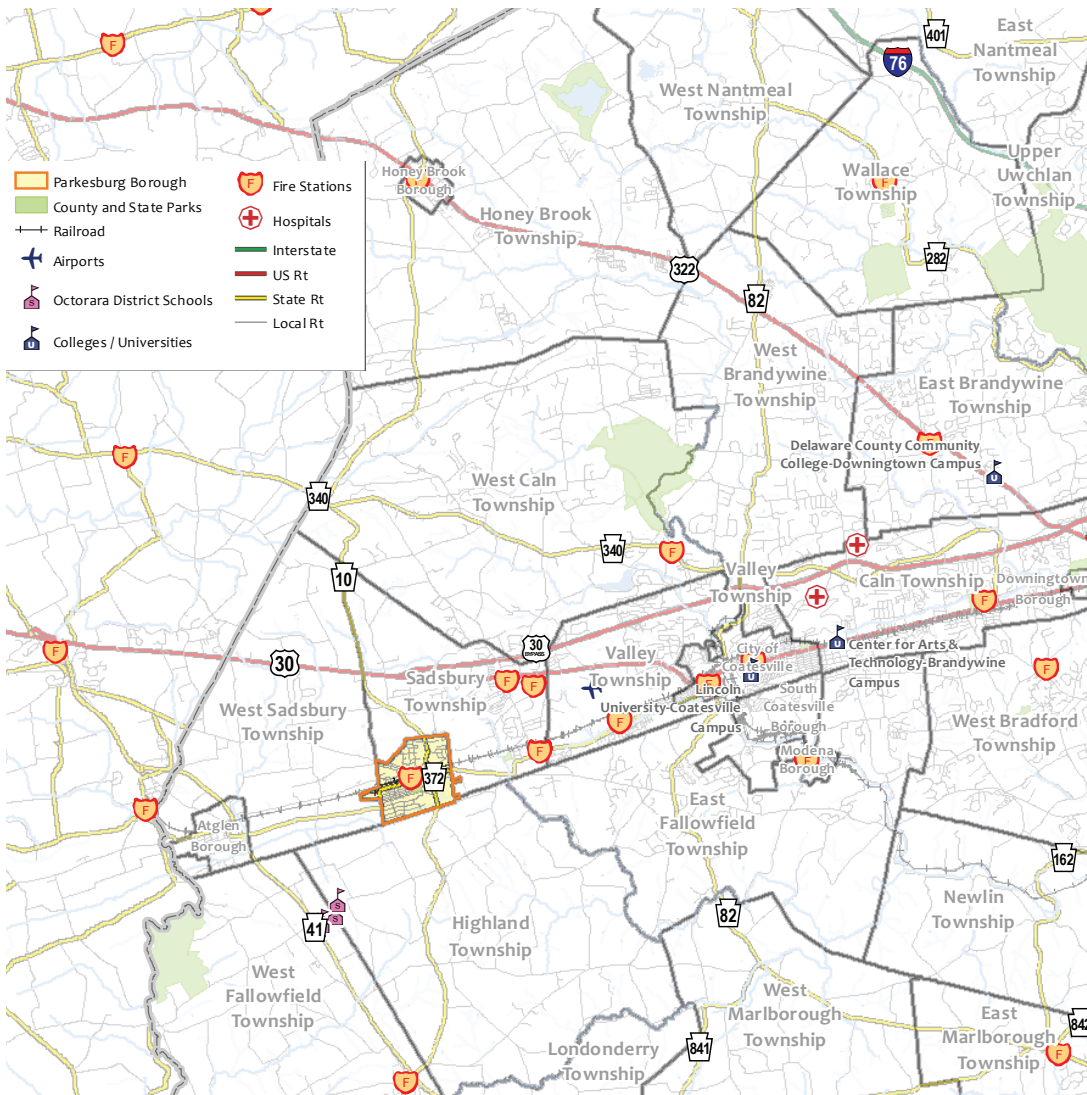
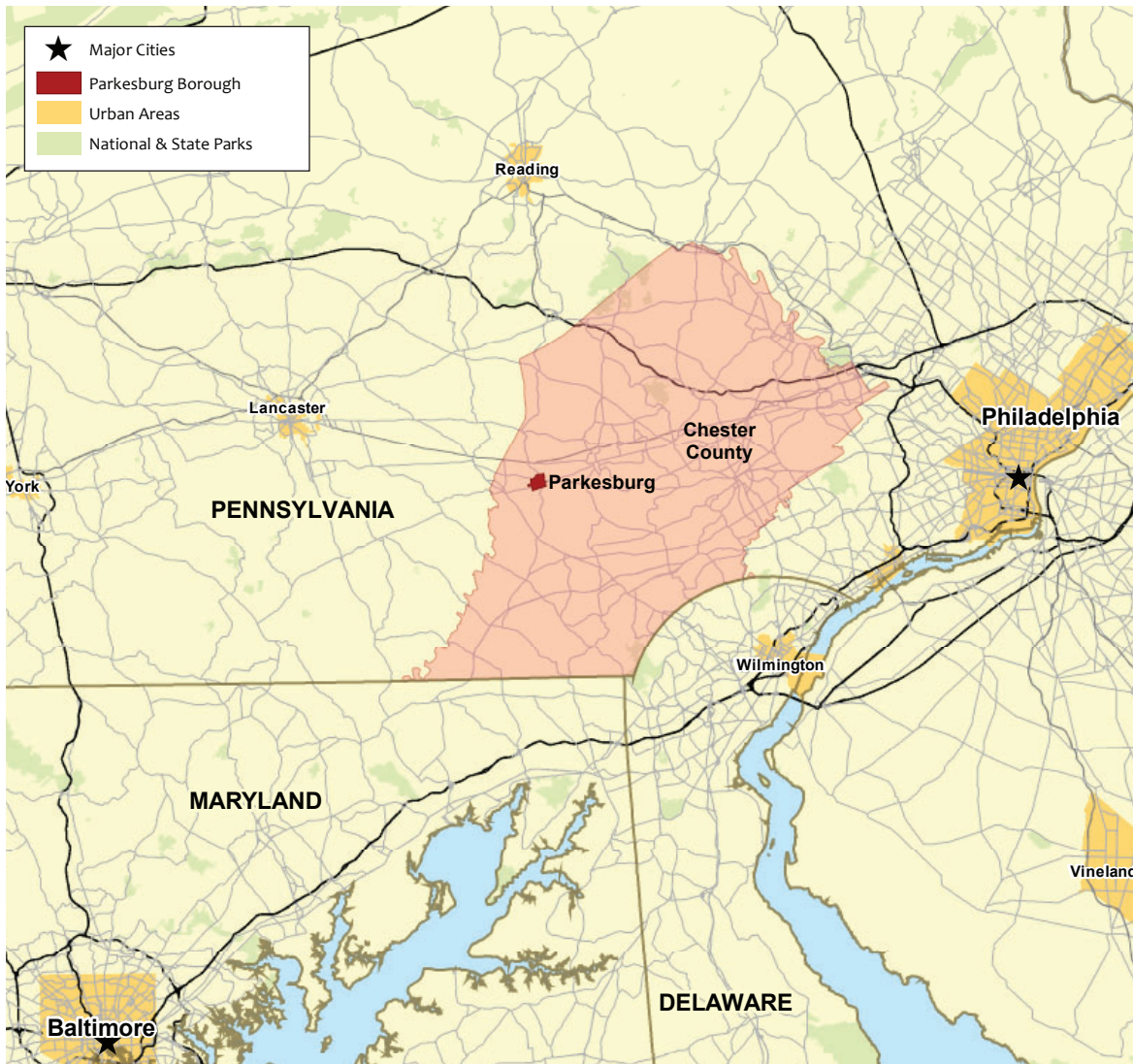


Figure 2-2
Regional Setting - Tri-State Area



2.2

Borough History

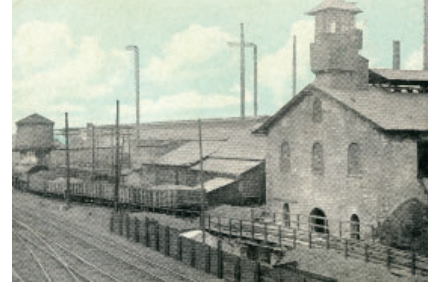
Parkesburg Borough was incorporated in 1872, but has origins that date back to 1734 when it was part of Sadsbury Township. At that time, European settlers, primarily of Scottish-Irish descent, migrated to the area from New Castle, Delaware. The Fountain Inn, the original name for Parkesburg, was a tavern along the Strasburg Road and served as a stop-over for those traveling between Philadelphia and Lancaster. The Borough's name originated from John G. Parke, a noted politician from a prominent family in the region, who owned much of the land in the Borough at one time and sought to build a European style industrial town.

The small community expanded rapidly throughout the nineteenth century due to its location on Limestone Pike (Route 10 north and south), and the nearby Lancaster Philadelphia Turnpike (Route 30 east and west). With the increase in population, many new industries located to the Borough; many of which stemmed from the prominence of the newly formed Philadelphia and Columbia Railroad (later the Pennsylvania Railroad). Notably, repair shops for the railroad were located in Parkesburg, bringing mass production to the Borough.

Between 1940 and 1990 Parkesburg's population grew from just above 2,000 to near 3,000. The Borough has experienced modest growth since then, with the 2020 population estimate of 3,974 (See Figure 2-5).

Today, Parkesburg is a contemporary community and home to industries with local as well as national reputations. The Borough is served by modern sewage and water facilities, and the Keystone Valley Fire Department (formerly called the Parkesburg Fire Company) has provided dependable fire protection for the Borough since its founding in 1894.

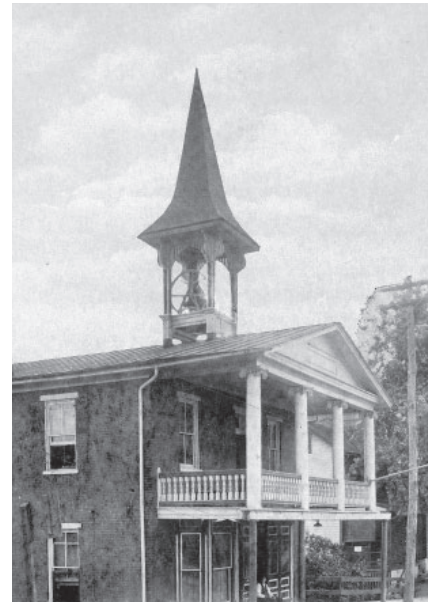
See the Parkesburg Borough website for a complete history of the borough.



Parkesburg Iron Works, circa 1910



Horse Fountain at intersection of Main Street and Strasburg Road, circa 1910



Borough Hall, circa 1910



Looking West on 1st Avenue, about 1950



Conestoga Trolley on 1st Avenue, about 1926

Historic Postcards and photos courtesy of Parkesburg resident Gerry Treadway

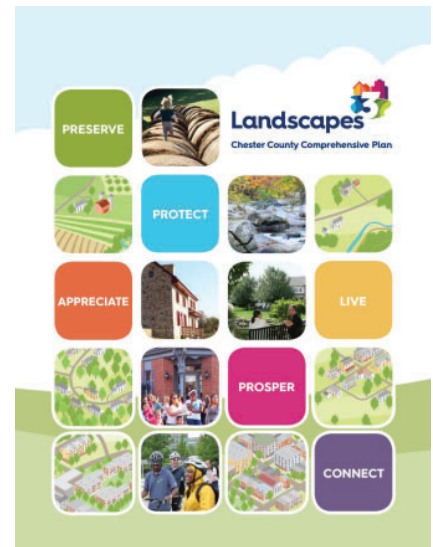
2.3 **Past Plans and Studies**

Parkesburg’s last comprehensive plan was adopted in 2002. Revitalization Plans were adopted in 2003, 2009, and, most recently in 2016 as an outgrowth of the Plan to secure funding for revitalization capital projects from state and county agencies as well as directing private investments. Updates to the Borough’s zoning and subdivision and land development ordinances occurred in 2015 and 2014, respectively.

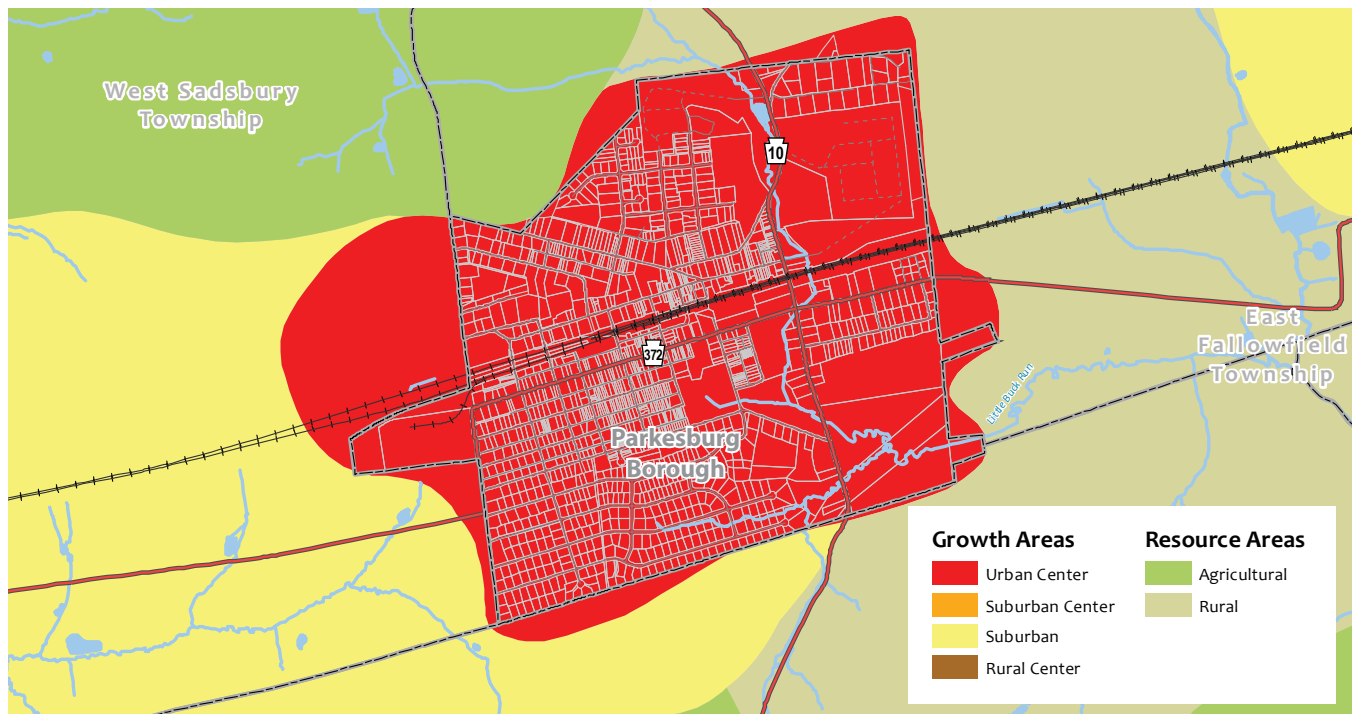
2.4 **County Planning**

Chester County’s Comprehensive Plan, *Landscapes3*, was adopted in 2018. This plan and its Landscapes Map designates the entire Borough of Parkesburg as an Urban Center landscape, as shown in Figure 2-3.

Urban Center landscapes include historic downtowns and established neighborhoods that serve as civic, economic, and population centers with a traditional town character. Urban Centers will accommodate substantial future growth at a medium to high intensity with a mix of uses, including commercial, institutional, and cultural destinations. Transportation infrastructure and amenities support a walkable community that is integrated into the public transportation and roadway systems. *Landscapes3* identifies recommendations within six goal areas: Preserve, Protect, Appreciate, Live, Prosper, and Connect.



**Figure 2-3
 Landscapes3 Map for Parkesburg Borough**



Parkesburg Borough is depicted on the Landscapes3 map as an Urban Center, with a Suburban designation to the south and west, Agricultural designation to the northwest, and a Rural designation in the northeast and south

2.5

Demographics

Understanding the demographic characteristics of Parkesburg Borough, from population counts to population forecasts, as well as data such as income, age, and education, provides context for what services and facilities are needed now and in the future. Data is primarily derived from the U.S. Census, from both the decennial census (which provides counts every ten years) and the American Community Survey, or ACS, which conducts ongoing demographic surveys nationwide. Each year the ACS publishes data based on a five-year-long sample, which then undergoes a statistical analysis to generate an estimate (not a count) of various demographic features representative of just one year.

■ Historic and Current Population

Between 1940 and 2010 the population grew by 57%, or 1,305 people. The Borough experienced some loss in population between 1960 and 1980, as shown in Figure 2-4. Growth returned by 1990, and has continued at a moderate rate since. Chester County had a growth rate of 33% between 1990 and 2010, compared with Parkesburg which had a population growth of 21% during this time. The 2020 population is estimated at approximately 3,974.

Growth in neighboring Highland Township between 1940 and 2010 was at a similar rate to Parkesburg at 53%. Parkesburg's other neighbors grew at far higher rates during the same time period: Sadsbury Township 180%; Atglen Borough at 140%; and West Sadsbury Township at 270%.

Figure 2-4
Historical Population

	1940	1950	1960	1970	1980	1990	2000	2010
Parkesburg	2,288	2,611	2,759	2,701	2,578	2,981	3,373	3,593
Sadsbury	1,266	1,502	2,066	2,103	2,398	2,510	2,582	3,570
West Sadsbury	655	802	1,102	1,189	1,728	2,160	2,444	2,444
Highland	827	904	1,029	1,248	1,244	1,199	1,125	1,272
Atglen	588	668	721	740	669	825	1,217	1,406
Chester County	135,626	159,141	210,608	277,746	316,660	376,396	433,501	499,132

Source: U.S. Census 2010, Decennial Count

■ Population Forecasts

The Delaware Valley Regional Planning Commission (DVRPC) develops population forecasts for the Philadelphia region. Their most recent forecasts were completed in 2016, which predicted 30% growth (representing 1,210 new residents) for Parkesburg Borough through 2045, and nearly 22% growth for Chester County across the same time period, as shown in Figure 2-5. The forecast for Parkesburg is less than that of neighboring Atglen Borough at 50% growth between 2020 and 2045.

Census ACS information released in 2020 suggests that the 2016 DVRPC long term projections may be somewhat high. Also, the COVID-19 pandemic will likely impact population growth in ways that currently cannot be predicted. The DVRPC projections should therefore be regarded as an informative forecast to be used in conjunction with other data relating to future conditions.

Figure 2-5
Population Forecasts

	2020 Forecast	2030 Forecast	2045 Forecast	2020-2045 Change	2020-2045 Change
Parkesburg	3,974	4,551	5,184	1,210	30.04%
Sadsbury	4,311	5,235	6,250	1,939	44.97%
West Sadsbury	2,661	3,150	3,825	1,164	43.74%
Highland	1,332	1,419	1,514	182	13.66%
Atglen	1,532	1,858	2,308	776	50.65%
Chester County	543,702	599,932	662,283	118,581	21.80%

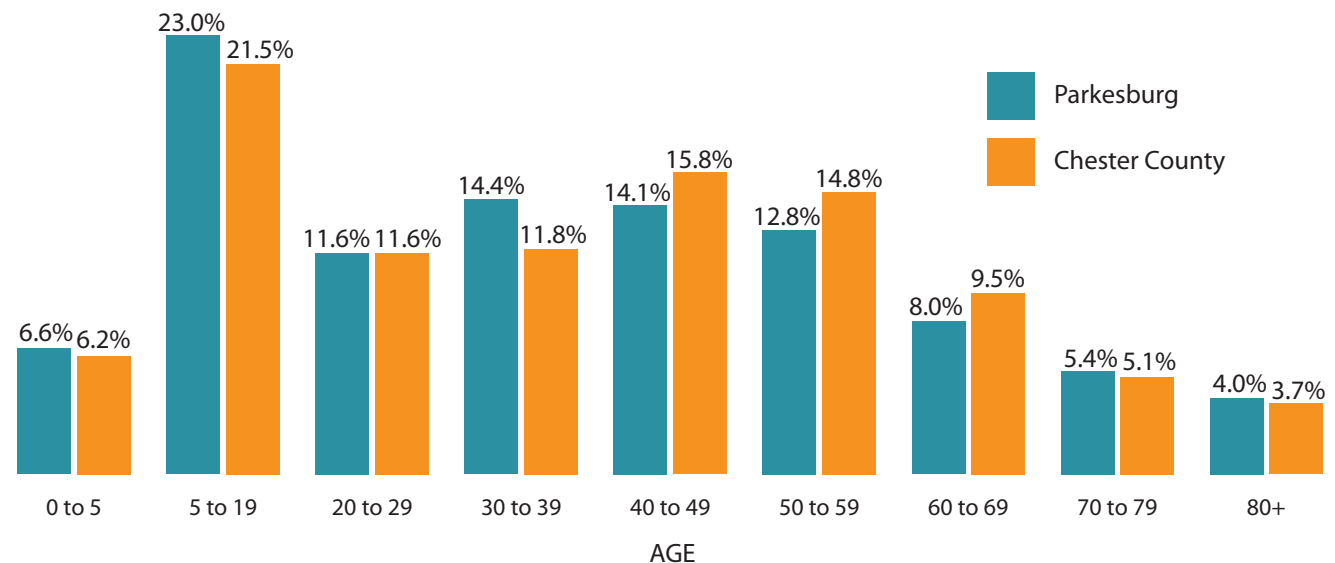
Sources: DVRPC, 2016

Age

The 2010 Census noted a median age of 37.5 years old in Parkesburg, which is comparable to the median ages for Chester County and the U.S. at 39 and 37 years of age respectively, as shown in Figure 2-6. The largest age

cohort for the Borough and County was ages 5-19 and the second largest was ages 30-39, closely followed by ages 40-49. Families may be drawn to the Borough due to the availability of affordably-priced housing.

Figure 2-6
Population by Age

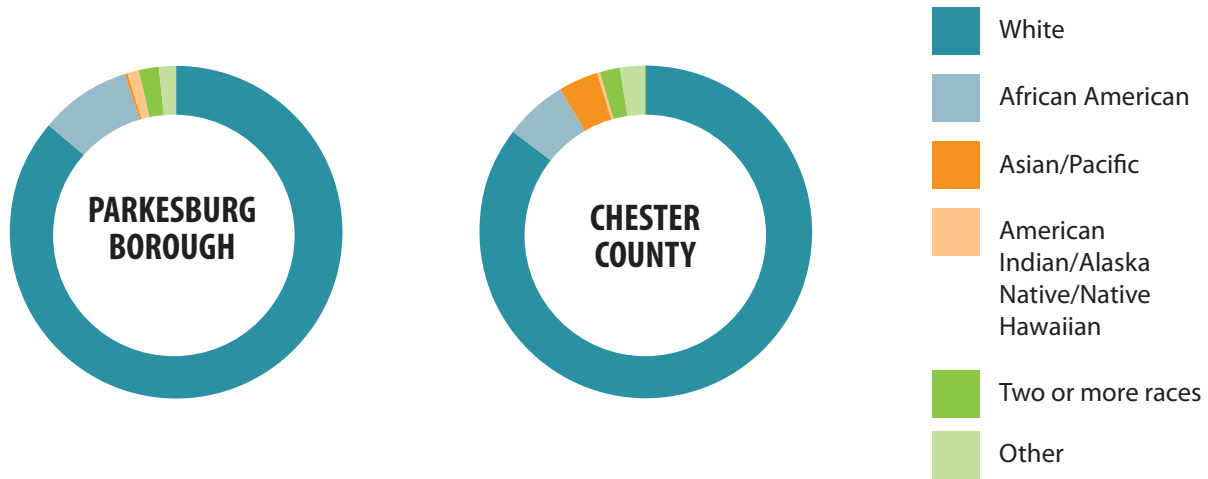


Source: U.S. Census 2010, Decennial Count

■ **Diversity**

As reflected in the 2010 Census, Parkesburg is not significantly diverse with respect to race. In both the County overall and Parkesburg Borough, diversity has been slowly increasing, as shown in Figure 2-7. There are similarities with respect to minority populations as compared to the County as a whole. Further, 5% of the total population of Parkesburg residents identified as Hispanic or Latino descent of any race, which is less than the countywide percentage of 6.5%.

Figure 2-7
Population by Race



Source: U.S. Census 2010, Decennial Count

■ **Education**

The educational attainment of Parkesburg residents has generally increased in recent years, as Parkesburg has seen increases in the percentage of its residents having a bachelor's degree, associate's degree or some college credits as their highest level of educational attainment, as shown in Figure 2-8.

Figure 2-8
Educational Attainment (25+ years of age)

Education Level	Parkesburg			Chester County		
	2000	2016	Percent Change	2000	2016	Percent Change
Less Than High School	17.90%	14.80%	-3.10%	10.7%	6.8%	-3.9%
High School Graduate	50.80%	39.20%	-11.60%	26.0%	21.4%	-4.6%
Some College or Associate Degree	13.10%	17.40%	4.50%	20.9%	20.0%	-0.9%
Bachelor's Degree	12.10%	14.30%	-2.20%	26.6%	30.8%	4.2%
Graduate or Professional Degree	5.90%	5.00%	-0.90%	15.9%	21.0%	5.1%

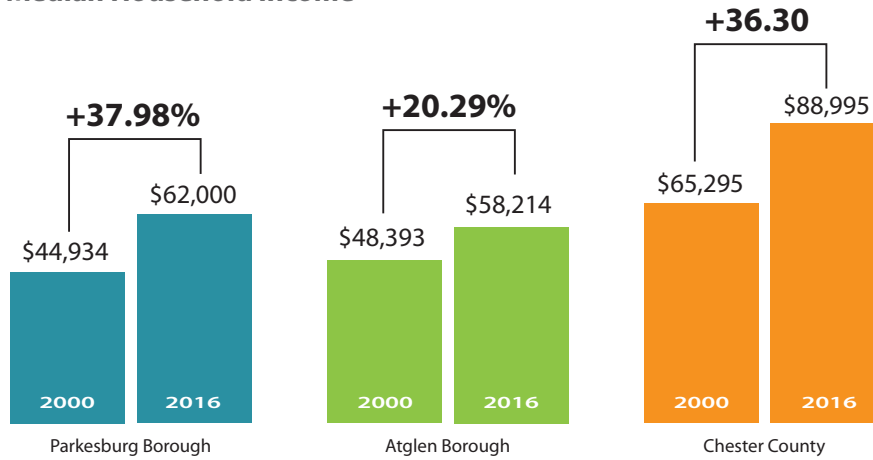
Sources: U.S. Census 2010, Decennial Count; American Community Survey 2014-18 Estimate

■ **Income**

The median household income for residents of Parkesburg is lower than that for Chester County as a whole and is within the range represented by adjacent municipalities, as shown in Figure 2-9. The percent growth in median household income since 2000 in Parkesburg is almost 38%, very similar to the percent growth across the County overall. These income levels may in part reflect the increased levels of education of Borough residents.

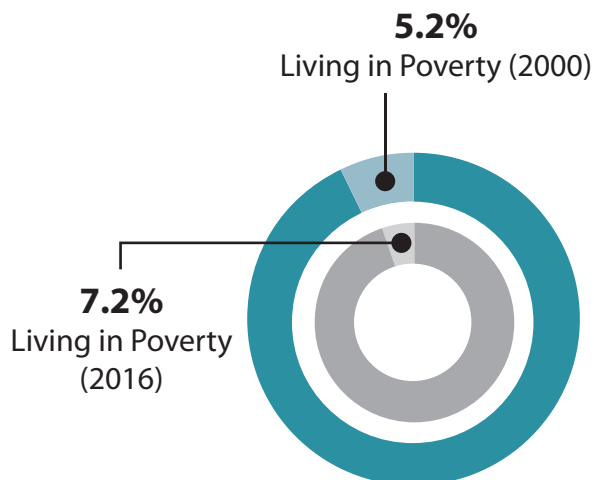
Median income level however, does not reflect the economic status of all residents. At least 7.2% of the Borough population lives below the poverty level, as shown in Figure 2-10. It should be noted that not all facets of the population, in particular marginalized people, respond to federal surveying requests, which potentially presents Parkesburg as having a higher median income than it does in reality.

Figure 2-9
Median Household Income



Sources: U.S. Census 2000, Decennial Count; American Community Survey 2014-18 Estimate

Figure 2-10
Population Living in Poverty

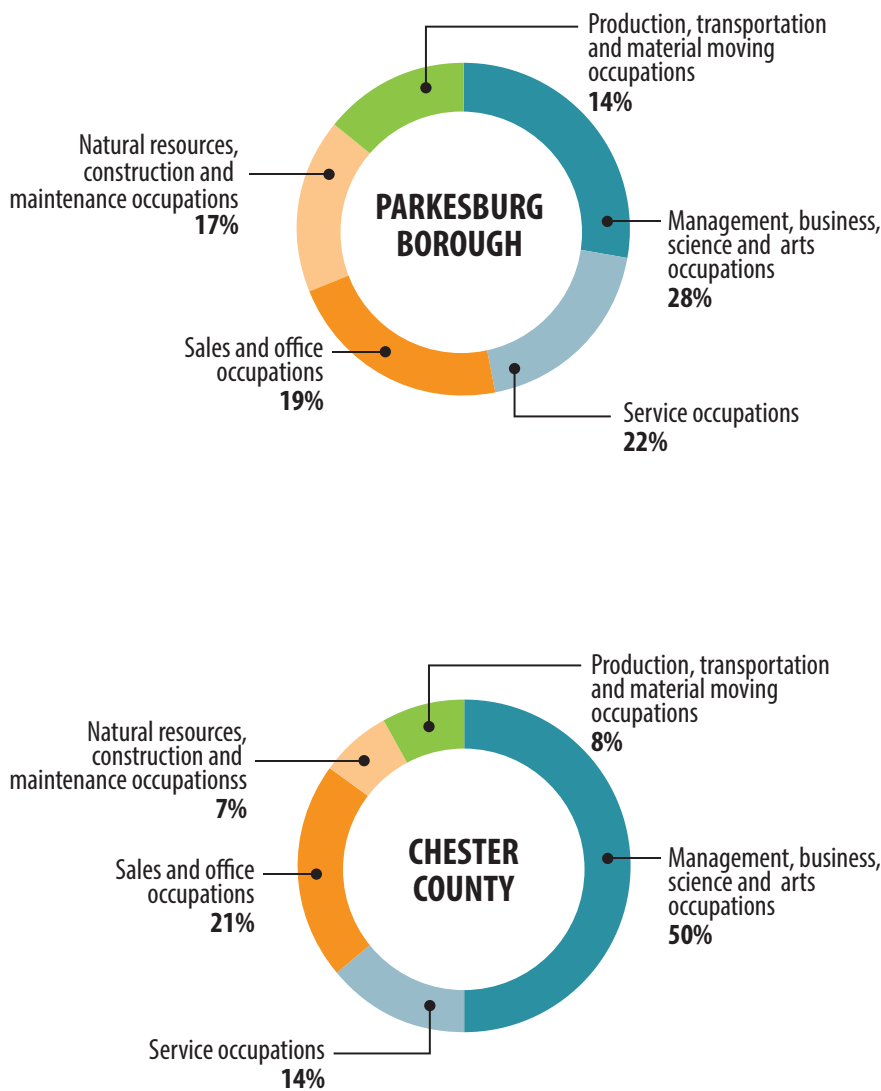


Sources: U.S. Census 2000, Decennial Count; American Community Survey 2014-18 Estimate

■ **Employment**

Employment data provides an overview of occupation (or type of work) in addition to industry (the types of businesses in which residents are employed). The most common employment by occupation in Parkesburg, as well as the County, is the category of Management, Business, Science and Arts as shown in Figure 2-11. The top 5 industries for employment of Borough residents include, in descending order, Educational Services, Health Care, Social Science (22%); Manufacturing (11%); Construction (11%); Art, entertainment, recreation, accommodation, and food services (11%); and Retail Trade (11%) as shown in Figure 2-12.

Figure 2-11
Employment of Residents by Occupation



Source: American Community Survey 2014-2018 Estimate (Percentage of civilian employed population 16 years and over)

Figure 2-12
Employment of Residents by Industry

Industry	Parkesburg	Chester County
Educational services, health care, and social assistance	22%	23%
Manufacturing	11%	11%
Construction	11%	6%
Art, entertainment, recreation, accommodation, and food services	11%	7%
Retail trade	9%	10%
Professional, scientific, management, administrative and waste management services	8%	16%
Finance and insurance; and real estate and rental and leasing	7%	10%
Public administration	5%	2%
Transportation and warehousing, and utilities	4%	4%
Other services, except public administration	4%	4%
Wholesale trade	3%	3%
Agriculture, forestry, fishing and hunting, and mining	2%	3%
Information	2%	2%

Source: American Community Survey 2014-2018 Estimate (Percentage of civilian employed population 16 years and over)



CT Farm represents the only agricultural use in Parkesburg Borough

■ Housing

The majority of Parkesburg’s housing stock is made up of single family detached housing units (see Figure 2-13) and many units are affordable to those with household incomes around and below the Chester County median. With significant housing stock below the countywide median average price, Parkesburg offers affordably priced housing for residents. About 67% of homes are worth between \$150,000-\$299,999. Approximately 70% of homes were constructed prior to 1990, with over 41% of homes built prior to 1939, as shown in Figure 2-15.

Figure 2-13
Type of Housing Units

Unit Type	Parkesburg	
Single-family, detached	688	48.9%
Single-family, attached	362	25.7%
Two units/Duplex	73	5.2%
Multi-family, 3 or 4 units	45	3.2%
Multi-family, 5 to 9 units	52	3.7%
Multi-family, 10 to 19 units	33	2.3%
Multi-family, 20 or more units	155	11.0%
Mobile homes	0	0.0%
Boat, RV, van, etc.	0	0.0%
Total housing units	1,408	100%

Single-family dwellings make up 74.6% of all housing

Source: American Community Survey 2014-18 Estimate

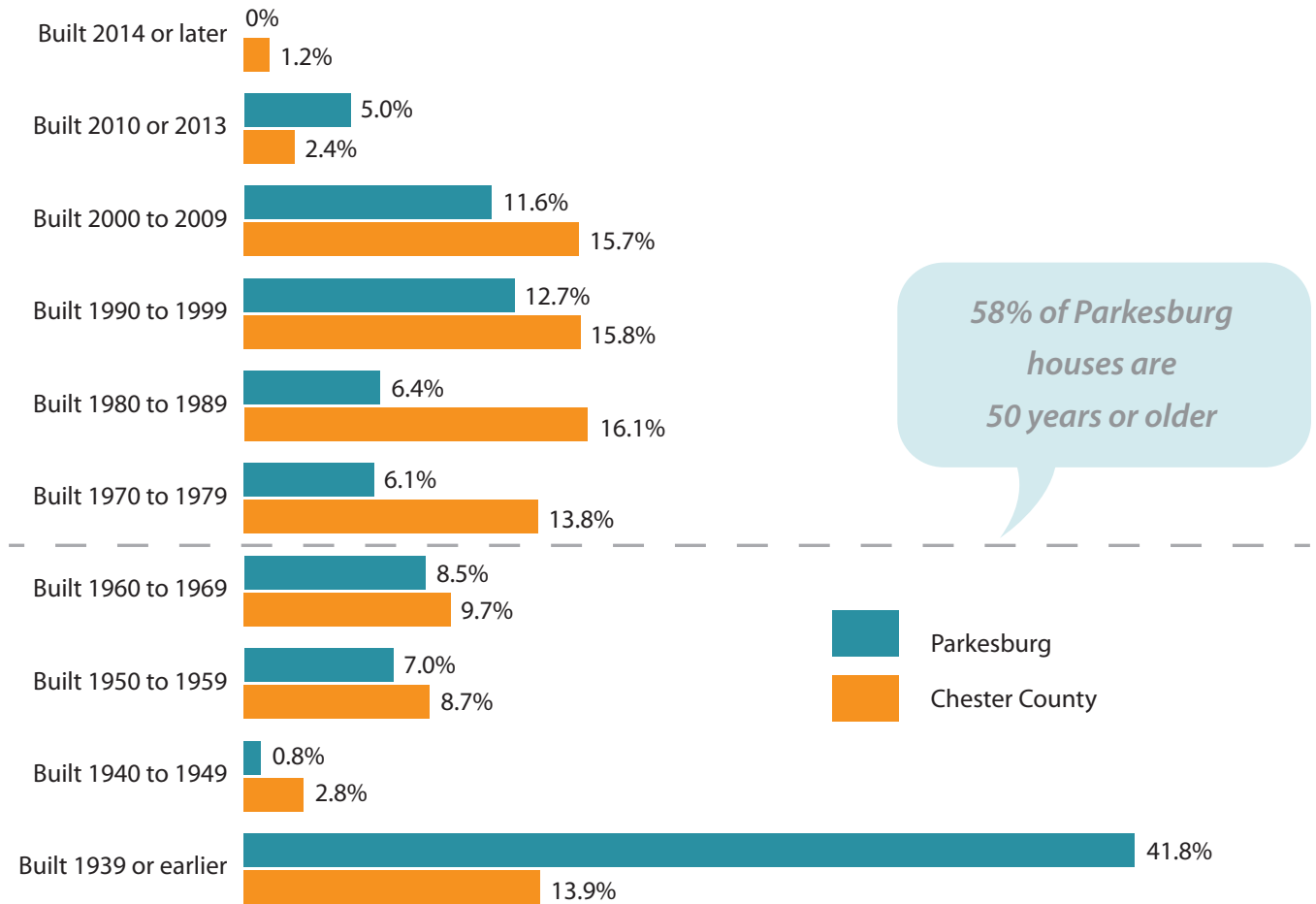
Many units are affordable to those with household incomes around and below the Chester County median. With significant housing stock below the countywide median average price, Parkesburg offers affordably priced housing for residents.

Figure 2-14
Home Value

Value	Parkesburg		Chester County	
Less than \$50,000	13	1.5%	4,181	2.9%
\$50,000 to \$99,999	56	6.5%	2,167	1.5%
\$100,000 to \$149,999	148	17.3%	4,523	3.2%
\$150,000 to \$199,999	316	36.9%	11,376	8.0%
\$200,000 to \$299,999	261	30.5%	34,844	24.4%
\$300,000 to \$499,999	55	6.4%	52,226	36.6%
\$500,000 to \$999,999	7	0.8%	28,937	20.3%
\$1,000,000 or more	0	0.0%	4,395	3.1%
Median value	\$183,400		\$347,000	

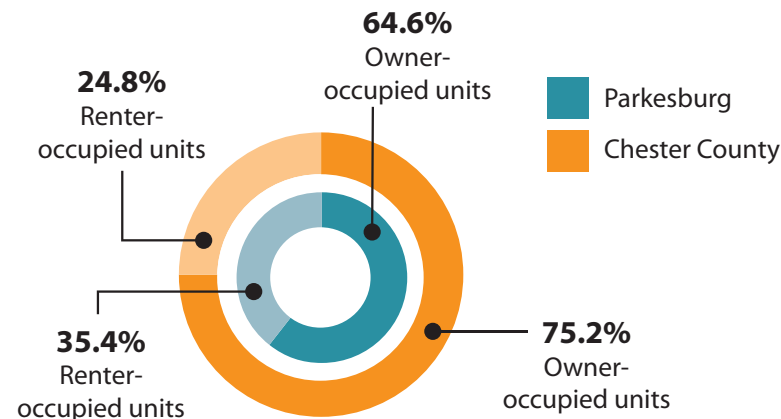
Source: American Community Survey 2014-18 Estimate; Note: Home value is representative of all types of housing in the Borough.

Figure 2-15
Housing Age



Parkesburg has a higher percentage of rental units than Chester County as a whole, as shown in Figure 2-16. Renters may have different needs than home owners, and may not be as well represented on data sources such as the American Community Survey.

Figure 2-16
Housing Tenure



Source: American Community Survey 2014-2018 Estimate

2.6 **Existing Land Use**

Parkesburg retains its historic village character. Land uses are typically at a village size and scale with short setbacks and pedestrian orientation. This character belies the Borough’s location at the crossroad of two significant transportation corridors, Routes 372 and 10.

Despite the historic village character (as with much of southeastern Pennsylvania), residential development expanded during the 1990s in Parkesburg. Residential development radiated out from the Borough’s core, toward Highland Township while new commercial uses developed along Main Street and 1st Avenue. Since the mid 2000s there has only been limited residential development, with a focus on development or expansion of commercial, industrial, and institutional land uses through infill development.

Land use in Parkesburg has remained relatively unchanged since the 2002 Comprehensive Plan, but recent redevelopment activity points to the potential for more significant land use changes in the future. This section provides an inventory and analysis of current land use that serves as a basis for addressing future development patterns.



This home on Strasburg Road near Main Street typifies the historic village character of Parkesburg

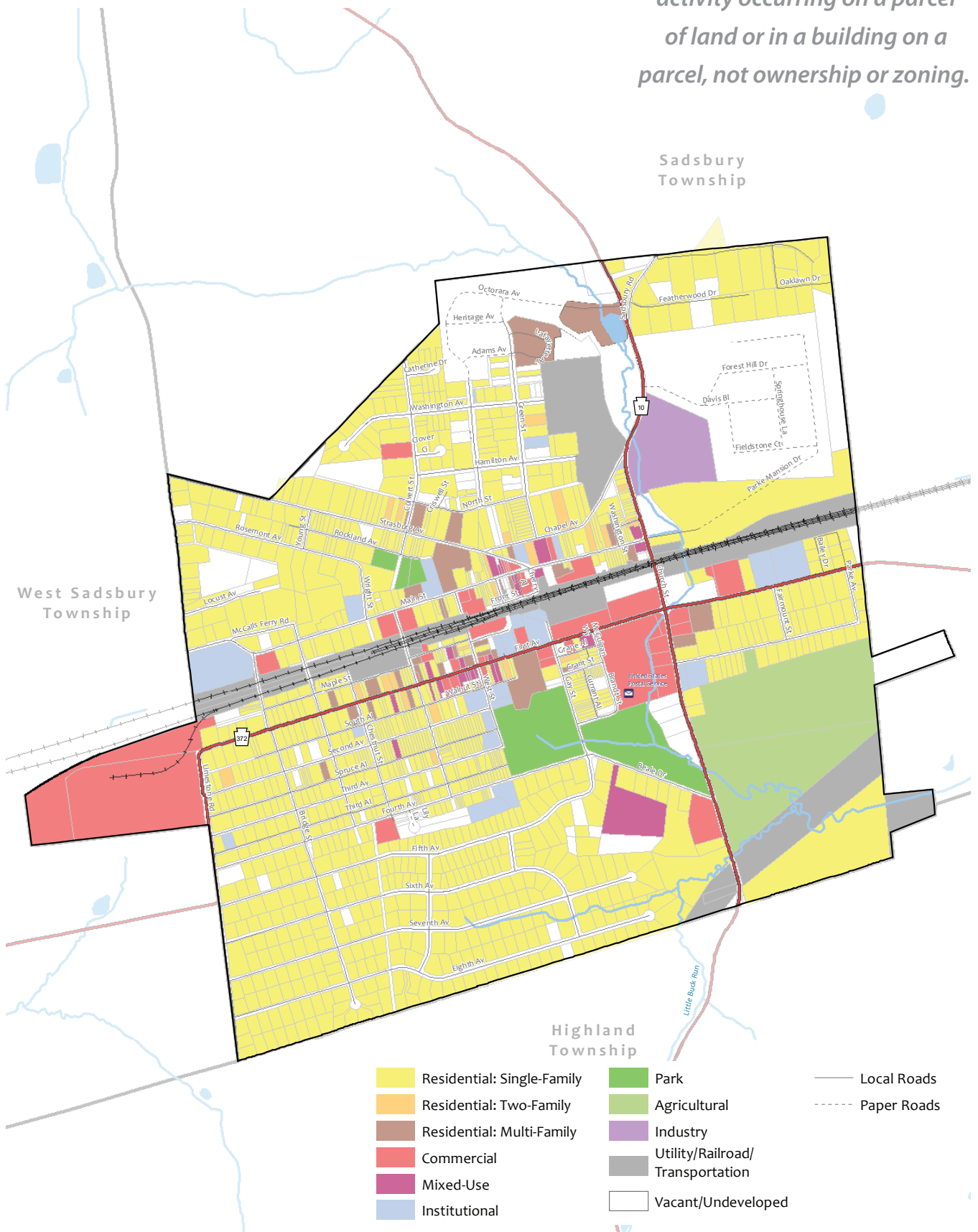
*Sources: Tax Assessment Data (2018), aerial photographs, windshield survey, and input from the Comprehensive Plan Task Force, 2018. * Transportation Infrastructure can be measured in acres but is not a land use category for parcel classification.*

**Figure 2-17
 Existing Land Use Categories and Descriptions**

Land Use Category	Acres	Percent of Total Acres	# Parcels	Percent of Total Parcels
Residential	393.0	48.1%	1157	82.9%
Single Family Residential (Includes mobile or manufactured homes located on single lots)	366.0	44.8%	1098	78.7%
Two-Family Residential (Includes twins and duplexes)	6.0	0.7%	24	1.7%
Multi-Family Residential (Includes triplexes, fourplexes (or quadraplexes), and apartments)	21.0	2.6%	35	2.5%
Vacant or Undeveloped (Includes existing commercial structures that are currently vacant and parcels that are undeveloped)	116.0	14.2%	111	7.9%
Transportation Infrastructure*	86.0	10.5%	n/a	n/a
Utility/Railroad (Includes rail properties and infrastructure, other transportation infrastructure, and the PECO easement)	61.0	7.5%	22	1.6%
Commercial (Includes retail stores, offices, restaurants, gas stations, commercial garages, daycare facilities, and other commercial uses)	56.0	6.9%	44	3.1%
Agricultural (Includes the large farm operation (including CT Farm) located in the southeast corner of the Borough)	44.0	5.4%	2	.10%
Institutional (Community Services) (Includes uses that provide services for Borough residents including schools, religious uses and Borough-owned properties and facilities)	41.0	5.0%	33	2.4%
Industrial (Includes light and heavy industrial uses and other similar operations in the Borough)	11.0	1.3%	1	.10%
Mixed Use (Includes parcels with more than one type of land use. Examples include various uses along 1st Avenue, such as an apartment on the 2nd floor and a barber shop on the 1st floor)	9.0	1.1%	26	1.9%
Total	817	100.0%	1,396	100.0%

Figure 2-18
Existing Land Use Map

Land use refers to the use or activity occurring on a parcel of land or in a building on a parcel, not ownership or zoning.



2.7

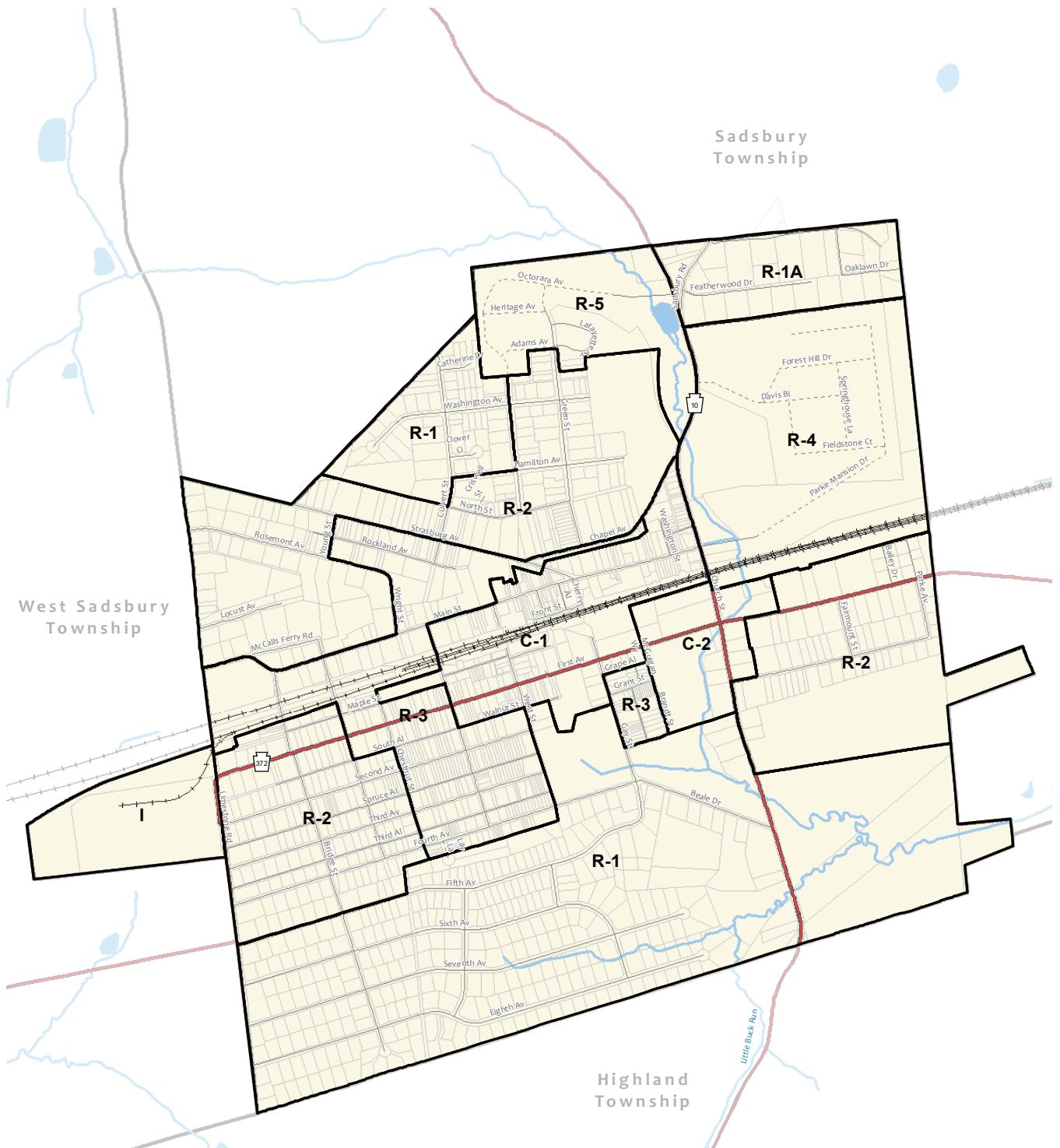
Current Zoning

Parkesburg's Zoning Ordinance provides guidance and requirements for the development of land and features a number of zoning districts which are evenly represented throughout the Borough, as shown in Figure 2-19. In character with the Borough's historic development pattern, regions surrounding 1st Avenue are primarily zoned commercial neighborhood (lower density commercial) as well as R-3 and R-4, which are higher density residential. These smaller residential lots contain older and historic homes with few to no vacant lots. Radiating from the downtown corridor, there are a number of other zoning districts. Notable districts such as R-1A and R-1 are larger lot residential classifications for either built land, or undeveloped parcels.



A typical single family home in the R-1 District near the Borough's southern border with Highland Township

Figure 2-19
Current Zoning Map



Zoning Districts

- C-1 - Commercial-Neighborhood (52.75 ac.)
- C-2 - Commercial-General (22.02 ac.)
- I - Industrial (26.9 ac.)
- R-1 - Residential (258.05 ac.)
- R-1A - Residential (29.34 ac.)

- R-2 - Residential (221.37 ac.)
- R-3 - Residential (78.71 ac.)
- R-4 - Residential (89.59 ac.)
- R-5 - Residential (36.67 ac.)

- Local Roads
- - - Paper Roads

2.8 Transportation and Circulation

■ Roadway Network

Parkesburg Borough contains roughly 21.3 miles of roads. The Pennsylvania Department of Transportation (PennDOT) owns and maintains about 3.4 miles, and Parkesburg owns and maintains about 17.9 miles of the network. There is one traffic signal in the Borough at the intersection of Route 10 and 1st Avenue (Route 372).

Route 372 and Route 10 are primary transportation corridors that run east-west and north-south through the Borough, respectively. Strasburg Avenue is another important road, running from Main Street in the central portion of the Borough northwest to Lancaster County.

Roadway Functional Classification

Roadways can function in different manners, serving varying traffic volumes, trip lengths and purposes, and accommodating varying traffic speeds. The roadway functional classification system is a method of categorizing roadways by their planned purpose to accommodate varying volumes and types (vehicular, bicycle, and pedestrian) of traffic. A general depiction of functional classes is provided on Figure 2-20.



Parkesburg Station

■ Public Transit

The Parkesburg train station is serviced by Amtrak's Keystone Service, which runs between Philadelphia and Harrisburg. Parkesburg station is served by ten weekday trips to Philadelphia and nine weekday trips to Harrisburg. On the weekends, seven trips are provided to

Philadelphia and six trips to Harrisburg. Travel time to both Harrisburg and Philadelphia is approximately 60 minutes from the Parkesburg station.

The Coatesville Link, a service managed by the Transportation Management Association of Chester County (TMACC) provides service in the Borough. This bus route connects the Parkesburg Amtrak Station, West Sadsbury Commons Shopping Center, the Coatesville Amtrak Station, and Krapf's "A" Bus Line to Exton and West Chester, as shown in Figure 2-20. The

Link operates 13 weekday roundtrips and 12 Saturday roundtrips between Parkesburg and Coatesville.

Parkesburg is also served by a county-wide paratransit service, the Rover. The Rover service is designed for those who 1) no longer drive, 2) have no means of transportation, or 3) may need special assistance to travel. Rover provides prescheduled service to private individuals Monday through Friday with limited hours restricted to specialized services on Saturday and Sunday.

■ Pedestrian and Bicycle Network

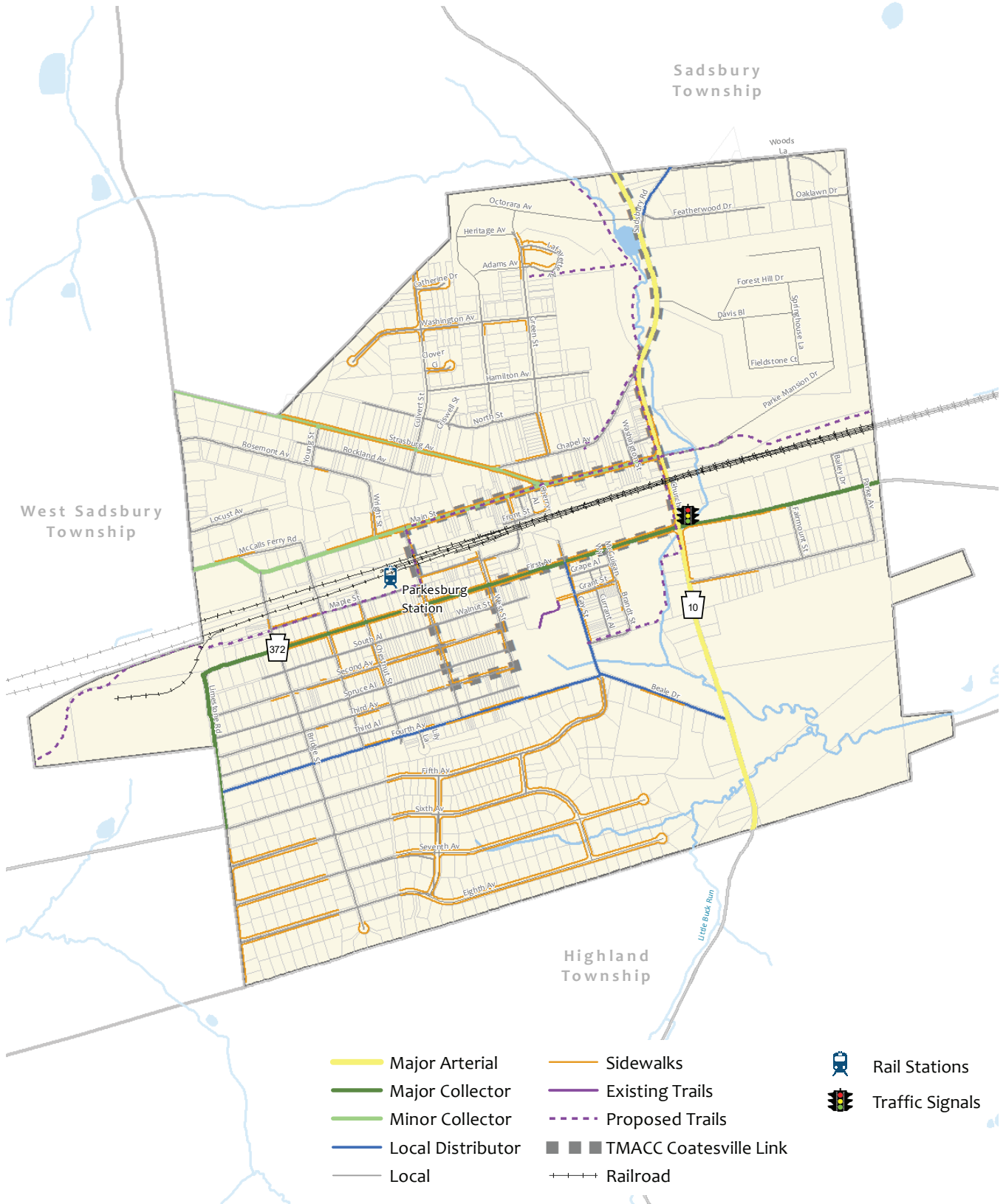
Parkesburg's downtown and adjacent neighborhoods are fairly well connected by sidewalks, as shown on Figure 2-20. However, there are many gaps in the pedestrian network and complete sidewalks are missing within the residential neighborhoods in the Borough. Trails within the Borough are limited to a short section of trail that connects Westminster Place with Minch Park. While there are currently no formal bike routes in the Borough, Parkesburg is popular with bicyclists due to their low traffic volumes and the rural nature of the surrounding community and its road system.

The 2016 Borough Revitalization Plan recommended streetscape improvements along 1st and Main Street in order to promote and enhance pedestrian circulation. These improvements would focus on enhancing Borough entrance signage enhancements and providing features such as street trees, street furniture, bike racks, planters, and other similar items.



The short section of trail that connects Westminster Place with Minch Park

Figure 2-20
Transportation and Circulation Map



2.9

Community Facilities and Infrastructure

■ Borough Government

Administration and Facilities

Borough Hall is located at 315 West 1st Avenue. The building includes a meeting space and offices for Borough staff and the Police Department. Maintenance work such as snow removal, mowing, and park maintenance is handled by Borough public works, and the municipal garage and storage facility is located at the Parkesburg Borough complex.

Parkesburg Borough is governed by seven elected officials that form the Borough Council. All members of the Borough Council are elected for four-year terms and do not represent specific geographic regions. The Borough has an elected Mayor, and an appointed Borough Manager in charge of day-to-day operations in administering all Borough business. The Borough's Planning Commission consists of five Borough residents.

Public Outreach

Public outreach is essential to inform residents about Borough activities, thereby providing them an opportunity to voice opinions, volunteer, and participate in the Borough's future direction. Parkesburg regularly updates the Borough website with accurate and up-to-date information. In addition, a marquee sign in front of Borough Hall is updated with current news and upcoming events. Information regarding the Borough is also displayed on the Keystone Valley Fire Department's electronic sign.

■ Public Safety

Emergency Management

In addition to the traditional emergency response supplied by police, fire, and ambulance providers, every municipality has a responsibility to its residents to prepare for a variety of emergency situations. Preparation of a Basic Emergency Operations Plan (EOP), and annual updates to that plan, are basic steps municipalities are required to take to identify potential hazards and plan an appropriate response. Parkesburg's Multi-Hazard Mitigation Plan serves to direct emergency management.

Police/Fire/Ambulance

In 2019, the Parkesburg Borough Police Department consisted of seven full and nine part-time dedicated sworn officers and civilian support staff. Officers patrol 24 hours a day, 7 days a week. The Parkesburg Police Department regularly updates their Facebook page concerning community events and information.

For fire and ambulance coverage, the Borough is served by the Keystone Valley Fire Department, which includes ambulance services. In 2013, the Pomeroy, Parkesburg, Martin's Corner, and Atglen Fire Companies took a vote and officially became the Keystone Valley Fire Department - a consolidated department that serves a broad region. While volunteers still play a critical role, fire and ambulance service is increasingly provided by career staff due to declining volunteer service. This has increased the need for funding for these services.

Finance and Budget

The revenues collected by a municipality fund a wide variety of community services and facilities provided to residents. Municipal revenue can be generated from taxes, user and administrative fees, licenses, debt service and/or grants. Property taxes are based on assessed value, which is generally not at total value and is expressed in millage (one-tenth of one cent). In 2020, Parkesburg had an annual budget of \$2.9 million.

According to the 2018 Borough quarterly operating budget summary, revenue categories include an earned income tax (EIT), real estate taxes, fees/fines/interest, state and county funding, and rents. Local enabling taxes such as the EIT are by far the highest revenue generators in the Township while real estate taxes were second largest in generating revenue.



Keystone Valley Fire Department (top) and Borough Hall and the municipal complex (bottom) are located on 1st Avenue

Estimated expenditures generally cover services, salaries, equipment, programs, and operating costs. The two largest expenditures are police and fire protection and general government administration.

Library

The Parkesburg Free Library has provided materials, services, and programs for the educational, cultural, and recreational needs of the residents of Parkesburg and surrounding municipalities since 1891. The library’s current facility, located at 1966 West Street (adjacent to Minch Park), opened in 1967.

The library offers over 25,000 items including fiction and non-fiction books, music, CDs and DVDs, audiobooks, children’s books, software and a variety of other items. The library also offers a number of services including reading programs, personal computers and internet access, and public meeting rooms.

Education

Parkesburg Borough is part of the Octorara Area School District. The district operates an elementary school and a combined middle and high school as well as a Primary Learning Center which includes elementary, middle, and high school facilities. The district encompasses both municipalities in Chester and Lancaster counties. Other education services in the Borough include the Green Valley Academy, which serves students with special needs.

Healthcare

Hospital care is provided outside of the immediate vicinity of Parkesburg. Options include Brandywine Hospital to the east, Jennersville Hospital to the south, and Lancaster General Hospital to the west. Locally, the Lancaster General Health Urgent Care Center to the north of the Borough (near the intersection of Routes 30 and 10) offers primary, specialized, and urgent care services.

Services for Older Adults

Several local service organizations provide programs to assist the elderly. The Parkesedge Apartments, Parkesburg School Apartments, and Westminster Place at Parkesburg offer affordable rentals and access to senior services for adults aged 55+ in the community. The Coatesville Area Senior Center also offers programs that are geared for seniors and includes group exercise classes, social events, community education, and access to affordable breakfast and lunch.



The Coatesville Area Senior Center offers programs for Seniors (top). The Parkesburg Library is located next to Minch Park along West Street (bottom)

■ Sewage Facilities

Sewage facilities planning in Pennsylvania is governed by the Act 537 Sewage Facilities Plan. A primary purpose of the plan is to determine how sewage facilities can best be provided to meet anticipated future land use needs. Ensuring that sewage facilities planning is coordinated and consistent with local and regional planning policies is important in implementing future land use goals.

The vast majority of the Borough is served by public water and sewer service, as shown in Figure 2-21. Any proposed development not served by public sewer is regulated by the Borough's subdivision and land development ordinance and county regulations regarding sewage requirements.

Pennsylvania American Water Company (PAWC) is responsible for the financing, ownership and operation of its sanitary sewer system through Parkesburg. Generally, public sewer serves the developed portions of the Borough and does not extend to the large-lot residential parcels and vacant parcels in the south-central area and the western fringe.

Parkesburg is one of ten tributary municipalities served by the sewage facilities of the PAWC's Coatesville region. PAWC owns, operates, and maintains the collection system within the Borough. By year 2030, Parkesburg Borough projects a total of 467 new equivalent dwelling units (EDUs). PAWC projects that additional capacity is not needed to serve the long term growth needs of Parkesburg, within the horizon of this Plan.

■ On-Lot Sewers

The vast majority of the Borough is served by public water and sewer service, as shown in Figure 2-21. Portions of the Borough which are not served by public water and sewer are in the far northeastern corner of the borough. Any proposed development within these vicinities is to be regulated by Parkesburg's subdivision and land development ordinance and county regulations regarding sewage requirements.

■ Water Facilities

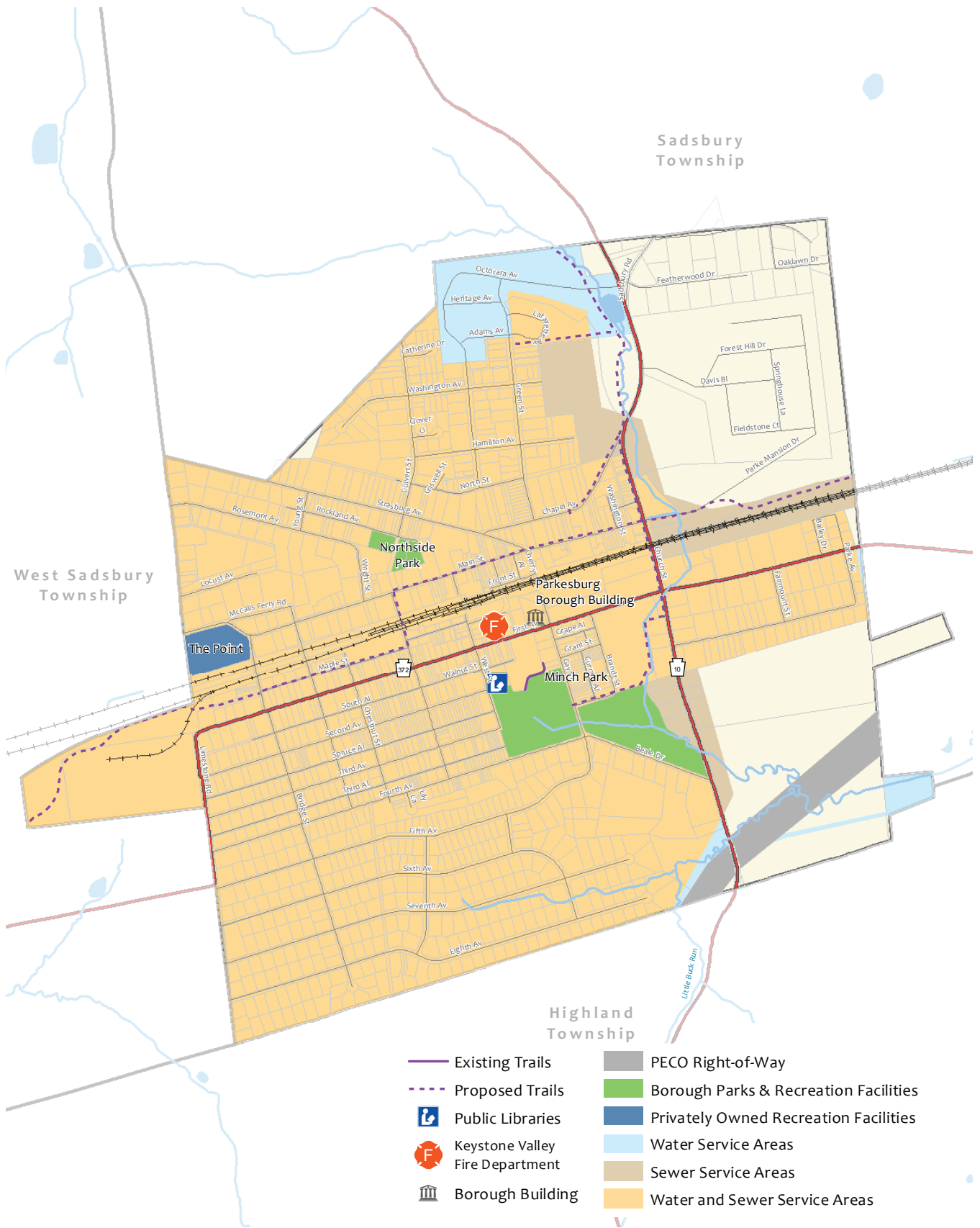
Pennsylvania American Water Company serves about 97% percent of Parkesburg's population. Water supply lines in Parkesburg are considered to be adequate and no new water mains are anticipated in the near future.

■ Stormwater Management

Stormwater management is the safe and effective collection, control, infiltration, and treatment of the stormwater that flows overland into streams. When implemented it minimizes intermittent flooding, reduces erosion and sedimentation of streams, and reduces the contamination of groundwater, surface water, and drinking water sources.

Stormwater management in Parkesburg is necessary because the extent of impervious surfaces and resulting runoff that can cause negative impacts on private property, and due to the need to improve water quality in Little Buck Run stream. Stormwater collection systems are scattered throughout the Borough, particularly within the newer residential subdivisions, which are owned and maintained by homeowners' associations. Stormwater management is regulated in Parkesburg Borough's Stormwater Management Ordinance (Ordinance Number 511) which requires developers to submit a plan that shows erosion and sedimentation control measures and must demonstrate no increase in runoff from proposed development.

Figure 2-21
Community Facilities (including Parks & Recreation) and Infrastructure Map



2.10 Parks, Recreation, and Open Space

Parkeburg has two Borough-owned and managed parks: Minch Park and Northside Park. Minch Park is approximately a 19-acre park appropriate for children of all ages located behind Westminster Place, as shown in Figure 2-21. The park consists of a children's playground, a pavilion with tables, a gazebo, basketball courts, tennis courts, a football field and two baseball fields. Minch Park is the location of the Southern Chester County All American Midget Football League and the Southern Chester County Babe Ruth League.

Northside Park is located along Rockland Avenue to the west of the Parkeburg School Apartments, as shown in Figure 2-21. Northside Park is located in the center of a residential area and the amenities are limited to a small parking area, open space, and raised planting beds that were installed in 2019.

The Point is located on the North Side of the Borough along West Main Street, as shown in Figure 2-21. It is a Youth Center which offers several programs including: academic enrichment, trade and career training, sports and recreation, music, and specific girls and boys programs.



Minch Park activities: children enjoying the traditional playground features (top) and the snack bar open for business (bottom)



Northside Park



The Point provides youth programs and recreational facilities that include a skatepark and basketball court that were constructed in 2019

2.11

Natural Resources

■ Resource Relationship

It is important to understand the connection between various natural resources. For example, the disturbance of an area of woodland on a steep slope will have a direct impact on the associated slope and the stream corridor at the bottom of the slope. The removal of vegetation will severely reduce the underlying soil's holding capacity, increasing erosion and sedimentation and significantly reducing the soil's infiltration capacity and therefore groundwater recharge and water quality. Although not always clearly physically connected, the status or condition of water, land, and biotic resources will impact the status or condition of adjacent or otherwise related resources within the Borough.

■ Water Resources

The creeks, streams, and rivers throughout Chester County have influenced development patterns and quality of life for centuries. Proper management of water resources is necessary to meet growing demands for its use, protect it from degradation, and sustain and/or improve water quality.

Watersheds

Most of Parkesburg is in the Brandywine Creek West Branch watershed, with a small portion of the western half of the Borough in the Octoraro Creek watershed, as shown on Figure 2-23.

Stream Designations

The Pennsylvania Department of Environmental Protection (PADEP) has put programs into effect to protect and improve water quality, promote preservation of higher quality streams, and achieve compliance with Chapter 93 of Pennsylvania's Clean Streams Law and Federal water regulations. The following designation applies to streams and watersheds in the Borough:

Impaired Streams

Impaired streams are sections of watercourses that do not meet Chapter 93 use designations for water quality standards. Along with many stream corridors in the region, a majority of the streams in Parkesburg have been designated as impaired, as shown in Figure 2-23.

Floodplains

The Federal Emergency Management Agency (FEMA) defines a floodplain as an area subject to a one percent or greater chance of flooding in any given year. There are about 43 acres of floodplain in the Borough that occur along the Route 10 corridor (which follows the Little Buck Run) and in the Borough's southeast corner, as shown in Figure 2-23.

■ Land Resources

Land resources should be protected not only for their production value, but because inappropriate uses and poor maintenance practices can lead to the degradation of related water and biotic resources. Such degradation impacts the functions of these resources and increases hazards, such as flooding and reduced groundwater recharge.

Steep Slopes

Steep slopes (slopes with a grade change of 25% or greater) are located in small segments throughout the Borough with a dense concentration along both sides of Route 10 on the North Side and along the edges of the rail line, as shown in Figure 2-23.

■ Biotic Resources

Biotic refers to plant and animal life, and their habitats. This section discusses the importance of maintaining natural diversity and describes major habitat areas in the Borough. Biotic resources discussed in the section include woodlands, riparian buffers, and wetlands and hydric soils.

■ Woodlands

Most of Parkesburg's woodland areas coincide with stream valley and wetland areas, and account for roughly 16% of the land area in the Borough, as shown in Figure 2-23. The Borough has regulations that restrict the amount of woodlands that may be disturbed by new development, in addition to requiring replacement of disturbed woodlands.

■ **Riparian Buffers**

Riparian areas are the lands adjacent to water bodies that serve as a transition between aquatic and terrestrial environments and directly affect or are affected by that body of water. A riparian area that consists of mature vegetation, preferably including forest cover, can create an effective buffer between upland land uses and the receiving water body, reducing the impact of upland sources of pollution. Forested riparian buffers can also serve to slow stormwater runoff, improving flood control, as shown in Figure 2-22.

■ **Wetlands**

The National Wetlands Inventory (NWI) identifies wetland areas based on aerial photography. There is about 1 acre of NWI wetlands in the Borough, as shown in Figure 2-23.

■ **Natural Diversity**

Natural diversity is defined as the variety of plants and animals in a given habitat, or the variety of features found in a given population of one type of plant or animal. There are currently no species identified as rare, threatened, or endangered within Parkesburg.

Native and Invasive Vegetation

■ **Native Vegetation**

Native or indigenous refers to flora and fauna that currently or previously inhabited or grew in a specified location, and were not introduced to that location as a result of human activity. Native species are adapted to environmental conditions of an area such as climate, soils, topography, winds, precipitation, wildlife, and other living organisms.

■ **Invasive Species**

Across much of Chester County, including Parkesburg, woodlands and wetlands are being overrun by invasive species. Within woodlands, riparian areas, meadows, hedgerows, and along roadways, invasive species such as the Norway Maple, Multiflora Rose, Autumn Olive, Oriental Bittersweet, Japanese Honeysuckle, Japanese Knotweed, Mile-a-Minute Vine, Emerald Ash Borer and the Spotted Lanternfly are overrunning existing native species. Within wetlands, invasive species such as Common Reed, Purple Loosestrife, and Reed Canary Grass can dominate the landscape, impairing the wildlife and filtration functions of the wetland.

Resource Protection Measures

The protection of natural resources should be a high priority for municipalities, not only for environmental and aesthetic values but also to meet state and federal requirements. Although Parkesburg is primarily developed, there are many acres of natural resources that continue to provide significant value and functions, such as flood and erosion control.



Voracious invasive species of both flora and fauna impact species native to the region including Mile-A-Minute Vine

Figure 2-22
Typical Riparian Buffer

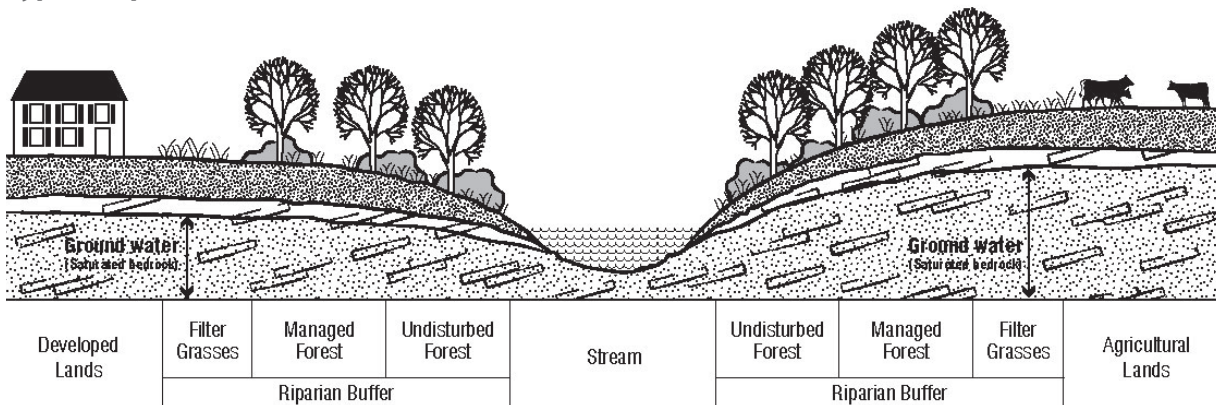


Figure 2-23
Natural Resources Map



2.12 Historic Resources

The Borough Zoning Ordinance encourages the preservation of historic resources through establishing regulations for alterations to buildings 50 years or older. Delay of demolition for historic resources is also addressed, to encourage the preservation of historic structures. The Historic District overlay, encompassing much of 1st Avenue, and the historic downtown further protect the Borough's historic resources.

The Historic Sites Survey

The Chester County Historic Sites (CCHS) Survey (1979-82) identified 117 historic buildings or groups of buildings in Parkesburg. The County Survey is considered a "preliminary" or "reconnaissance" survey, focusing on a listing of sites, primarily residential, and providing general information such as location and owner. Sites documented in the County Survey are on file at the Chester County Historical Society. Included among these structures, and as shown on Figure 2-24, are:

- East Bridge Street Bridge
- Parkesburg School
- Parkesburg National Bank
- David Parke House
- Beale Mansion

The Historic Resource Atlas

In early 2004, Chester County's Heritage Preservation Coordinator began coordination and mapping activities to update historic resource inventories through development of Historic Resource Atlases. The primary goal of the Historic Resource Atlas project was to build upon the previous CCHS survey by cataloging the current historic sites, districts, and structures in Chester County, utilizing state-of-the-art technology and trained volunteers for each of the county's 73 municipalities. Parkesburg Borough has not initiated an atlas for their community.

Figure 2-25 identifies the parcels on which Class 1 historic resources and bridges are located. Class 1 refers to those historic features that are listed on the National Register of Historic Places as coordinated by the Pennsylvania Historic and Museum Commission (PHMC).

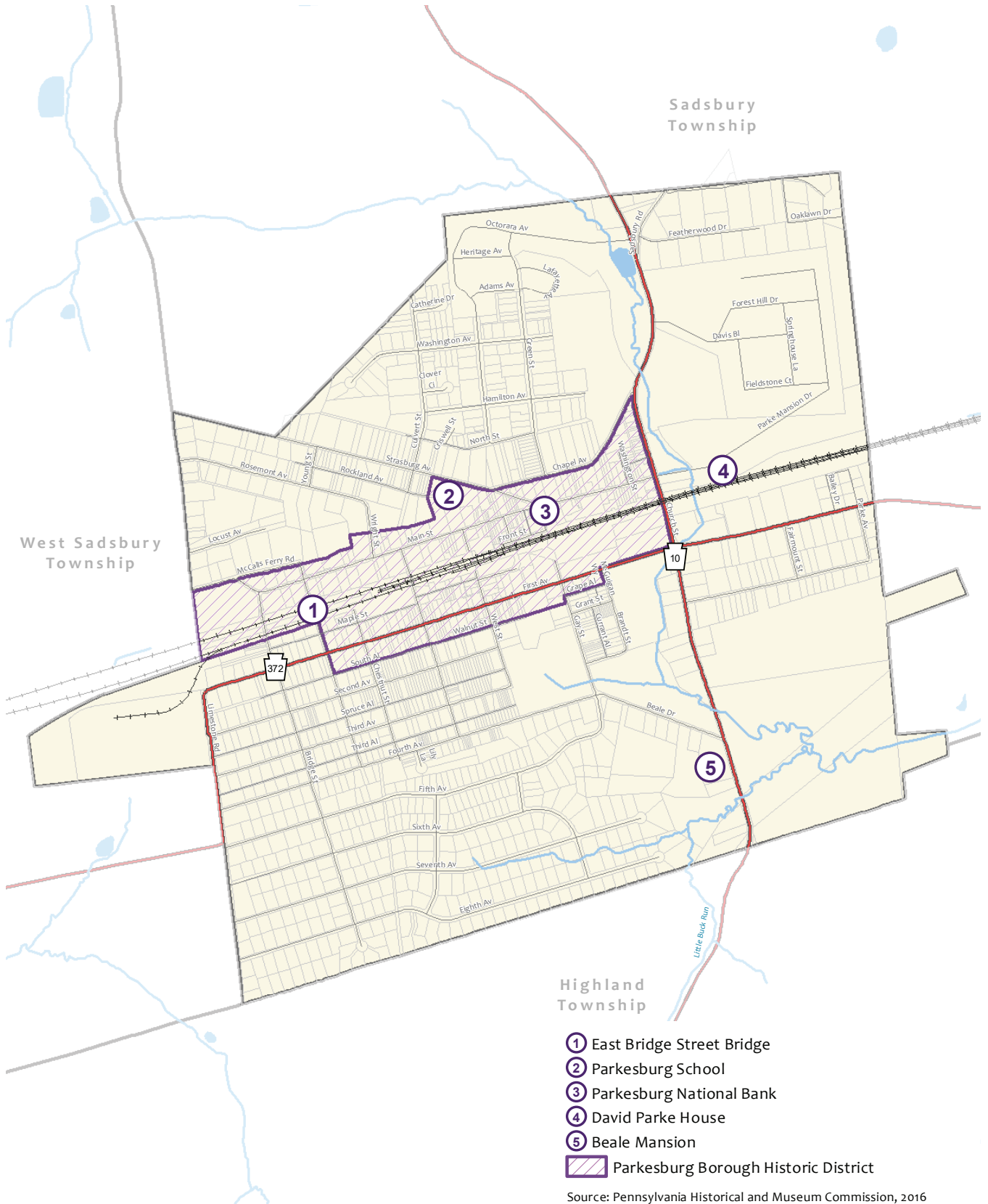


The Parkesburg School House Apartments on Strasburg Road next to Northside Park



Beale Manor on Route 10

Figure 2-24
Historic Resources Map



- ① East Bridge Street Bridge
- ② Parkesburg School
- ③ Parkesburg National Bank
- ④ David Parke House
- ⑤ Beale Mansion
- ▨ Parkesburg Borough Historic District

Source: Pennsylvania Historical and Museum Commission, 2016

The Vision, Goals, Objectives, and Actions

Chapter 3: Community Vision

**Chapter 4: Community Amenities and
Resources**

**Chapter 5: Circulation, Connectivity, and
Safety**

**Chapter 6: Economic Development and
Revitalization**

**Chapter 7: Borough Services and
Infrastructure**

**Chapter 8: Land Use and Community
Character**

Chapter 3

Community Vision

VISION STATEMENT

Parkesburg Borough will be a safe, connected, attractive, and bustling community for residents, businesses, and visitors. The community will value its neighborhoods and parks, promote connectivity (sidewalks, trails, trains, and automobiles), and celebrate community history, diversity, and character. The Borough will focus on providing efficient, responsive services while fostering managed growth and a revitalized economy.

Overview of Community Goals

Community Amenities and Resources

Maintain and enhance the Borough's parks and protect the Borough's natural and historic features to sustain ecosystems, promote public health and wellness, and enhance quality of life.

Circulation, Connectivity, and Safety

Promote a safe, effective, and diversified transportation network that connects to regional trail and transit opportunities to accommodate the future needs of all Borough residents and businesses.

Economic Development and Revitalization

Encourage growth, retention, and vitality of businesses along the Borough's commercial corridors with adequate parking and vibrant streetscapes that promote a pedestrian scale in keeping with the Borough's historic character.

Borough Services and Infrastructure

Provide cost effective and efficient services to maintain the safety and convenience of Borough facilities and infrastructure to meet the needs of all who live, work, or play in Parkesburg.

Land Use and Community Character

Provide opportunities for growth, redevelopment, and preservation that will promote sustainability and affordability while respecting the Borough's unique historic character and facilitating the Borough's future identity as a destination.

Top Ten Actions

The following list represents the top ten Actions of the Comprehensive Plan as identified by the Comprehensive Plan Task Force from the complete list of actions in Chapter 9: Implementation Strategies.

5-3

Consider roadway maintenance, operational, and infrastructure improvements to enhance safety for all users and flow of traffic

6-1

Support the successful creation of new businesses and the retention of existing businesses through regional and partner coordination, information sharing, and other non-regulatory means

6-4

Create incentives and funding strategies to promote investment interests to develop and enhance the Business Center

6-5

Review and amend zoning to incorporate best practices and provide flexibility for new businesses in terms of uses, parking, mixed use, signs, and similar uses

6-6

Implement streetscape improvements along key corridors in the Borough including Main Street (Route 10 to Culvert Street) and 1st Avenue (Route 10 to Culvert Street)

6-7

Enhance the primary gateways (Route 10 and 1st Avenue; Route 10 and Main Street; Route 10 and Chapel Avenue)

6-8

Enhance parking options for residents and visitors through regulatory means, infrastructure improvements, and operational mechanisms

6-10

Develop design guidelines to enhance Main Street and 1st Avenue

7-1

Maintain a fiscally responsible annual budget through a transparent process that responds to resident and business input

8-5

Review and amend the Zoning Ordinance, as necessary, for improved consistency with the Future Land Use Plan and to better reflect opportunities for new development, redevelopment, and preservation in the Borough



Chapter 4

Community Amenities and Resources

Parks, recreation, and the preservation of natural and historic resources provide significant and tangible quality-of-life and economic benefits at the local level. These include the value of recreation and corresponding impacts on public health, as well as value in creating spaces for the community to gather. This chapter provides an overview of challenges and opportunities that were considered during the development of this plan chapter, plan actions, and strategies that will make implementation of the plan actions possible.

Challenges and Opportunities

- The Borough currently lacks a network of clearly defined trails connecting to recreation facilities or other community spaces. Where trails already exist, they are disconnected from locations of interest in the Borough or are not accessible to all users.
- Federally mandated stormwater management requirements place a burden on the Borough budget and staff to ensure safety and compliance.
- Community concerns on roadway safety, economic development, and historic preservation require the Borough to retain a level of adaptability and flexibility to appropriately respond.



Goal

Maintain and enhance the Borough's parks and protect natural, cultural, and historic features to sustain ecosystems, while promoting health and wellness and enhancing quality of life.

Objectives

- A. Promote safe and modern recreation options that provide a connected network of trails and parks.
- B. Maintain and enhance Borough parks and cultural facilities.
- C. Foster a more productive, working relationship between the Borough, private recreational facilities, and cultural groups.
- D. Provide a variety of programs to promote public health and health equity.
- E. Protect critical natural resources through regulatory standards, public education, and other means.
- F. Move forward with historic commission activities to document, protect, and preserve historic resources in the Borough.

Action 4-1

Maintain and enhance Minch Park to meet active and passive recreation needs of current and future residents.

Minch Park provides many recreation opportunities for residents of the Borough. This park is well used, and the Borough should continue with ongoing maintenance and implementation of park policy to improve this facility. Opportunities exist to further enhance the children's playground area through maintenance of existing equipment, as well as providing additional turf surfacing for children's play. The existing baseball field and open area for football are well used and should be improved with dugouts or more permanent features to promote their use.



The baseball field and the football area of Minch Park are well used by the community

STRATEGY A: Active and Passive Recreation Options

Within the existing park facility (including Minch Park properties both east and west of South Gay Street), the Borough should develop portions of lands for both active and passive recreational use, as shown in Figure 4-1. Ensuring that all residents are served by recreational opportunities to suit their individual needs and that the future needs of the community are met will create a healthier community.

Trail Network. The Borough should seek opportunities to provide an interconnected trail network throughout Minch Park to

connect with other locations in the community. The existing natural trail in the southeastern portion of Minch Park should be relocated away from areas of floodplain and into a more usable area for use by residents and visitors, as shown in Figure 4-1, 4-2, and 4-3. There are two locations along the Eastern Trail Loop (Figure 4-2) where a dog park could be accommodated, as shown in Figure 4-1.

Basketball Courts. The basketball courts are another frequently used facility. Due to the isolated location of these courts, that are located just to the south of the United States Post Office, it should be a priority of Borough staff and community



Figure 4-1
Minch Park Improvement Concepts

volunteers to supervise these areas and provide for ongoing maintenance on the courts.

Tennis Courts. The existing tennis courts could be resurfaced to accommodate pickleball and alternative sports facilities such as a skatepark or pump track.

STRATEGY B: Streetscape Improvements

Streetscape improvements such as the planting of street trees or the development of sidewalks along South Gay Street, West 4th Street, and 3rd Avenue could improve walkability in and around the park, as shown in Figure 4-3 (See also Action 6-6).



- The following concepts correspond to the numbers on Figure 4-1.**
1. Expanded accessible trail integrated with community attractions, natural features, and a dog park
 2. Expanded playground and tot lot facilities
 3. Amphitheater with stage or screening for community movie nights adjacent to picnic glen with grills
 4. Reuse of underutilized tennis courts for pickle ball or other alternative activities (skate park, pump track)
 5. Natural play areas with splash pad and other water features



Two images of the portable skate park in West Goshen Township

Action 4-1 STRATEGIES (continued)



Action 4-1 STRATEGIES (continued)

STRATEGY C: Park Master Plan

The Borough should consider further analysis of existing park facilities and identifying priorities and a timeframe for future maintenance or park improvements. Further thought should be given to master parks planning, and whether the Borough should consider undertaking a master plan for Minch Park in order to guide future development of its facilities.

STRATEGY D: Community Involvement

A community survey and/or charrette could be held to assist in the planning for the park in addition to undertaking a more formalized and professional park planning effort.

STRATEGY E: Open Space Plan

The Borough could also consider the development of a Parks, Recreation, Open Space, and Environmental Resources Plan. These plans will assist to:

- Investigate potential locations for recreation uses/ community gathering space in underserved areas of the Borough
- Consider enhancements to Minch and Northside Parks (such as community gardens, benches, trails, dog park, and additional recreation facilities).
- Address use of the unimproved portions of Minch Park east of South Gay Street.



Action 4-2

Enhance recreational options for Northside Park to further serve recreational needs in the community.

Northside Park is a small park facility in the northern portion of the Borough which could better serve the recreational needs of residents through future park design and improvements. Many residents are unaware of the existing park due to its undeveloped nature and location within a quiet residential neighborhood.

Current issues with the park include a lack of clear signage, clearly designated parking, and recreational facilities. While the location of the park in a residential neighborhood and site constraints such as grading and site configuration prevent Northside Park from becoming a regional park such as Minch Park, the inclusion of recreational opportunities at Northside Park could further engage the local community.



Raised planting beds installed in Northside Park by Shelby Kreeger for her Girl Scout Gold Award in 2019



STRATEGY A: Improvements

Recreational options at Northside Park should reflect the neighborhood scale and include primarily passive offerings such as, increased seating and gathering areas, open play areas, and trail connections to residences in the community such as the Parkesburg School Apartments, as shown in Figure 4-4. Similar to Minch Park, streetscape improvements such as the planting of shrubbery and street trees along Rockland Avenue could further visually anchor this park and identify it as a community space.

STRATEGY B: Friends of the Park

A “Friends of the Park” committee could be created to help the Borough with the administration of the potential gardens at the park. This could also be an independent committee or subcommittee of the Parks and Recreation Committee. Similar to the development of Minch Park, the community should be consulted to assist in future planning for the park.

STRATEGY C: Coordination

The Borough should continue to work with local community groups such as local scouts and school organizations in order to coordinate service projects which may be appropriate for the park, such as the construction of benches or small gazebo or pavilion.

Action 4-3

Support the Parkesburg Public Library and its community gardens.

Parkesburg Public Library offers a number of community educational programs and has a thriving community garden. The library is very popular among residents and there is desire for the library to further expand its physical footprint and public offerings. Plans are in place to further expand the community gardens located on the library property. Future expansion of these successful gardens should be encouraged at Borough parks as a joint effort between the library and the Borough.



The Library and gardens are physically and visually connected to Minch Park and its many recreational opportunities

STRATEGY A: Library Expansion

If the library were to expand its physical footprint, coordination should occur with Minch Park to best design the facility. Opportunities exist to provide streetscaping or park features to better integrate these adjacent facilities and to create a welcoming area for reading, or for children to use park facilities while their caretakers use library facilities. For example, seating could be placed along West Street for reading, or a reading garden area can be created in the area adjacent to both Minch Park and the library, as shown on Figure 4-1.

STRATEGY B: Promotion of Facilities

Promotion of library facilities, including the community garden can extend beyond geographic expansion to a wider variety of community programming, such as partnering with the Octorara Area Food Cupboard or the Chester County Food Bank to establish neighborhood gardens for purposes of growing and donating produce to these community groups. Other options may include edible gardens or the library's sale of produce at community events such as downtown festivals, farmers markets, or at pop up or temporary uses.

STRATEGY C: Park Master Plan

Include the Parkesburg Free Library in discussions concerning master planning for Minch Park and other recreation opportunities in the Borough.

STRATEGY D: Events and Programing

Coordinate periodically with the Parkesburg Free Library Board of Trustees to encourage continued diverse events and programming, serving all Borough residents.

STRATEGY E: Building Maintenance

Coordinate on a routine basis (such as semi-annually) with the Library Board of Trustees to discuss maintenance of the building, as well as, future capital projects.

Action 4-4

Review and enhance programming and events at Borough parks and facilities for residents and visitors.

The Borough should continue to promote recreational and community programming that work to benefit the community while expanding efforts to increase tourism and economic development. Successful Borough events include Final Fridays in the summer, the Parkesburg Community Yard Sale, and Veteran's Day Parade. With the proposed expansion of the Chester Valley Trail (CVT) West, and the Enola Low Grade Trail, a number of visitors are expected to frequent the Borough as part of the attraction of these trails.



STRATEGY A: Coordination with PAC and PABA

Coordination should occur with Borough business groups such as the Parkesburg Action Committee (PAC) and the Parkesburg Area Business Association (PABA) to optimize community offerings both downtown and at Borough parks. Popular programs should be analyzed in order to integrate successful aspects to existing and future proposed events in the community. The Borough should continue to work with community groups in order to facilitate communication methods to further promote events with the community. Planning efforts should be made to maintain and promote

local and regional tourism to the Borough such as providing facilities for cyclists, and holding events for important community attractions in the Borough.

STRATEGY B: Promotion of Local Attractions

In planning events, the Borough should be conscious of efforts to promote and support attractions to increase tourism. Parkesburg has the potential to be an attractive destination due to its walkable downtown, appealing architecture, well maintained community park and proximity to the Parkesburg Train Station. Promotions to increase tourism should be done in a manner to draw residents from Route 10 into the Borough.

This could be accomplished with the use of decorative banners or signage promoting community events. Strategies to do this are addressed in Chapter 6, which discusses a potential gateway into the Borough.

STRATEGY C: Regulatory Support

Review provisions that potentially impact community events in the Borough. Consider expanding public space or uses permitted in public spaces to conduct special events in the Borough.

Action 4-5

Foster public/private partnerships that enhance park, recreation, and cultural resource facilities and programs.

Support private and institutional entities (schools, clubs, and community groups) that provide community recreation opportunities such as organized team sports, community events, and active recreation areas. The establishment of neighborhood committees, groups, and associations will be beneficial in the upkeep, maintenance, and planning needed to best promote recreation in Parkesburg.



Borough community partners, such as this Boy Scout Troop, are valuable assets for park clean ups and similar community efforts



The Point, located at the western end of Main Street, is an important community partner

STRATEGY A: Partnerships

The Borough should continue to partner with community entities such as The Point and the school district to allow the shared use of facilities and programming at community centers, facilities, and parks within the region. The Borough should consider opportunities with private and institutional entities as these opportunities become available, and continue to encourage the establishment of neighborhood committees, groups, and associations (as there is interest

in doing so). Consistent volunteer support is often difficult to coordinate, and actions should be taken in order to ensure that residents are engaged in their community.

STRATEGY B: Coordination with Parks and Recreation Committee

As part of efforts to improve parks programming and maintenance, Parkesburg should work with the Parks and Recreation Committee which assists the Borough with the administration and coordination

aspects of maintaining and promoting parks and recreation in the Borough. Recruiting volunteers for this committee should include residents with interest in further promoting these public/private partnerships.

Action 4-6

Continue to enforce regulatory standards and work in partnership with the public to advocate stewardship of natural resources.

While the Borough has regulatory standards in place for natural resource protection, it is critical to ensure that these regulations are properly enforced and updated in order to meet complex and evolving standards of natural resource stewardship. The public is an essential partner in promoting the stewardship of natural resources, and engagement within the community is a crucial asset for the Borough's natural resources.



Impaired streams are an issue throughout the Region and impact the Little Buck Run shown here behind the car wash

STRATEGY A: Keep Regulatory Standards Up To Date

It is crucial to ensure that regulations effectively protect resources, enforce best practices, and follow mandated requirements from agencies such as the Federal Emergency Management Agency (FEMA) through periodic review and amendment of regulatory standards. Funding and technical assistance is available from The Chester County Planning Commission (CCPC) and in some cases from other agencies depending on the scope of work.

As part of a general code analysis, the Borough should frequently review their zoning and subdivision ordinances to ensure that natural resource standards continue to be effective and impactful.

STRATEGY B: Public Engagement

In addition to regulatory controls, natural resource conservation can engage the public in a number of ways such as through educational parks and recreational programming, or through community sponsored stewardship events such as community clean up days or through the promotion of natural features in the Borough. Further, the Borough could include a "resource protection" section on their website and provide the public with a list of things they can do to promote resource protection in their community, neighborhood and their own property. Topics can include:

- Importance of native plants and the impacts of invasive species,
- How homeowners can save energy and be more sustainable, and
- What makes a stream impaired?

Action 4-7

Promote the activities of the Historic Commission.

The Borough is rich in historic resources and architectural appeal, which influenced the creation of a Borough Historical Commission in June 2019. Historical Commissions are effective in establishing historic resource atlases and inventory, regulations for the treatment of historic resources, and promotion of the culture of the Borough through community events. The promotion of the Historical Commission can aid in efforts to both preserve historic resources, and to promote the historic heritage of the Borough.



STRATEGY A: Work Program

The Historical Commission should continue to implement the strong historic preservation provisions in the Zoning Ordinance, and potentially develop a work program. Completing a historic survey as discussed in Action 4-8 below, should be conducted as one of the first projects and used as a method to draw interest in future Historical Commission actions. The work program may include overseeing the development of mapping and inventory of historic and cultural resources, developing and promoting educational

materials, and overseeing programs and preservation opportunities. Promoting the work that the Commission completes is the first step towards an important series of recommendations regarding the Borough's historic resources.

STRATEGY B: Regulatory Support

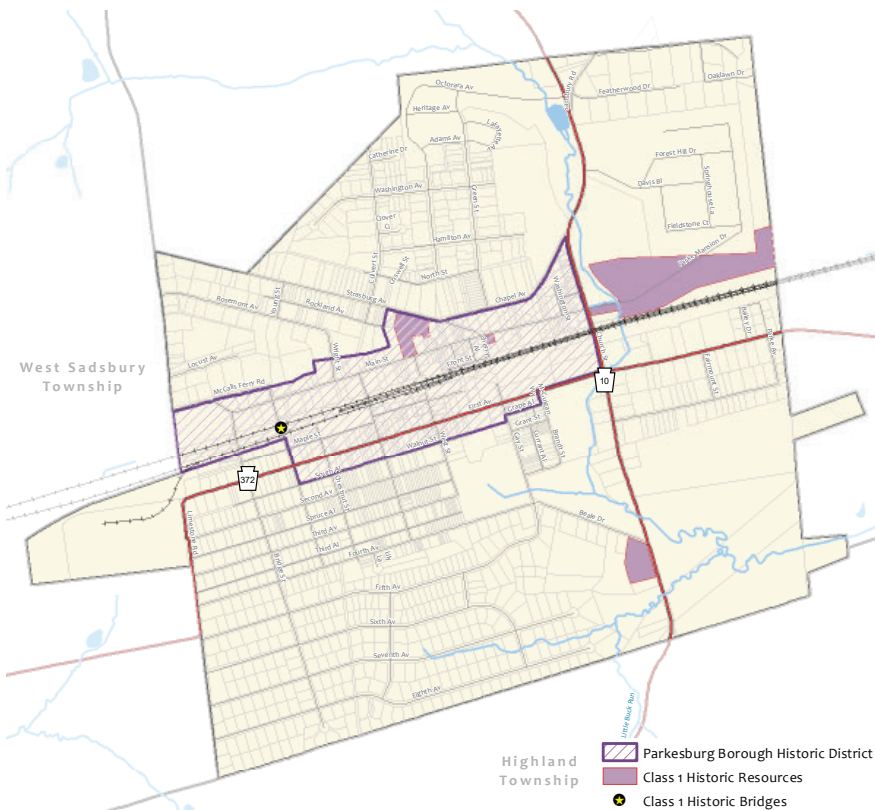
Administratively, the Borough should review their Zoning Ordinance and Subdivision and Land Development Ordinance to make reference to the purview of the Historical Commission and to distribute historic reviews as applicable to the Historical Commission for review and comment. See action 4-9.

Action 4-8

Document historically significant buildings and sites within the Borough.

The Historic Resources Map from the 1979-1981 Chester County Historical Resources Survey. Additional work is required to collect supplemental data such as age, materials, architectural style, and condition of historic resources. This survey should be used as a project to garner interest and reestablish the Borough's Historical Commission.

Figure 4-5
Historic Resources Map



The Parkesburg Arms Hotel is a historic building found in the Borough

STRATEGY A: Historic Resources Survey

1. The survey may be completed by the Commission with assistance from volunteers or through sponsored state and county programs. This work should be completed in conjunction with the Chester County Heritage Preservation Coordinator and other applicable state personnel. Once complete, the survey should be compiled as a Historic Atlas that is accepted by the Borough by resolution. This survey and atlas is a preliminary step towards promoting the Borough's history as outlined below.

2. Periodically verify the accuracy of the historic resource map included herein, and update the historic resource provisions in the zoning code to reference this map. Accurate mapping of historic resources, both National Register of Historic Places listed/eligible properties and locally significant resources, is a critical step in protecting the cultural landscapes of the community.
3. Consideration should be given to investigating ordinance amendments to better protect identified resources. This can include providing additional uses or greater flexibility with area and bulk provisions to important historic resource properties.

Action 4-9

Review and amend, as necessary, historic protection regulations to determine additional methods to protect and preserve historic resources.

The 2015 Borough Zoning Ordinance prioritizes the protection of historic resources through the establishment of a Historic Preservation Overlay District (Section 1330) and a Historic District (Section 1335) as shown in Figure 4-6. In 2019, The Borough established a Historic Commission to “record the history of the Borough, maintain an archive of various historical memorabilia for the Borough, and to inventory historic sites and structures.” To ensure that the regulations listed above are up-to-date and consistent with the policies included in this Plan regarding the protection of historic resources, regulations set forth in the Zoning Ordinance, as well as the Subdivision and Land Development Ordinance, should be reviewed with consideration for the following:

- Area and bulk regulations;
- Permitted and conditional uses;
- Consideration of additional incentives for adaptive reuse;
- Requirement of a historic impact study;
- Inclusion of the historic commission on the Borough review schedule.



The historic School House Apartments on Strasburg Road next to Northside Park

STRATEGY A: Historic Resource Protection Regulations

The Historic Commission can initiate the process by reviewing the regulations set forth in Sections 1330 through 1335 to determine if the protection enabled through Act 247 has been fully realized in accordance with the policies set forth in this Plan. The Historic Commission can share their findings with the Planning Commission to determine the need for revision to the current regulations. This list of recommended revisions should be presented to Borough Council for their review and determination.

Action 4-10

Share the Borough's history and identity with residents and visitors.

While Parkesburg has historic appeal, the Borough is currently limited in its promotion of historic resources, especially in popular downtown areas. Aspects of Parkesburg's history can be incorporated into the town center to further promote the Borough's identity. Further, Parkesburg has potential to be a local attraction due to its appealing historic downtown, historic heritage, and location off of major roadways.



Figure 4-6
1st Avenue Streetscape Improvement Concept

STRATEGY A: Parkesburg Historic Identity

Some elements for consideration include historic banners on light posts, as shown on Figure 4-6, placement of plaques describing Parkesburg's history, and coordinating events which celebrate the Borough's historic identity.

STRATEGY B: Town Tours Program

An event to consider in particular which promotes local history is the Town Tours & Village Walks, which is a program of The Chester County Board of Commissioners, offered through the CCPC.

The Borough should consider a "Town Tour" for Parkesburg, which Parkesburg has participated in the past. Town Tours and Village Walks is a series of free summer strolls through historic neighborhoods, hamlets, villages, and sites. Offered during the summer, participants can explore Chester County's rich heritage and historic landscape. A Parkesburg Town Tour would help promote the Borough to the region and help the Borough celebrate its heritage and foster community pride and investment in historic properties.



2019 Town Tours Brochure



Chapter 5

Circulation, Connectivity, and Safety

Parkesburg is a community defined by its transportation infrastructure - central rail line bisecting the Borough, two major roadways connecting the community with regional locations, and opportunities for pedestrian connections and circulation. While these are existing facilities, the overall network is limited and impacts the mobility of the Borough's residents. This Chapter provides actions that can help Parkesburg improve their multimodal opportunities.

Challenges and Opportunities

- The Borough currently has a limited network of sidewalks and trails that would, if improved and expanded, provide a safe and efficient opportunity for residents to navigate their community.
- The West Bridge Street Bridge has been closed to vehicular and pedestrian traffic for nearly 30 years. This is a priority connection that currently separates residents from the North Side and South Side.
- Tractor trailer traffic on Main Street and 1st Avenue has had negative impacts on State and Borough roads and adjacent properties and presents a serious safety concern for residents and visitors to the Borough.



Goal

Promote a safe, effective, maintained, and multimodal transportation network that connects to regional trail and transit opportunities and accommodates the future needs of Borough residents and businesses.

Objectives

- A. Pursue bicycle and pedestrian connections to destinations within and outside of the Borough, and improve wayfinding and transportation signage throughout the Borough.
- B. Coordinate transportation and funding opportunities to promote effective and efficient improvements to the Borough's vehicular and non-vehicular facilities.
- C. Develop strategies to address roadway, sidewalk, and trail deficiencies which improve the safety and functioning of the transportation network.

Action 5-1

Increase availability of bicycle racks in the Borough through regulatory and other means.

The Borough has prioritized the development of a network of trails and sidewalks that will accommodate pedestrians and cyclists improving health and relieving congestion on local roadways. In addition to the improved facilities within the Borough boundaries, pedestrians and cyclists from around the region will be passing through the Borough when the Chester Valley Trail (CVT) West alignment is identified and construction of the regional trail facility is completed which is expected between the years 2025 and 2030. To accommodate cyclists at commercial facilities and Borough parks it will be necessary to provide safe and secure bicycle storage racks, preferably located close to destinations and protected from the weather.



Bicycle racks should be installed near key areas throughout the Borough including the Planet Fitness and Minch Park/ Parkesburg Free Library



Bicycle racks, such as this example near the Parkesburg Train Station, should be installed in a safe, secure area that is sheltered from the weather

STRATEGY A: Ordinance Amendments

Consider amending the zoning and/or subdivision and land development ordinance to require the installation of bicycle racks based on the gross square footage of a new commercial use or the redevelopment of an existing commercial use, and/or the location of any use in close proximity to a Borough Park, a trail loop or the Borough trail network, a gym or fitness facility, or other use deemed appropriate by the Borough. See the Multi-Modal Circulation Map in Figure 5-2.

STRATEGY B: Community Partners

The Borough should work with local commercial and recreational facilities to install bicycle racks. Private recreational facilities such as Planet Fitness and the Point promote physical activity and may be ideal community partners in this effort.

Sample ordinance language to amend ordinances to require bicycle racks can be found in Figure 5-1 from the Central Chester County Bicycle and Pedestrian Circulation Plan

Figure 5-1:

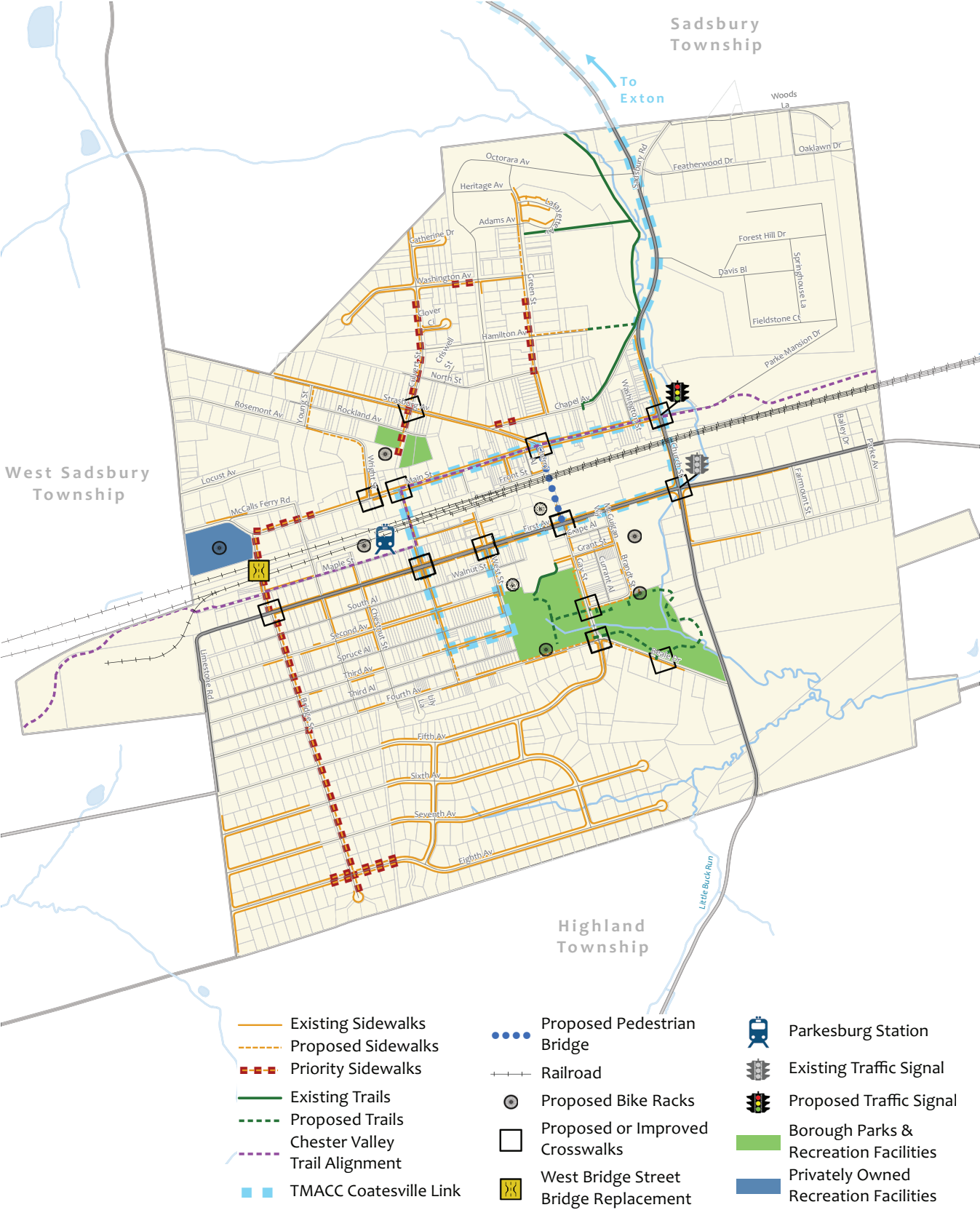
Sample ordinance language:

A. Bike racks shall be required as an integral component to the pedestrian orientation of the [zoning district/other designation] and shall be installed and maintained accordance with the following:

1. One (1) bike rack, [x] in color, with a capability of holding up to ten (10) bicycles shall be required for every thirty thousand (30,000) square feet of gross leasable area.
2. Bike racks shall be permanently anchored or in a concrete footing to promote stability and security.
3. Bike racks shall be located near building entrances, in a visible area, and major areas of pedestrian activity.
4. If and as possible, bike racks may be located under a shelter or a building overhang or inset to provide shelter for bicycles.



**Figure 5-2:
 Multi-Modal Circulation Map**



Action 5-2

Evaluate and enhance signage to adequately alert and direct all modes of traffic to increase safety, mobility, and wayfinding.

An important safety and mobility issue that was identified by stakeholders and the public is the movement of tractor trailers through the community along Main Street and 1st Avenue. The concerns along 1st Avenue appear to focus on damage to existing infrastructure and adjacent properties based on the speed and frequency of trucks moving through the Borough. Along Main Street, a very narrow roadway with on-street parking on both sides of the road, the concerns are for the safety of motorists traveling in the opposing travel lanes and potential damage to parked vehicles.

A tractor trailer travels west on Main Street (left) only to be forced to turn around a few blocks from this location and return east to the intersection of Route 10 and Main (right) because of the height restrictions of the railroad underpass on North Culvert Street



STRATEGY A: Coordination with Adjacent municipalities and PennDOT

The Borough should work with West Sadsbury, Sadsbury, and Highland Townships to improve signage along roadways (Route 10, Route 372, etc.) to notify trucks regarding the railroad underpass constraints and the need to slow down through the community. Signage within the Borough should be evaluated for clarity and improvements made at key intersections as necessary, and coordinated with other directional signage.

The Borough should coordinate with the Pennsylvania Department of Transportation (PennDOT) to potentially prohibit trucks of a certain size on Main Street or limit trucks to local deliveries.



STRATEGY B: Signs and/or Sign Improvements

Feedback from residents at the January and June 2019 public workshops indicated that the enhancement of signage in and around the community would promote the use of the Borough’s many amenities and enhance quality of life in the Borough. Northside Park, for example, was established nearly 20 years ago but is not recognized as a Borough Park due to lack of signage.

Most residents admitted that they did not know that Northside Park existed and attributed this to the lack of clear signage



The parking area for Northside Park is not marked for community use and has been used by local residents for personal parking and storage



The former Main Street sign has been removed and will be replaced with an improved sign on a stone base by the Spring of 2021

STRATEGY C: Sign Inventory/Study

Additional signs to assist in directions to and the identification of Borough Hall, the library, the train station, Minch and Northside Parks, and future facilities such as the CVT West should all be considered. Share the road signs for bicycle routes, signs for crosswalks, and special events signs (banners) are all considerations to assist with safety and promotion of Borough facilities and events. Also see Action 5-4-D.

The Borough should consider working with Parkeburg Area Business Association (PABA)/Parkesburg Action Committee (PAC) to complete an informal sign inventory/study to identify areas that would be appropriate for future investment in new and/or improved signage. Any new signage should be considered and installed to achieve clear identification without over-saturation (too many signs).



Action 5-3

Consider roadway maintenance, operational, and infrastructure improvements to improve flow of traffic and enhance safety for all users.

The replacement of the West Bridge Street Bridge will provide a necessary vehicular and pedestrian link between the Northside and Southside of the community. Further, the bridge will address issues of truck traffic on Main Street, accommodate the movement of emergency vehicles through the Borough, and provide a connection for the future alignment of the CVT West.

STRATEGY A: Coordination with Bridge Partners

Funding for the replacement of the West Bridge Street Bridge has already been dedicated by PennDOT, that includes replacement of the existing bridge with a two lane bridge with a limited shoulder and a sidewalk on both sides. The Borough should continue to work with partners such as the Delaware Valley Regional Planning Commission (DVRPC), Chester County Planning Commission (CCPC), PennDOT, and state representatives to negotiate terms that would be acceptable to all of the operators including AMTRAK and Norfolk Southern, and ensure the replacement is not pushed back.



The West Bridge Street Bridge will provide a vital vehicular and pedestrian link between the Northside and Southside of the Borough

Several local roads or road segments were identified for necessary safety and surface improvements by the public and/or stakeholders. Those roads include, but are not limited to: 1st Avenue, Main Street, and Maple Avenue.

STRATEGY B: Traffic Calming Study

A Traffic Calming Study can determine if the installation of traffic calming measures can improve safety for pedestrians, cyclists, and motorists. Examples of traffic calming measures include crosswalks (with signs and/or lighting), speed tables, raised intersections, bulb-outs, gateway treatments, and similar elements.

STRATEGY C: Funding Opportunities

The Borough should continue to apply for funding such as Transportation and Community Development Initiative (TCDI) for planning and engineering and Community Revitalization Program (CRP) for construction of projects such as streetscapes, trails, or sidewalk improvements and road/alley reconstruction projects that directly impact the Borough's transportation network. Coordinate with Chester County to have priority improvements listed on the Transportation Improvements Inventory (TII) and the Transportation Improvements Program (TIP) for potential state and Federal funding.



Main Street

Action 5-4

Improve pedestrian and bicycle facilities through regulation and other means.

Regardless of proximity to sidewalks on adjacent properties, the Borough should require the installation of sidewalks for all new development in order to further expand the pedestrian network in the community.

STRATEGY A: Ordinance Amendments

Review and amend zoning and/or subdivision and land development ordinances, as necessary, to require sidewalks that will expand the network of pedestrian facilities in the Borough.

In addition to streetscapes discussed in Chapter 6, the Borough should pursue funding for studies, engineering, and installation of sidewalk connection (with a particular focus on priority sidewalk connections) as indicated on Figure 5-2: Multi-Modal Circulation Map.

STRATEGY B: Sidewalk Requirements

The Borough should consider amending ordinances to require installation of sidewalks on a property when a property changes ownership where there is no existing sidewalk. The implementation of this provision should be tied to priority sidewalk connections identified on Figure 5-2: Multi-Modal Circulation Map. The Borough could also consider a fee-in-lieu of sidewalks provision to assist in funding installation of sidewalks on other properties or priority sidewalk locations. If included in the Subdivision and Land Development Ordinance, this provision could be waived if certain circumstances reasonably preclude the installation of sidewalks.

Apply for CRP funding for sidewalk installation in accordance with the priorities identified on Figure 5-2.

The CVT is a multi-use trail in the eastern portion of the county that is planned to extend west to Parkesburg and Atglen from its current terminus near Exton, and East from Lancaster via the Enola Low Grade Trail.

STRATEGY C: CVT West Coordination

The Borough should continue to work with the County and adjacent municipalities to bring the CVT to Parkesburg to link to regional bicycle routes, other trail connections, and the Borough pedestrian network.

Figure 5-3:
CVT West Maple Avenue Improvement Concept



Implementation of the CVT West strategies can result in roadway improvements for streets and alleys that may be used as links in the trails overall alignment, such as the improvements shown above on Maple Avenue. The current condition of Maple Avenue (top) and CVT-related improvements (bottom)

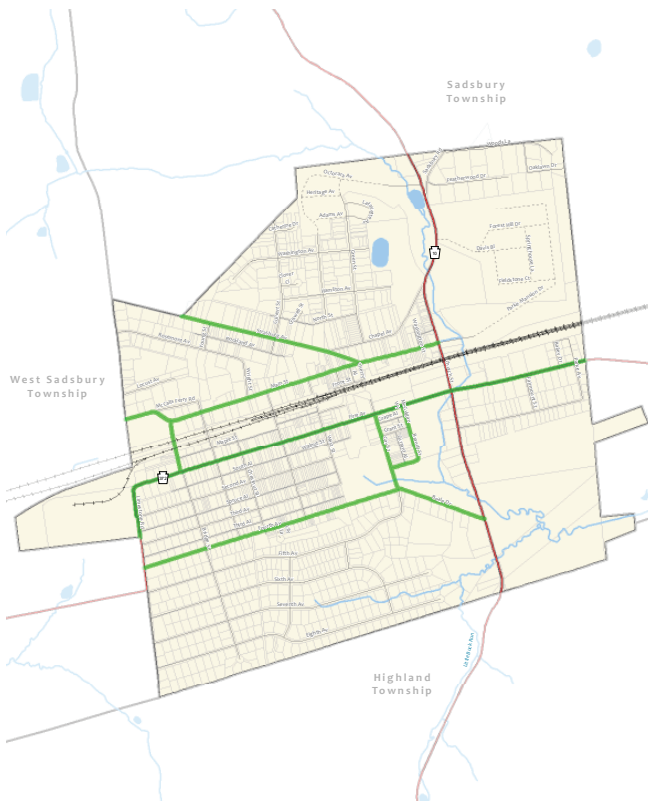
Action 5-4 STRATEGIES (continued)

This is a measure to improve safety and a preliminary step to implementation of Strategy E. Installation of “share the road” and “bicycle route” signage and pavement markers, such as sharrows, increases awareness of bicycle routes and alerts motorists to be on the lookout for cyclists and pedestrians.

STRATEGY D: Sign Installation

Such signs and pavement markers should be installed along the routes shown on Figure 5-4. While further efforts for infrastructure improvements are being pursued. Coordination with adjacent municipalities and PennDOT will be required as applicable.

Figure 5-4:
Priority Bicycle Routes map



This is a more intensive effort that will provide increased safety and is a more comprehensive improvement than the signs and pavement markers recommended in Strategy D.

In 2017, PennDOT made a significant policy change regarding on-road bicycle facilities by eliminating the Bikeway Occupancy Permit (BOP) and replacing it with a Bike Lane Request/Approval Letter. Contacting the PennDOT District 6 and the Bicycle/Pedestrian (BP) Coordinator during the project scoping process is required so PennDOT can advise in the conceptual stage of the project where state roads are concerned. Working with adjacent municipalities is required where local roads are concerned, which removes the necessity of PennDOT involvement. One option is that shoulder widening and lane restriping to accommodate cycling can be established during regular repaving/maintenance efforts. Paved shoulders for bicyclists range in width from four to six feet. PennDOT typically requires five feet on state roads.

STRATEGY E: Coordination with Partners

The Borough should coordinate with the Chester County Planning Commission and PennDOT to assist with coordinating these additional connections and improvements. The Borough should coordinate with PennDOT to facilitate bicycle improvements in conjunction with road maintenance or improvements on state roads. In addition to bike lanes, Advisory Shoulders and Yield Roadways are two other alternatives.



A sharrow reminds drivers to share the road with bicyclists

Action 5-5

Advance and support connection from Parkesburg recreation facilities to regional trails.

In order to promote and facilitate pedestrian circulation in the Borough, it will be necessary to improve and expand existing pedestrian facilities and prepare local roadways for the safe and efficient cohabitation of motorists, pedestrians, and cyclists. Pedestrian facilities include proposed and priority sidewalks and trails (existing and proposed).

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

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

STRATEGY A: Complete Streets Policy

The CCPC is an advocate for the implementation of complete streets, especially in urban centers such as Parkesburg, which already contain some of the components of a complete street. CCPC has published several documents (available online) which may provide guidance including the Chester County Public Transportation Plan, the Baltimore Pike Complete Street Study, the Chester County Multimodal Handbook, and Enhancing the Transit Environment.

The Multimodal Handbook is a resource that includes guidelines for the design of transportation facilities as well as case studies that illustrate how various design elements may be implemented through the land development process.

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

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

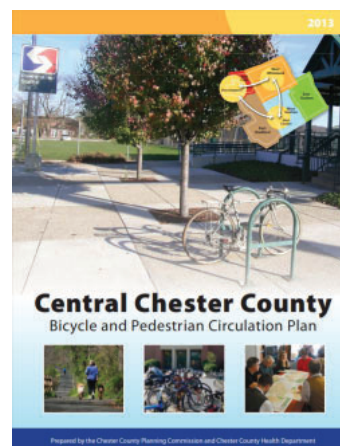
STRATEGY B: Official Map and Ordinance

An Official Map identifies desired locations of planned public lands and facilities including pedestrian and bicycle facilities. Official maps can serve as valuable tools for reserving transportation options without requiring an immediate commitment.

Please see Action 8-2 In Chapter 8: Land Use and Community Character for a full description and strategies.

STRATEGY C: Regional Bicycle and Pedestrian Plan

The Borough should consider initiating a regional bicycle and pedestrian plan in conjunction with West Sadsbury, Sadsbury, and Highland Townships and, perhaps, Atglen Borough. Connecting the CVT, the Enola Low Grade Trail, and other locations should be considered in addition to identifying regional bicycle and pedestrian routes for tourism.



The Central Chester County Bicycle and Pedestrian Plan was completed in 2013 and provides strategies for the improvement of bike/ped facilities in the participating municipalities.

Action 5-6

Continue to support the expansion of passenger rail and the Parkesburg Train Station

The Parkesburg train station is scheduled for an upgrade with funding from PennDOT at an estimated cost of \$2,000,000. Upgrades will include expanding the parking area to accommodate 100 vehicles, improved landscaping, new lighting, new bike racks and an Amish buggy barn, stormwater management facilities and associated grading, accessible pedestrian path(s) to each platform, and a new entrance off of Maple Street..



STRATEGY A: Parkesburg Train Station Improvements 2022

The Borough should continue to coordinate with the CCPC, the DVRPC, and Southeastern Pennsylvania Transportation Authority (SEPTA) regarding the progress of the train station improvements (start of construction, expected completion of construction, revisions to current plan) so the Borough can keep residents who utilize the current Amtrak service up-to-date concerning possible delays or alternative parking opportunities during construction.

STRATEGY B: Expansion of Rail Service

Coordination should continue regarding the expansion of rail service by SEPTA to the Parkesburg station along its Paoli/Thorndale line. Opportunities for additional ridership may include the development of the CVT West, the expansion of residential uses in the Borough, and/or the status of Main Street as a regional attraction. Again, this will require continued coordination with the CCPC, DVRPC, and SEPTA.

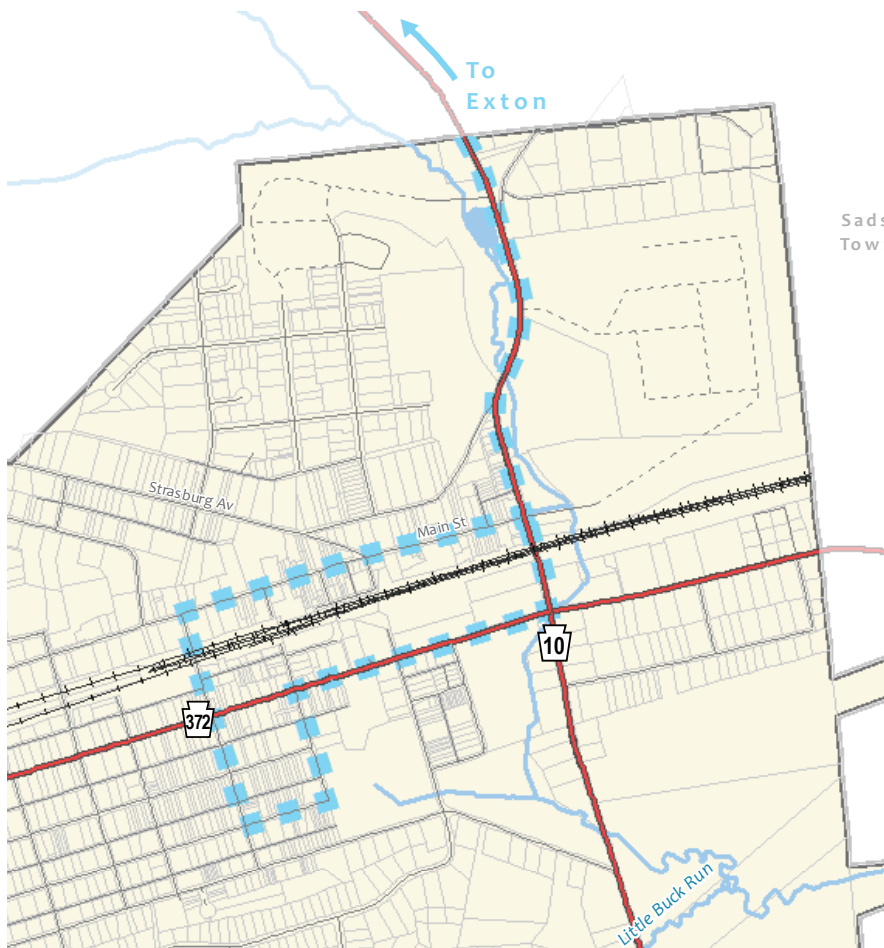
In addition, the Borough should continue to work with Amtrak to expand its Keystone Service to include additional mid-day trips.

Action 5-7

Continue to support the Coatesville Link and expanded bus service to the Borough

The Coatesville Link, operates 13 weekday roundtrips and 12 Saturday roundtrips between Parkesburg and Coatesville connecting the Parkesburg Amtrak Station, West Sadsbury Commons Shopping Center, the Coatesville Amtrak Station, and Krapf's "A" Bus Line to Exton and West Chester. The Coatesville Link is operated by Transportation Management Association of Chester County (TMACC)..

Figure 5-5:
Current Coatesville Link Route



Strategy A: Coatesville Link Promotion

The Borough should continue to promote use of the Coatesville Link on the Borough website and Facebook Page. Further, the Borough may want to consider working with local businesses to provide bus shelters along the route of the Coatesville Link to promote ridership and provide protection for residents while they wait to be picked up. Coordination with the CCPC and TMACC should be a priority.

Strategy B: Potential for Shared Services

Additional opportunities include vanpooling, carpooling, and shuttle service facilitated by surveying residents and businesses where there may be potential for commuters to utilize shared services. The survey should evaluate potential customers and accommodate special needs. A private shuttle may be a first step towards securing public service from SEPTA. Coordination with the CCPC, TMACC, and SEPTA will be necessary.



Chapter 6

Economic Development and Revitalization

Parkesburg is a historic urban center in western Chester County that originally thrived due to the railroad and manufacturing (iron factory). As manufacturing declined and new commercial development has occurred in the surrounding region (West Sadsbury Commons and others), Parkesburg’s commercial corridors began to suffer from increased vacancies. The reuse of the former Acme building in 2019, a continued array of events, and improvements to public infrastructure (train station, Minch Park) provides the opportunity for revitalization through increased visitation to the Borough and hope for further revitalization of Main Street and 1st Avenue. Revitalization will take effort, collaboration, creativity, and perseverance to return Parkesburg to a vital mixed-use center of residents, businesses, and visitors.

Challenges and Opportunities

- Parkesburg has two commercial corridors (1st Avenue and Main Street) that “compete” against each other. There are currently significant vacancies, particularly along 1st Avenue.
- There is lack of off-street parking. Access to transit opportunities could also be improved.
- Streetscape enhancements and sidewalk connections are needed in addition to traffic calming, directional signage, and gateway features.
- The Borough has “good bones” in terms of buildings along the two commercial corridors, the existing business community (PABA/PAC), community support and interest in revitalization, strong neighborhoods, an interconnected grid pattern of streets, sidewalks, and Amtrak station/ bus service via the Coatesville Link.



Goal

Encourage growth, retention, and vitality of businesses along the Borough’s commercial corridors with adequate parking and vibrant streetscapes that promote a pedestrian scale in keeping with the Borough’s historic character.

Objectives

- 6-1 Encourage business growth through Borough outlets and actively working with partners to attract a range of businesses that draw visitors and provide for resident’s needs.
- 6-2 Promote the retention and vitality of existing businesses.
- 6-3 Develop and maintain streetscapes and parking that provide a pleasant visitor experience, promote walkability, and enhance safety for all transportation modes.
- 6-4 Adopt regulatory measures, create programs, and provide incentives that promote redevelopment that complements and respects the Borough’s historic character.
- 6-5 Incorporate the Borough’s cultural resources, historic identity, future trail connections, and the surrounding agricultural region into economic development strategies.

Action 6-1

Support the successful creation of new businesses and the retention of existing businesses through regional and partner coordination, information sharing, and other non-regulatory means.

Attract targeted businesses and encourage investment by advertising the availability of business locations within Parkesburg to a broader audience.

STRATEGY A: Attract New Businesses

The Borough should maintain consistent coordination with Parkeburg Area Business Association (PABA)/ Parkesburg Action Committee (PAC) regarding business vacancies and opportunities. A member of PABA/PAC should sit on the Borough Revitalization Committee to facilitate communication and coordination.

The Borough and PABA/PAC should coordinate with Western Chester County Chamber of Commerce (WCCCC) and Chester County Economic Development Council (CCEDC) on a broader perspective to advertise business opportunities, collaborate regarding economic development activities, advertise Parkesburg events, and market Parkesburg's appeal to a wider audience. The Borough Revitalization Committee could serve as the conduit for regular communication with CCEDC.

A representative of the Borough should attend the WCCCC Regional Planning Committee meetings on a regular basis to remain up to date with regional activities and collaborate with regional stakeholders.

Assist existing businesses and potential entrepreneurs by providing information and programs regarding training and addressing issues that impact local businesses. (WCCCC, CCEDC, etc.)

STRATEGY B: Training Opportunities

The Borough, in coordination with PABA/PAC and other stakeholders, should facilitate training opportunities with the Service Core of Retired Executives (SCORE), WCCCC, CCEDC staff, and other opportunities (financial institutions, business planning and operations training, etc.). Individual or group meetings in addition to workshops, webinars, roundtables, or mentoring sessions could be held at the Borough Hall, the Library, or other venues. Information sharing and training through these and other events, email groups, and online applications are all additional opportunities.

An economic development study can further research and refine strategies for business development, infill and redevelopment, market capacity, coordination, and collaboration. The study can provide specific regulatory changes, strategies for implementation, and specific steps to activate progress. Ideally an economic development study should include more than one municipality to establish a wider base for study and implementation.

STRATEGY C: Economic Development Study

The Borough should complete an economic development study, in partnership with Atglen Borough and West Sadsbury Township as multimunicipal projects offer greater funding amounts and greater opportunity. Coordination with CCPC, Atglen, and West Sadsbury should be made to begin this effort. Coordination with PAC, PABA, and WCCCC should occur as part of the project scoping and once the project is underway.

A main street program provides a strategic process and funding for staff (main street manager) to implement the program outlined by this long standing initiative. Several Chester County urban centers have had or have active main street programs/managers that have been key components of revitalization efforts. West Chester is one example: <https://dced.pa.gov/download/west-chester-case-study-2016/?wpdmdl=69274>

STRATEGY D: Main Street Program

Contact the PA Downtown Center regarding the Keystone Communities Program (PADCED) and review the program criteria and guidelines. A subcommittee could lead this effort or it could be assigned to the Revitalization Committee. <https://padowntown.org/programs/main-street-program> ; <https://dced.pa.gov/programs/keystone-communities-program-kcp/>

Share information on businesses and economic development activity to support and promote this vital part of the community.

STRATEGY E: Website and Social Media

1. Create an Economic Development page on the Borough website to facilitate information sharing (links to other organizations, programs, Borough codes, etc.), listing existing businesses, advertisement of business opportunities, and celebrate new openings. For example, the Borough of Pottstown has an Economic Development page that has several subsections providing a variety of information for businesses.
<https://www.pottstown.org/111/Economic-Development>
2. Use the Borough webpage, social media outlets, newsletters, and kiosk sign to broadcast information regarding events, local businesses, and particularly new business openings.
3. The Borough should be active on and responsive to the Borough Facebook page and other social media by:
 - Posting regularly and providing up-to-date information and announcements to build community, inform residents and business owners, and facilitate transparency (information regarding Borough meetings and business).
 - Seeking wider exposure by posting Borough events and submitting articles to outlets such as Philly.com and Philadelphia Magazine and other regional Facebook pages or media outlets.
 - Pursuing coverage and posts on outlets such as Yelp and Trip Advisor.
 - Engaging Parkesburg businesses to encourage their patrons to post positive experiences on social media (Facebook, Twitter, Yelp, etc.).
4. The Borough could consider an intern (working with the Octorara High School or local college), a volunteer, or a paid staff member to facilitate social media (Facebook, etc.).

STRATEGY F: Revitalization Committee

This committee should include at least one Borough Council representative in addition to a planning commission member, a PABA/PAC member, and local business representatives. Regular meetings should be held with open invitations to organizations such as CCEDC and WCCCC with special invitations regarding any specific topic being discussed or requests for presentations or information. Meetings should be advertised as public meetings with additional notification for meetings of particular importance or where public awareness is warranted. The committee should have input regarding the Economic Development/Revitalization portion of the Borough's webpage. See other recommendations in this Chapter regarding efforts the Committee may undertake (Rec. 6-D-1C, D, G etc.).

Acknowledge and promote businesses that significantly contribute to the Borough.

STRATEGY G: Business of the Year Award

This may take the form of Borough Council voting on a "business of the year" award each year and providing a signed award/declaration (plaque) presented to the business owner at a Borough Council meeting. Awards should be posted on the Borough webpage and Facebook page in addition to other avenues (local newspaper, WCCCC website, etc.). Awards could be given for the business which undertakes the most significant physical improvement, provides a special community service (funding or supporting a clean-up day), or by category such as best new business, best service business, best retail business, best restaurant, etc. These efforts may be coordinated by the Revitalization Committee in collaboration with PAC and/or PABA, the VFW, scouts, or religious organizations.

Action 6-2

Develop marketing and educational materials to take advantage of the Borough's identity, history (baseball, industry, railroad), and emerging trail opportunities.

Forging a unique identity and story builds community pride and helps municipalities become identifiable and more marketable. For example, Phoenixville uses its steel/phoenix motif in public art and even infrastructure (signs) in addition to having unique colors for its streetlights. Any time someone sees a picture of a Borough with blue lights, they know it is Phoenixville. Kennett Square is known as the "mushroom capital" and has an annual mushroom festival and mushroom drop on New Years Eve. A unique identify for Parkesburg that draws upon its history and character would help marketing and educational materials have a cohesive appearance and theme.



Parkesburg has historic ties to the railroad



The Parkesburg Borough website

STRATEGY A: Development of Borough Identity

In relation to other actions (such as 6-6, 6-7, etc.)

Parkesburg should develop materials that are unique and celebrate Parkesburg's past and how that identity can help build community pride and bring visitors to the Borough. Brochures, a museum, signs, baseball history, railroad history, the surrounding agricultural region, and burgeoning trail connections are all aspects that may apply and be utilized to Parkesburg's advantage. The Borough should consider working with a firm who specializes in marketing. Funding may come from the Borough budget, PAC or PABA, local donors, or other sources. Fig Industries is a local example of a marketing firm used by municipalities within the region such as Kennett Square.

<https://figindustries.com/>; <https://figkennett.com/>;
<https://figlancaster.com/>; <https://figbethlehem.com/>

1. Consider developing a logo and tagline. These could be developed by a committee and approved by council. For example Kennett Square is known as the "Mushroom Capital" and Media, PA is known as "Everyone's Hometown." A logo can be used on the Borough website and publications as well as forms and documentation in addition to flags and banners placed throughout the community.
2. Prioritize materials for development. This may include the website or materials or a page for the website, apps, brochures, or a larger project such as a museum or visitors site (at Borough Hall or at a park).

Action 6-3

Increase tourism and community interaction by promoting events and the regional trail system.

Local events provide opportunities for residents to build community and to attract visitors for tourism and economic development (in addition to potential new residents and businesses). Successful events also boost the attractiveness and appeal of the Borough within the region and enhance local pride in the community.

STRATEGY A: Social Media Efforts

See Action 6-1, Strategy E for implementation of this strategy.



Chester Valley Trail West Master Plan

“Trail Towns” are becoming increasingly popular as tourist destinations in addition to preferable places for people to live. Trail towns often increase the potential for food service businesses such as restaurants, breweries, and ice cream parlors, in addition to outdoor retailers such as bike shops and running stores (shoes, outerwear, etc.). Additionally, an increase in residences offering short term rentals (Airbnb) may occur (see Action 6-5.)

STRATEGY B: Regional Trail Promotion

As trail connections emerge, the Borough should include trail connections in marketing efforts including but not limited to the Borough website, PABA/PAC, WCCCC, and by working with Chester County Planning Commission (CCPC), CCEDC, and Delaware Valley Regional Planning Commission (DVRPC) and other outlets (media: Philly.com; etc.). The Borough should consider working with a marketing firm to develop materials and means of outreach (social media, articles in regional outlets, etc.).



Enola Low Grade Trailhead, Manor Township, Lancaster County

Action 6-4

Create incentives and funding strategies to promote investment interests to develop and enhance the Business Center.

Incentives can assist property and business owners with improving properties and locating within the Borough. Potential initiatives include but are not limited to LERTA and the Keystone Opportunity Zone (KOZ)/Keystone Community program. Investing in and promoting programs such as LERTA, KOZ's, and façade grants all contribute to creating a wide range of opportunities for enhancement of the business climate in the Borough.



Storefront façade along Main Street

STRATEGY A: The LERTA Program

(Local Economic Revitalization Tax Assistance) is a locally designated area where businesses can defer taxes on new improvements over a specified time period. The purpose is to encourage economic development in “deteriorated areas” of the Commonwealth by allowing certain property owners to continue paying the property’s current taxes for a set amount of time, rather than the increased tax that would result from new construction and improvements. The Borough should consider reestablishing the LERTA program previously enacted by the Borough in the mid-2000’s. The nearby cities of Coatesville and Lancaster have both instituted a LERTA program.
<http://www.cityoflanasterpa.com/local-economic-revitalization-tax-assistance-lerta>

STRATEGY B: Designate a KOZ

The Pennsylvania Department of Community and Economic Development (PADCED) administers this partnership between state and local government in collaboration with the Department of Revenue (state taxes) and the Department of Labor and Industry. The

Zones are designated by a municipality and approved by PADCED and provide specific state and local tax benefits to businesses and residents who are located within a zone. PADCED should be contacted to gather information and initiate the KOZ process. <https://dced.pa.gov/programs/keystone-opportunity-zones-kozs/>

STRATEGY C: Façade grants

Façade grants assist businesses directly by providing funding for physical improvements. Façade grants are available to stimulate private investment in properties, foster an attractive environment, and preserve the architectural heritage of properties and communities. The grant funds may be used for exterior building improvements in a defined target area of a downtown or neighborhood such as storefront signs, exterior façade painting, design assistance, etc.

The Borough or PABA/PAC could set up a local façade grant program and solicit funds via grants, fundraisers, or other donations. Historic Kennett Square has an active façade grant program and could be contacted as a resource.

Action 6-5

Review and amend zoning to incorporate best practices and provide flexibility for new businesses in terms of uses, parking, mixed use, signs, and similar issues.

Identify deficiencies

The Borough's regulatory land use documents, Borough code, and other ordinances should be adjusted to permit and appropriately regulate uses that are beneficial to the community.

STRATEGY A: Commercial District Modifications

Modify zoning requirements for C-1 and C-2 zoning Districts, which include Main Street and 1st Avenue, to promote economic development. Requirements for parking, signs, and area and bulk regulations should all be reviewed to ensure that they are not inhibiting economic development efforts in the Borough. See Appendix D for a listing of potential modifications of the Borough's zoning ordinance. Ordinance amendments are eligible for funding under the Chester County Vision Partnership Program (VPP).

STRATEGY B: Pop-up Use

Temporary pop up uses such as food trucks or farmers markets can help spur economic development and lead to the development of permanent new business. However, they need to have clear definitions, parameters, and regulations to guide pop-ups and protect the Borough's interests. Regulation of pop-ups may be located within the Borough zoning ordinance, however a stand-alone ordinance may be preferred initially to allow for flexibility in adjusting the ordinance. DVRPC tool #26 "The Pop-Up Economy" provides guidance regarding pop-up uses: <https://www.dvrpc.org/Reports/MIT026.pdf>

STRATEGY C: A Short Term Rental Ordinance ("Airbnb")

Short term rentals provide homeowners with additional income but may have consequences on the community. Adequate and appropriate regulation of short term rentals can help assuage residents and neighbors' concerns about these potentially controversial uses. Regulation of short term rentals may be located within the Borough zoning ordinance, however a stand-alone ordinance may be preferred initially to allow for flexibility in adjusting the ordinance. Proper regulation of short term rentals also helps the Borough to ensure required taxes are being captured to assist with economic development and adequate provision of services. Common issues to be addressed include: collection of lodging and sales tax; mitigation of traffic, parking, noise and other impacts on surrounding residents; and compliance with safety standards commonly applied to other types of lodging establishments such as bed-and-breakfasts. Lastly, a principle concern that regulations address is to reduce the ability for property owners to purchase residential units and rent them out on a short-term basis to visitors, reducing the availability of housing for full time residents.

In addition to other ordinance requirements, the Borough should re-evaluate its sign regulations for 1st Avenue (top) and Main Street (bottom)



The Chester County Planning Commission has an ETool #2 that provides information regarding short term rentals:

<https://www.chescoplanning.org/MuniCorner/eTools/15-ShortTermRentals.cfm>

The Lancaster County Planning Commission Community Planning Tool #2 provides information regarding short term rentals:

<https://lancastercountyplanning.org/DocumentCenter/View/1075/Short-Term-Rentals>

Action 6-6

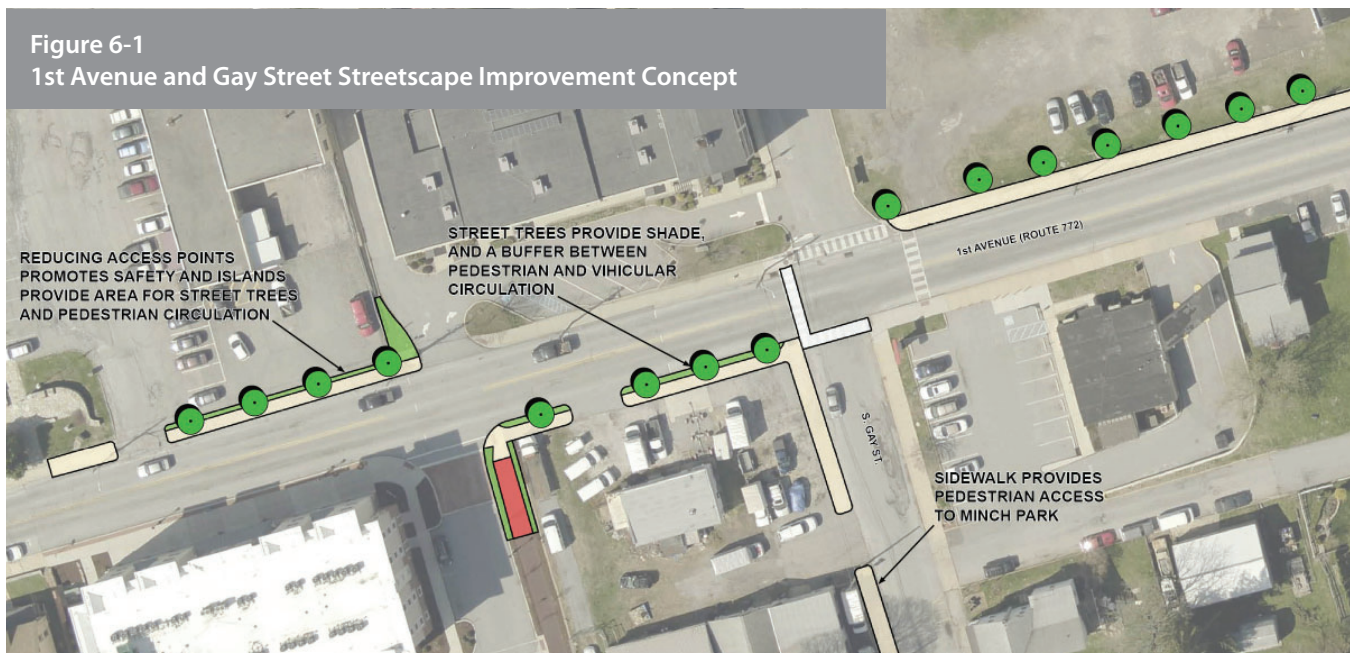
Implement streetscape improvements along key corridors in the Borough including Main Street (Route 10 to Culvert Street) and 1st Avenue (Route 10 to Culvert Street).

Streetscape improvements include sidewalk installation or replacement, curbing, street trees, street lights, street furniture (trash receptacles, benches, etc.), wayfinding signs, and similar amenities. Streetscaping creates a pleasant experience for residents and visitors alike while increasing safety for pedestrians. Streetscape elements can create a unique character that can make a place identifiable such as color, special banners, or other elements that differ from other places. Streetscaping slows traffic and draws visitors when the environment is more pleasant for pedestrians, cyclists, and motorists (clear signs, marked parking spaces, etc.). Stormwater improvements can also be incorporated into streetscape improvements, providing additional funding sources and assisting with meeting regulatory mandates such as Municipal Separate Storm Sewer System (MS4).

STRATEGY A: Streetscape Improvements

Funding is available for the construction of streetscapes from Chester County Department of Community Development (CCDCD) through the Community Revitalization Program (CRP) program and other sources. Figures 6-1 thru 6-6 may be used to develop more specific streetscape designs. Streetscape elements may be advanced by the public works department, part of the budget process, or committee/community efforts. (benches, signs, etc.)

<https://chesco.org/1916/Community-Development>



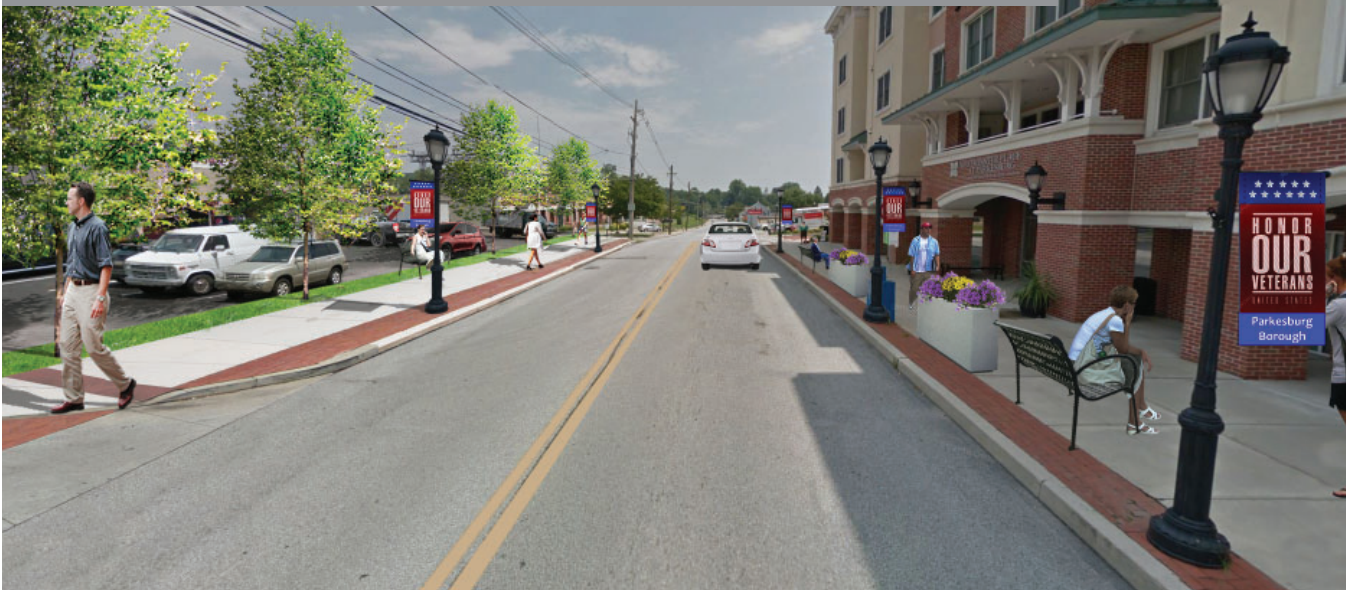
The improvements on this sketch include curbs and street trees that control access and promote safety for pedestrians, an updated crosswalk, and a continuous sidewalk that provides circulation along 1st Avenue and a connection to Minch Park

Figure 6-2
1st Avenue and Gay Street Streetscape Improvement Concept Detail



This sketch illustrates the improvements in Figure 6-1 including an expanded sidewalk network, updated crosswalks, and street trees that create a pedestrian-friendly environment

Figure 6-3
1st Avenue Streetscape Improvement Concept Detail (1st Avenue at Westminster Place)



Amenities such as decorative street lighting, benches, planters, and community banners create a safe and unique pedestrian experience

Figure 6-4
Main Street Streetscape Improvement Concept (Main Street/Strasburg Road Intersection)



Figure 6-5
Main Street and Strasburg Streetscape Improvement Concept Detail



Raised planting beds and landscaping soften the hard edges of a streetscape and can reduce speeds of vehicular traffic while crosswalks provide a safe way for pedestrians to move around the Borough and visit local commercial opportunities

Figure 6-6
1st Avenue and Culvert Street Improvement Concept



Raised planting beds can define the edges of an intersection slowing traffic, shortening crossing distance for pedestrians, and providing opportunities for stormwater management

Additional Considerations

The alignment of the Chester Valley Trail (CVT) West should be coordinated with streetscapes improvements along Main Street with respect to the CVT West Feasibility Study/Master Plan released in December 2018. The potential future alignment for Parkesburg should be considered as related improvements occur within the Borough, including but not limited to, those listed below. The CVT West Master Plan is available on the CCPC website: <https://chesco.org/DocumentCenter/View/48196/CVTW-FINAL?bidId=>

1. Streetscape improvements recommended above should take into consideration improvements recommended by the CVT West Study so efforts are not duplicated or future improvements require re-doing previous work.
2. Signalization and pedestrian/bicycle crossing improvements at Route 10/Main Street should be coordinated with any development of the property north and east of the quarry in addition to the trail alignment north of the railroad tracks.
3. Maple Street improvements recommended by the CVT West Master Plan could be implemented by the Borough since it is a Borough owned roadway. Funding from a variety of sources may be available from both transportation and stormwater (MS4) sources for this improvement.
4. Any work on the Amtrak Station or Culvert Street should implement CVT West improvements and take the trail into consideration.

Action 6-7

Enhance the primary gateways (Route 10 and 1st Avenue; Route 10 and Main Street; Route 10 and Chapel Avenue).

Gateways are an opportunity to create a positive first impression for visitors, market the Borough, and foster pride among residents and businesses. Prominent signage, attractive landscaping, lighting, and other elements may be included to incorporate elements that are unique to Parkesburg. Care should be taken to develop a theme that is both unique to the Borough and carries over to other aspects such as Borough Hall, parks, and improvements such as streetscaping.

Pennsylvania American Water Company is replacing the existing reservoir located to the west of Green Street and north of Hamilton Avenue with two water tanks. Penn American has agreed to include lettering that will read PARKESBURG on the northern side of the tank. This sign will provide a significant gateway to drivers that are entering the Borough from the north on Route 10.



Updated crosswalks and signage (including a new community gateway) promote safe pedestrian circulation across Route 10 and accommodate potential alignment of the Chester Valley Trail

STRATEGY A: Community Gateways

Coordinating with PennDOT and properties where gateways are located may be required. The Borough should explore using community members, local artists, engineers, landscapers, designers or other contractors to assist the design, funding, and implementation of the gateways. Funding may be available for the installation of gateways, particularly if they are included with other improvements such as roadway improvements or streetscaping.

1. **Route 10/1st Avenue.** The gateway feature on the northwest corner of Route 10 and 1st Avenue is good start, but the visibility could be improved by relocating the gateway, making it slightly larger, providing lighting, and potentially replicating elements on one or more of the other corners.
2. **Route 10/Main Street.** This intersection should be signalized to slow traffic and increase safety for pedestrians while also accommodating the

future CVT West. An improved sign for the Main Street business district should be incorporated in addition to other elements (landscaping, bulb outs, lighting, etc.) that creates interest to indicate this is an important location within the Borough, direct tourism onto Main Street, provide direction for trucks (see Rec. 5-2-A), and generally improve the appearance and functionality of this intersection as a key element in the Borough’s transportation system. See Figure 6-7.

3. **Route 10/Chapel Ave.** An additional gateway may be located along Route 10 and the intersection of Chapel Avenue. In addition to installing measures to slow traffic and create stormwater/drainage improvements, this would provide the opportunity for a “Welcome to Parkesburg” sign letting visitors know they have entered the Borough. The potential for more clearly delineating parking and safety for parking and traffic movements could be incorporated simply by pavement markings and signage. See Figure 6-8 and 6-9.

The intersection of Routes 10 and 372 is a key center in Parkesburg that represents a gateway to the 1st Avenue commercial corridor, Borough facilities, and the Amtrak train station. The northeast corner of this intersection has been vacant for many years and does not contribute to the aesthetic of this important intersection/gateway. There are existing conditions on this site (specifically floodplain restrictions) that do reduce the developable area of the site. With that said, there is potential for at least some development on this parcel that would provide a contributing use in the community.

Strategy B: Northeast Corner of 10 and 372

The Borough should contact the owner and assist with and encourage further investigation into potential use of this parcel. In addition to development of a permanent use or structure, the Borough should consider the development of regulations to permit temporary or pop-up uses that may provide an alternative to the permanent use on this parcel or the use of this parcel prior to something permanent. Temporary use of this parcel may include a farm market, site for food trucks, or a small park.

Figure 6-8
 Route 10 and Chapel Avenue Existing Conditions



Figure 6-9
 Route 10 and Chapel Avenue Intersection Improvement Concept



Existing conditions at Route 10 and Chapel Avenue (top) and potential traffic calming, aesthetic treatments and safety improvements (bottom)

Action 6-8

Enhance parking options for residents and visitors through regulatory means, infrastructure improvements, and operational mechanisms.

The Borough has limited off-street parking, particularly along Main Street, which causes issues with residents ability to park and conflicts with availability of parking for businesses and during weather events (snow emergencies, etc.). There are generally two components regarding parking: 1) the requirements for parking in zoning/subdivision and 2) the management of parking in terms of who is permitted to park where and when (permits, metering, etc.).



STRATEGY A: Parking Standards

Evaluate the parking requirements in the Borough's land use ordinances. The parking standards in the Borough zoning ordinance could be modified to provide more flexibility to better address existing issues by incorporating best management practices.

STRATEGY B: Parking Permit System

To maximize the limited parking within the Borough, particularly along and surrounding Main Street, the Borough should initiate a parking permit system. Permits should limit the number of vehicles an individual may park on public streets. Creating limitations or issuing permits by street or specific areas should be considered. Enforcing existing codes (such as unregistered vehicles or vehicles that are not moved for a certain time period) and permits should assist with managing parking to meet the needs of residents and businesses. It should be noted that a parking program is not static, but will require periodic adjustments.

STRATEGY C: West Street Parking Lot

Improve the Borough parking lot on West Street and provide signage. The line striping on the existing lot should be reevaluated to potentially create a more efficient and effective lot. The lot could also be expanded to provide a more rectilinear shape,

curbing and defined access points, and stormwater management.

STRATEGY D: Parking Management

The Borough police, and PABA/PAC should regularly evaluate parking issues/management based upon parking citations, observation, and input from businesses and residents and periodically modify parking permits, where on-street parking is permitted and not permitted, and strategies to increase or modify off-street parking availability (new parking, shared parking, etc.). On occasion, it may be necessary to undertake a parking study or engage a professional consulting service.

STRATEGY E: Parking Study

Consider new off-street parking opportunities along Main Street and 1st Avenue. See Figure 6-11 for potential locations. Additional study and discussion with property owners will be necessary prior to undertaking significant improvements or purchasing properties. A parking study is one option. A parking study is an eligible project for the CCPC VPP and implementation (construction) funding is available through CCD CD and potentially other sources.

Action 6-9

Consider local incentives for building improvements and techniques to encourage property maintenance.

Aside from grants and assistance from federal, state, or regional agencies or sources, additional local incentives involving funds, grants, or non-monetary assistance or incentives are equally important to support property maintenance or improvements. Local incentives can be more easily navigated by small businesses. While awards, citations, and assistance might not provide monetary assistance, they can provide encouragement and information that is valuable to local businesses and entrepreneurs.

STRATEGY A: Building Improvement Awards

The Borough, PABA/PAC, or other organization (VFW, etc.) may offer awards such as a plaque, sign, or citation to property owners who undertake noticeable and significant improvements to a building or property, or who make a notable contribution to the community (clean up sponsors, participate in local events, sponsoring placement of bicycle racks or benches, etc.).

A local Façade Grant Program (Action 6-4, Strategy C) can provide funding for improvements.

STRATEGY B: Assistance and Communication

Providing information and clear connections and offering direct communication with Borough staff and local business associations (PABA/PAC) can be valuable to potential new businesses.

Borough Council may allocate the above tasks to a specific committee or the Revitalization Committee to lead the programs, develop criteria, and make recommendations for actions.



An example of a well-maintained older property located on West 3rd Avenue

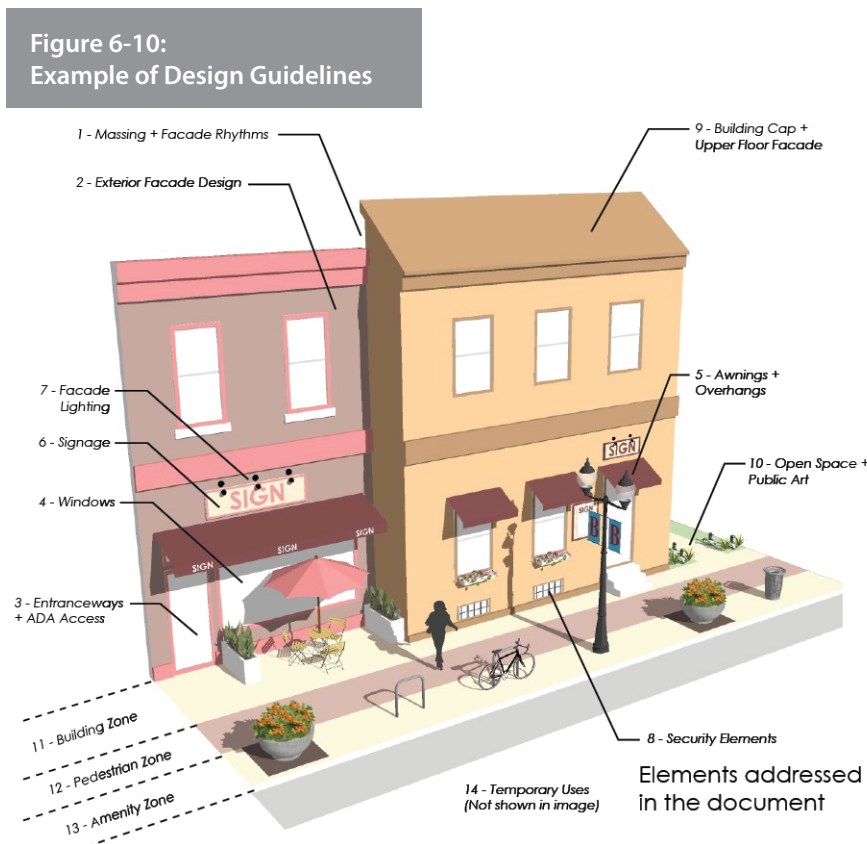
Action 6-10

Develop design guidelines to enhance Main Street and 1st Avenue.

Design guidelines are a set of illustrations and descriptions that convey aesthetic preferences. Design guidelines may be directly referenced by the subdivision and land development ordinance and/or the zoning ordinance depending on the level of enforcement the Borough wishes to attribute to the guidelines. They may be as simple or complex as preferred and may include items such as streetlight type, sidewalk design (material and pattern), trash receptacle and bench type, preferred building types (Victorian or Italianate, mansard or gable roofs), fenestration (window dimension and spacing), building entrance styles, requirements for facade variation (pilasters, cornices, belt courses), or parking lot design. Design guidelines may be enforced in accordance with the zoning ordinance as enabled by the Municipalities Planning Code (MPC) Section 708-A regarding Traditional Neighborhood Development Districts, which may apply to the C-1 and C-2 zoning districts.

STRATEGY A: Professional Consulting Firm

A professional consulting firm with experience with design guidelines should be hired to work with the Borough Manager and Planning Commission to develop the guidelines. A public process should be used to engage residents and business owners prior to Borough Council adopting the guidelines into either the zoning or subdivision ordinance.



\$ See Appendix A for funding sources

Action 6-11

Analyze redevelopment opportunities for underutilized properties.

STRATEGY A: Evaluate Property Improvements

Underutilized parcels should be evaluated for future use as off-street parking facilities or pocket parks. This effort could be initiated by the Borough Revitalization Committee with input from Borough staff, the engineer, consultants, and other stakeholders to make determinations for improvements and a path forward for each project. See Figure 6-11.

1. Borough Hall complex. The Borough should evaluate and consider public parking allowances, particularly for spaces along 1st Avenue.
2. West Street Lot. The Borough should consider expansion, restriping, and stormwater improvements to maximize the capacity of this Borough owned lot. A public parking sign with an arrow should be placed on 1st Avenue to provide visibility and direction to this public parking facility.
3. This Borough owned lot along 1st Avenue is currently a fenced grass lot. The Borough should improve this lot allowing public access as a tot lot providing sitting areas, landscaping, and potentially minimal play equipment. A community meeting or survey should be held to solicit input from residents for future use of this parcel.
4. This Borough owned lot on Main Street should be evaluated for future use as off-street parking or a pocket park.
5. These two Borough owned parcels should be evaluated for off-street parking, potentially in combination with #9 below.
6. Westminster Place should be contacted to discuss potential temporary use of the portion of the parking lot nearest Minch Park for special event parking or limited hours for park use. Temporary signs or pavement markers could be installed to indicate available spaces and time restrictions. An agreement would need to be negotiated for minor maintenance of any signage and enforcement.
7. This private lot just east of Borough Hall appears to have underutilized space towards the western end of the parcel. The owner should be contacted for potential subdivision of a portion of the parcel to be developed as public parking.
8. This private parcel on west Main Street should be evaluated for potential off-street parking or a pocket park along Main Street. Significant excavation and a retaining wall may be required in addition to subdivision. The owner should be contacted for preliminary discussion.
9. These two privately owned parcels should be evaluated for development off-street parking in addition to the parcels listed in #5 and potentially the parcels to the east to Cherry Alley. This series of parcels along the north side of Front Street may provide the opportunity for off-street public parking for Main Street. The property owners should be contacted to discuss this opportunity.
10. This series of parcels along the south side of Main Street may provide the opportunity for off-street public parking for the Main Street corridor. The property owners should be contacted to discuss this opportunity.

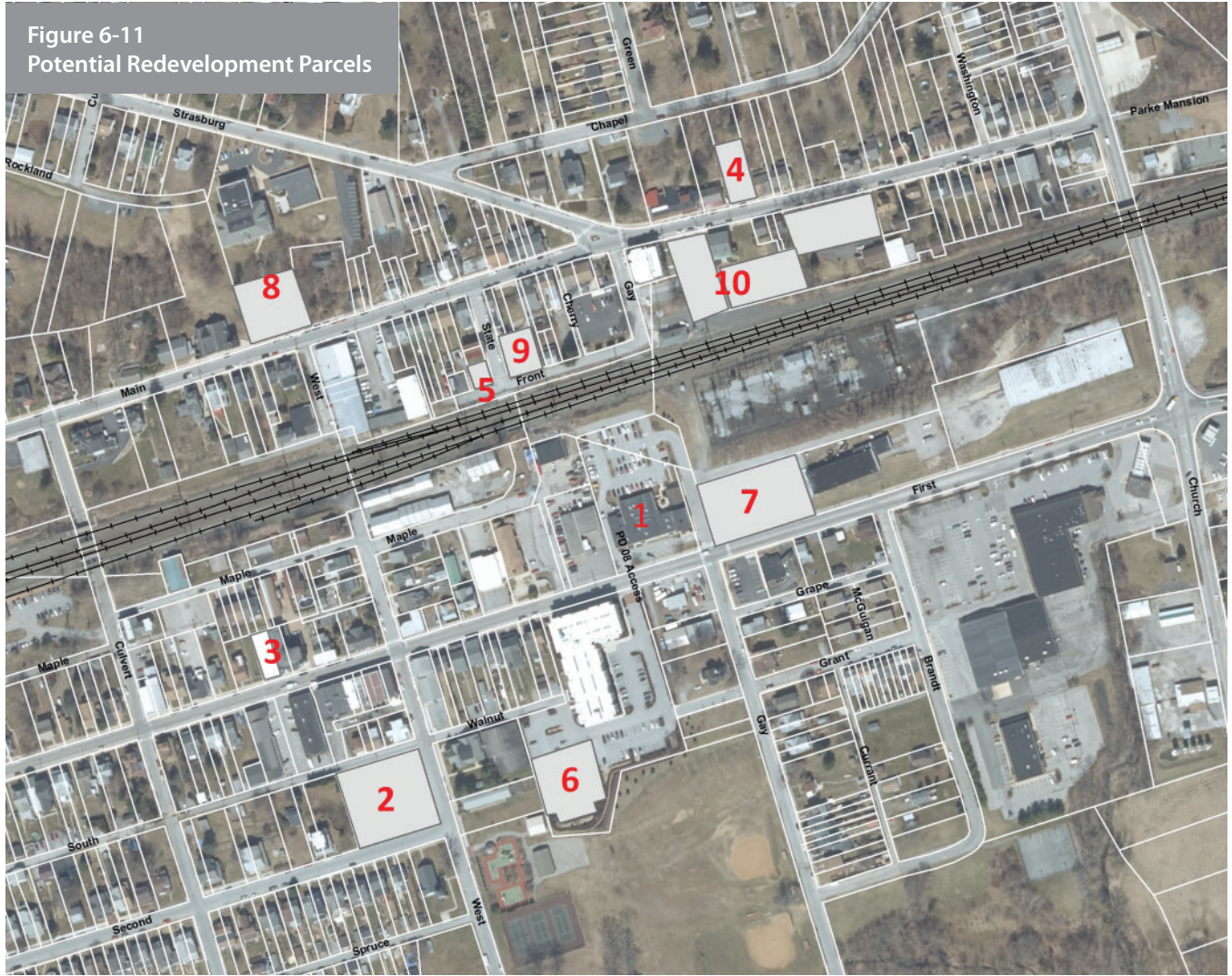


Figure 6-11
Potential Redevelopment Parcels

Underutilized parcels should be evaluated for future use as off-street parking facilities or pocket parks

Revitalization Plan

This Chapter in addition to the remainder of the Comprehensive Plan and the Revitalization Plan in Chapter 10 replaces in its entirety the 2016 Revitalization Plan originally prepared in 2003 as a follow up to the 2002 Comprehensive Plan.



Chapter 7

Borough Services and Infrastructure

The Borough's elected officials, administrative staff, road crew, and volunteers, together with the services they provide to residents and businesses, are collectively considered Borough resources. These resources, along with a strong tax base, are important factors in effective governance. Efficient administration of Borough resources, as well as support of and coordination with community partners such as the Keystone Valley Fire Department, community non-profits, and Parkesburg Free Public Library, are critical for maintaining and improving the quality of life for residents of the community.

Challenges and Opportunities

- Public expectations of Borough business are that administrative operations should be effective, modern, transparent, and reflect contemporary methods of governance.
- Federally mandated stormwater management requirements place a burden on the Borough budget and staff to ensure safety and compliance.
- Community concerns on roadway safety, economic development, and historic preservation require the Borough to retain a level of adaptability and flexibility to appropriately respond.
- Keystone Valley Fire Department is tasked with responding to critical emergency situations with declining volunteerism, rising career staff costs, and diminishing insurance reimbursements.
- Partnerships are increasingly an effective and efficient way to advance common goals particularly with utility and education providers.



Goal

Provide cost effective and efficient services to maintain the safety and functionality of Borough facilities and infrastructure to meet the needs of all who live, work, or play in Parkesburg.

Objectives

- A. Maintain a fiscally responsible Borough budget that addresses evolving needs through providing cost efficient facilities and infrastructure management.
- B. Maintain and enhance effective communication with Borough residents, businesses, property owners, and Borough officials.
- C. Encourage effective Borough administration of committees, boards, and commissions and encourage resident and business participation.
- D. Continue cooperative efforts and regular communication with adjacent municipalities and regional entities that are mutually beneficial for planning and infrastructure activities.
- E. Ensure adequate and safe water supply, sewage treatment and disposal, and solid waste disposal.
- F. Ensure proper management of stormwater through appropriate regulations and practices that are current and evolve with changes in technology and standards.
- G. Support an emergency services system (police, fire, ambulance, and emergency management) that protects and promotes the health and safety of Borough residents and businesses.
- H. Continue to support both public and private institutions and their provision of adequate school facilities, communications, and educational support to serve the Borough and surrounding region.

Action 7-1

Maintain a fiscally responsible annual budget through a transparent process that responds to resident and business input.

The annual budget serves to identify and provide critical funding for Borough activities. To maximize the provision of Borough services and facilities within available revenues, the continued development of a fiscally responsible annual budget through an open process is essential.

At the June public meeting, one resident shared that a fiscally-responsible budget is the core job of Borough Council.



Nearly 150 residents attended the January 2019 public workshop held at The Point

STRATEGY A: Responsible Budgets

Borough staff, elected officials, and the Borough's Budget and Finance Committee should continue to develop fiscally responsible budgets that reflect the needs of the Borough and implement specific policy goals of Borough Council. Routine engagement with the police department, emergency providers, and citizen volunteers should also inform its overall development. Further, conduct periodic assessments...

STRATEGY B: Public Engagement

The Borough could engage residents in the process by providing a public survey to identify priorities as it relates to the budget process. This could be done prior to the budget process commencing, with the results utilized by Borough Council when developing the budget priorities for the year.

STRATEGY C: Draft Budget Distribution

To encourage input from local businesses, the Borough could solicit comment and review from local businesses while drafting the budget. This could be done through the Borough presenting the draft budget at a public meeting early in the process, or by providing a draft of the budget for local business to review and react to, in order to ensure comments and questions are addressed.

Action 7-2

Develop a Capital Improvements Plan to address long-term capital projects and facilities.

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



The replacement of this police cruiser, pictured in front of Borough Hall, is an example of a future expenditure that could be included as part of a CIP.

STRATEGY A: The Scope

To establish a CIP, the Borough should define the scope of the plan and determine participants in the planning effort. Once participants are selected, the Borough should identify what projects should be considered for inclusion on the CIP. As projects and priorities are established, the CIP should be analyzed for budget balancing purposes and connected in relation to the annual budget and future budgeting efforts. The CIP should be analyzed annually in relation to the Borough's budget and work program.

STRATEGY B: Designation of CIP Priorities

A CIP should research the cost of all identified items and establish priorities to determine when a desired purchase should be scheduled. Priorities could be designated as the following:

- **Immediate Need:** High priority items including improvements needed to remedy a danger to public health and safety or to meet a required state or federal regulation.

- **Short-term Need:** This category includes improvements needed to correct existing deficiencies, but which are not considered public safety hazards. Items that need to be purchased in the near term, such as open space which may not be available in the future, can also be appropriate in this category.
- **Long-term Need:** Those items that are desirable but where funding can be flexible because there is no immediate need.

Action 7-3

Work to ensure Borough communication is through a variety of means and reaches existing and new residents, business owners, and business operations.

The Borough currently shares information through the Borough website, Facebook and other social media, and marquee copy sign. Potential topics for social media and the website include notices of newly opened businesses in the Borough and promotion of special events and community partner news such as information from the Police Department, school district, community centers, and the library.

Stakeholders and the public identified improved communication between the Borough, business owners, and residents as a high priority.



The Borough's existing marquee sign (left) and the electronic sign in front of the Keystone Valley Fire Company (right)



STRATEGY A: Communication Options

Electronic means of communication should be kept current and responsive to platforms used by the public. Additionally, while electronic communication methods are popular, it is important to seek additional methods to distribute information through non-electronic means, such as continued utilization or update of the Borough's marquee copy sign or the development of a quarterly resident and business newsletter.

STRATEGY B: Electronic Sign

Consider the feasibility of installing an electronic sign at Borough Hall to better share information with the community, or to coordinate community messages with Keystone Valley Fire Company's electronic sign, which is adjacent to Borough Hall.

STRATEGY C: Welcome Packet

The development and distribution of a "welcome" packet of materials that provides general information about the Borough to new residents, business owners, and operations would assist in community engagement and the welcoming of new community members. The Borough could potentially work with the Western Chester County Chamber of Commerce to implement this strategy.

STRATEGY D: Newsletter

The Borough should consider the development of a quarterly newsletter to be distributed to residents, either electronically or through hard copies at neighborhood facilities in the community. The community newsletter can keep residents updated of current and upcoming events and volunteer opportunities.

STRATEGY E: Periodic Assessments

Conduct periodic assessments of the full range of communication methods used by the Borough and the information they are providing to the community.

Evaluate the website periodically to ensure it provides sufficient breadth of information, appropriate communication of resources, and potential for further community interaction, within a user-friendly format.

Investigate, develop, and implement new technologies as necessary to increase efficiency and provide information and services for businesses and residents (i.e. social media, mobile apps, newsletter, etc.)

Action 7-4

Analyze current Borough commissions and committees and determine if these groups adequately respond to the needs of Borough residents.

Support and involvement from residents is essential to effective and efficient municipal operation. Many Parkesburg residents are actively involved in community efforts. Citizen participation allows the Borough to make use of local knowledge, ensures that Parkesburg is responsive to residents and businesses, and reduces administrative costs. To be effective, commissions and committees need to have a clearly established role and interact with other groups effectively.



The newly formed (2019) Parks and Recreation Commission will oversee maintenance, programming, and improvements to Minch Park (pictured here) and Northside Park

STRATEGY A: Volunteer Activities

The following is a list of currently active Borough commissions that operate with five members and committees that operate with three members of Borough Council:

Commissions

- Civil Service Commission
- Historic Commission
- Parks and Recreation Commission
- Planning Commission
- Zoning Hearing Board (five plus one alternate)

Borough Council should continue to support volunteer and citizen participation groups by providing meeting space and recognizing efforts of these groups by including them in decision-making that impacts their areas of interest and the implementation of associated

actions. The roles and duties of these groups should be reviewed to minimize duplication of effect and ensure clarity of purpose. Newly formed groups, including the Historic Commission and Parks and Recreation Commission, may require additional support and guidance as they are developing their mission statement and planned activities.

Committees

- Budget and Finance Committee
- Community Life, Business Activity, and Parks and Recreation Committee
- Fire and EMS Committee
- Police Committee
- Projects Committee
- Property Committee
- Revitalization Committee

STRATEGY B: Community Volunteer Survey

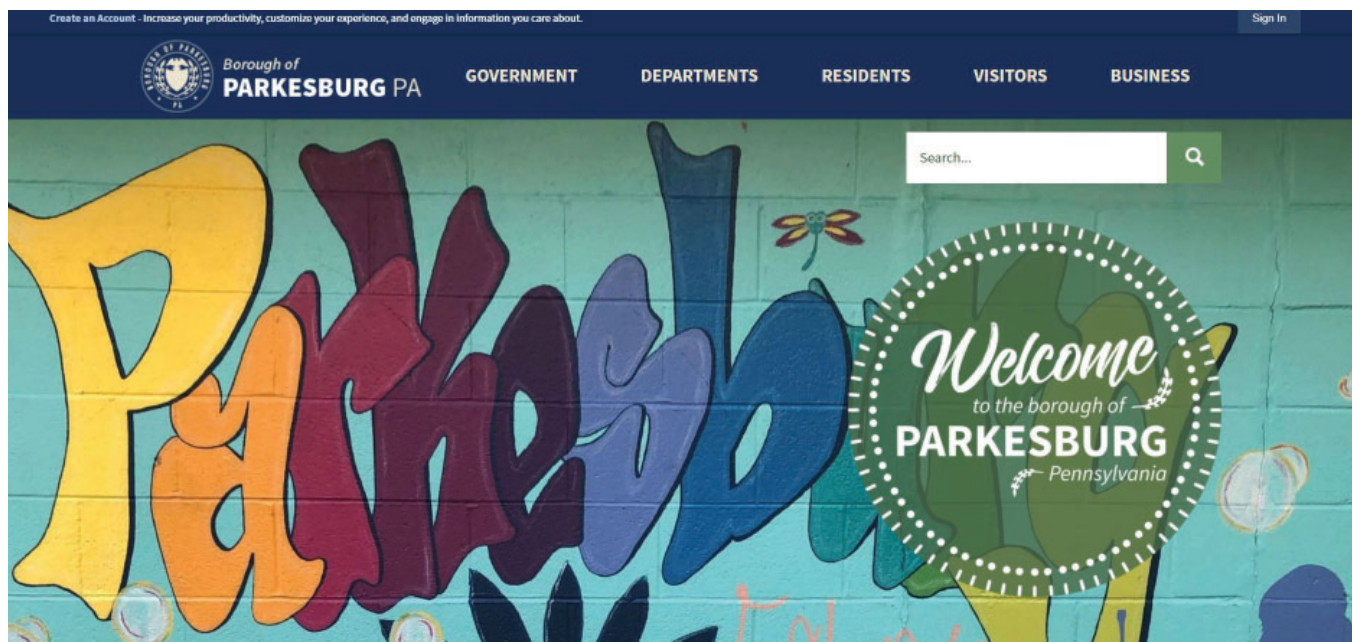
Investigate whether there is benefit in creating a community survey to evaluate interest in volunteering for Borough boards and commissions and committees. Resident input, such as a survey, will help to best understand what various interests and needs are in the community. Interests and needs in the community should be addressed by existing commissions and committees.

Action 7-5

Provide information on Borough boards, commissions, committees, and volunteer programs to all residents.

Public outreach is essential to making residents and businesses informed of Borough activities, thereby providing them an opportunity to volunteer, share their opinion, and participate in the Borough's future direction. As volunteer opportunities become available or the opportunity to serve on one of the many Borough committees or commissions, announcements should be shared with the community in a wide reaching manner.

The Borough administration addressed the requests of the public by updating their website and launching a Facebook page in 2019.



STRATEGY A: Opportunities for Volunteers

Volunteer opportunities may be posted on the Borough website, listed on the Borough's changeable copy sign, and distributed on social media and through potential Borough newsletters. Feedback from resident surveys regarding volunteer opportunities may specify which community members may be most interested in volunteering for particular committee or commission. Sharing these opportunities widely provides a greater opportunity to engage interested residents.

STRATEGY B: Create a Communication Strategy

Create a communications strategy to rapidly share volunteer opportunities to a variety of sources, such as the Borough's website and social media accounts, and the Borough's changeable copy sign. This may involve creating a flyer or template for physical and electronic distribution that advertises vacancies on established volunteer groups, so vacancies can quickly and efficiently be addressed.

STRATEGY C: Volunteer Recognition

Borough Council may want to consider establishing a volunteer recognition to acknowledge residents and business owners that significantly contribute to the Borough and to promote volunteerism. This may include: citations presented at Borough Council meetings, annual luncheon, awards program, and/or recognition on the Borough website or Facebook page.

Action 7-6

In partnership with Pennsylvania America Water Company, maintain and improve, as necessary, the public wastewater system to optimize operations, meet regulatory obligations, and keep pace with any need for increased capacity.

The Borough's public wastewater system is provided by the Pennsylvania American Water Company (Penn-American). Penn-American provides water and sewage services to residents of the Borough and is the largest investor-owned water utility in the state. Efficient handling of wastewater is crucial both to the utility provider and the Borough.



*Penn- American's Wastewater Facility
located on Borough Line Road*

STRATEGY A: Coordination with Penn-American

While public water and the wastewater systems are facilitated by Penn-American, the Borough should continue to foster a positive relationship and discussions with this utility provider. Similar to many other communities, it is important for the Borough to discuss best practices in wastewater management in conjunction with the utility provider. This would include, but not be limited to, continuing to participate in reviews of infrastructure and environmental planning with Penn-American.

Action 7-7

In partnership with the utility provider, support efforts to monitor public water quality and quantity to protect the water supply.

The Borough's public water is provided by the Pennsylvania American Water Company (Penn-American). Penn-American provides water (and sewerage) services to residents of the Borough and is the largest investor owned water utility in the state.



The entrance to the Penn American Water reservoir located off of Hamilton Avenue (2018). The current reservoir is scheduled to be replaced by storage tanks in the next one to two years

STRATEGY A: Wellhead Protection Regulations

In addition to Penn American's monitoring of water quality and quantity, the Borough should engage with the utility provider regarding methods to be proactive regarding the protection of lands surrounding its wells. The Borough in conjunction with the utility provider may consider the development of wellhead protection regulations that limit development and uses surrounding wells within the Borough.

Action 7-8

Evaluate stormwater management policy, regulations, and programs to keep pace with requirements of Act 167 and National Pollutant Discharge Elimination System Phase II/MS4.

Surface and groundwater quality can be improved, and flooding risk minimized through effective stormwater management. Various regulatory, educational, and infrastructure improvements can minimize the pollutant load of stormwater and properly manage quantity as required through federal and state regulations, including Municipal Separate Storm Sewer Systems (MS4).

Taking a proactive role is essential to minimizing negative impacts resulting from stormwater runoff, and requires coordinated effort between Borough staff and the Borough Engineer, the Pennsylvania Department of Environmental Protection (PADEP), and the Chester County Conservation District (CCCD).



The NPDES permit was created in 1972 by the Clean Water Act and addresses water pollution by regulating point sources that discharge pollutants to the waters of the United States.

Properly implemented and maintained stormwater facilities positively impact the quality of the many streams that traverse the Borough

STRATEGY A: MS4 Requirements

Evaluate established regulations to determine if what is enacted is the most up-to-date and efficient to meet the requirements of MS4, inclusive of Chapter 194 (Grading, Erosion and Sediment Control; Stormwater Management), Chapter 320 (Subdivision and Land Development) and Chapter 370 (Zoning).

Potential considerations for revisions include:

- Updates to Chapter 194 to require deed notes on property that includes stormwater

management infrastructure, to potentially include information on maintenance responsibilities.

- Periodic review to ensure the most up-to-date best management practices (BMPs) are permitted, particularly in Chapter 194.
- Review and update as necessary to ensure consistency and eliminate conflicts between the three ordinances.

STRATEGY B: Future MS4 Compliance

Identify and prioritize Borough-owned properties suitable for new or enhanced/retrofitted stormwater facilities to address current and

future management needs. If the Borough determines additional properties may be necessary at a future date for MS4 compliance, specific ones should be targeted and included in an update to the Official Map.

1. Investigate the feasibility of a stormwater utility fee if one becomes an option to ensure full MS4 compliance.
2. Implement best management practices to address stormwater management throughout the Borough and on Borough properties.

Action 7-9

Ensure that the Borough Emergency Operations Plan is up-to-date and addresses contemporary situations, potential issues, and threats.

An Emergency Operations Plan (EOP) is a plan which addresses how various Borough agencies and affiliated organizations will respond in the case of a large scale emergency incident in the community. These emergencies may include: mass crime/causalities, natural disasters, traffic incidents, and public health emergencies such as the COVID-19 pandemic.

The Borough's EOP should be updated on an annual basis to ensure effective and efficient operations in the case of an emergency, as described above. Updates to this plan should include all involved agencies such as police, fire, ambulance, emergency services, the Borough Fire and EMS Committee, and applicable public health agencies.

STRATEGY A: Emergency Operations Plan

The Borough's Emergency Management Coordinator (EMC) should lead this effort in full coordination with the Chester County Department of Emergency Services (CCDES). While volunteers still play a critical role, fire and ambulance service is increasingly provided by career staff due to declining volunteer availability. Support should be given to both volunteer responders and career staff.

The Borough should continue to consult with, and provide training to the Borough's EMC. Borough staff and officials also require periodic training in this area. When possible, the Borough should seek funding for further emergency operations planning, staffing, equipment, and recovery initiatives.

Action 7-10

Actively promote the need for and value of volunteer emergency responders and trained career staff.

The Keystone Valley Fire Department provides fire and ambulance services to Parkesburg, and consists of both trained career staff and volunteer emergency responders. While volunteers still play a critical role, fire and ambulance service is increasingly provided by career staff due to declining volunteer service. Promoting the value of these services helps residents and businesses support the providers, whether through their personal time and energy or through the tax payment and budget process.



The Keystone Valley Fire Department is operated by a number of full time and part time employees and volunteers

STRATEGY A: Publicize Need For Volunteers

Through Parkesburg community information vehicles, including but not limited to the website and social media, actively publicize the need for and value of volunteer fire and emergency responders. Including the responders in community events is another way to promote support for their services. These efforts will help raise the profile of the fire companies and EMS providers and importance of the reliance on volunteers. Greater awareness within the community may positively attract volunteers and add to the level of success of the Companies' fundraising efforts.

Action 7-11

Continue intermunicipal cooperative fire/ambulance efforts and seek new opportunities for cooperative emergency management efforts.

The Keystone Valley Fire Department provides fire and ambulance services to the communities of Parkesburg, Pomeroy, and Atglen. Through this intermunicipal effort, Keystone Valley is able to provide combined services to these communities including 16 pieces of apparatus and 60 plus members, providing increased staffing, decreased duplication, and a concentration of efforts to serve these communities.

Providing for intermunicipal and joint cooperative fire and ambulance efforts is becoming increasingly common throughout the county due to declining volunteerism, rising career staff costs, and a reduction in insurance reimbursements. This joint provision of services increases the importance of defining roles and responsibilities within the intermunicipal contract.



The Keystone Valley Fire Department station is located on 1st Avenue

STRATEGY A: Coordination with Keystone Valley Fire Department

Consider the creation of a collaborative Keystone Valley Fire Department task force to determine equitable funding models while evaluating call volume and responsive times. Through such a task force, Parkesburg can work with other municipalities within the service area to set appropriate benchmarks for funding levels.

STRATEGY B: Best Practices

Explore and analyze other fire and ambulance providers in the surrounding area to understand best practices, industry trends, and funding ideas that may benefit the Borough's fire and ambulance providers.

Action 7-12

Support the Police Department to protect the health, safety, and welfare of Borough residents and businesses.

The Borough has a responsibility to ensure police services are accessible, effective, efficient, and equitable. Provisions of such services are a fundamental component of protecting the well-being of residents and area businesses.



As of 2020, the Parkesburg Police Department consists of seven full time officers and nine part time

STRATEGY A: Coordination with Police

Through the Borough budget and staff activity, Parkesburg should continue to coordinate with police providers on a routine basis, provide leadership in the discussions of funding, provide direct financial support, and engage with the Police Department and the community regarding other means to support this service.

Continue to coordinate directly with the Chief of Police to regularly assess Department staffing, equipment, and facilities to most effectively address Department needs as it adapts to effectively serve the residents and businesses of the Borough.

STRATEGY B: Community Outreach/Relations

The Borough should continue to coordinate with the Police Department to foster positive relationships throughout the community. This can be achieved through continued Police Department outreach and presence at community events, or participation in national events to build community relationships such as National Night Out.

Action 7-13

Continue to communicate and collaborate on a regular basis with the Octorara Area School District.

Communication with the Octorara Area School District (OASD) may include addressing issues such as land development regulations, bus routing and safety of children at bus stops, tax base development, adult education, and workforce development and training.



Aquaculture is one of many agricultural studies students can participate in at Octorara High School

STRATEGY A: Coordination with OASD

While the Borough already has a strong relationship with the school district, efforts should be made to facilitate community and school district involvement in a number of ways. Consider strengthening existing communication with the school district through the following actions:

1. Share subdivision and land development plans that may impact student enrollment levels and the use of school facilities for community and recreational purposes.
2. Partner with local businesses to explore opportunities for internships or work study programs for students within the Octorara School District.
3. Consider appointing student members to various boards, commissions, and volunteer positions in the Borough in order to extend outreach and communication between the community and the schools.

Action 7-14

Continue to support public works and code enforcement to facilitate timely and responsive services for Borough residents and businesses.

Public Works is tasked with the responsibility of the on-going and long-term maintenance of Borough facilities and infrastructure. Code enforcement is tasked with the responsibility of the enforcement of the Borough code and zoning ordinance. Ensuring these functions continue to have adequate resources is essential in their ability to fulfill their responsibilities to residents and businesses alike.



The Public Works garage is located on Maple Avenue behind Town Service Center

STRATEGY A: Long Range Planning

Borough Council and administration should work to ensure that long range planning in the Borough such as the annual budget (Action 7-1) and Capital Improvements Plan (Action 7-2) are coordinated with Public Works and Code Enforcement staff to prioritize future planning efforts.

Through the Borough budget and staff activity, the Borough should continue to monitor the levels of and calls for service as it relates to both of these departments. Specific actions can include:

1. **Public Works:** Continue to coordinate with the director of Public Works to ensure the department has adequate resources. Further, involve the Public Works department in annual budgeting and Capital Improvements budgeting to prioritize important projects in the Borough.
2. **Code Enforcement:** Ensure concerns received by code enforcement are both investigated and addressed in a timely manner. If further follow-up is requested from involved parties, ensure all communication is timely and transparent. Consult with Borough Code Enforcement staff to identify potential improvements to Borough ordinances and codes.



Chapter 8

Land Use and Community Character

The future land use plan provides the overall framework for guiding land use, housing, resource protection, and related policy decisions for the next ten years. Housing is closely tied to land use, and the two should be considered together. The Pennsylvania Municipalities Planning Code (MPC) sets forth each municipality's responsibilities regarding housing, and specifically references housing of different types and densities. The MPC requires housing be addressed in the comprehensive plan and offers examples of strategies that include conservation, rehabilitation, and facilitation of new construction based on projected needs.

Challenges and Opportunities

- The maintenance of older homes and rental units is a concern based on impact to the value of adjacent properties and the character of the community.
- A priority of the Borough is to attract new business to invigorate the economy and offset taxes to existing business owners and Borough residents.
- New growth (residential, commercial, and institutional) in the Borough should be complimentary to current land uses to continue the existing pattern and protect the unique character of Parkesburg.
- Keystone Valley Fire Department is tasked with responding to critical emergency situations with declining volunteerism, rising career staff costs, and diminishing insurance reimbursements.
- Improvements to existing facilities should be undertaken with a focus on expansion of the Borough's existing pedestrian and bicycle network to promote a multimodal transportation.



Goal

Provide opportunities for growth, redevelopment, and preservation that will promote sustainability and affordability while respecting the Borough's unique historic character and facilitating the Borough's future identity as a destination.

Objectives

- 8-1 Provide opportunities to continue the existing mix and diversity of housing types to ensure equal access to housing.
- 8-2 Design new development in keeping with the original Borough street patterns to maintain the character and pedestrian-orientation of Parkesburg Borough.
- 8-3 Encourage commercial, industrial, and institutional growth that will promote economic opportunities and convenient services for Borough residents.
- 8-4 Identify, preserve, and enhance the integrity of institutional, historic, and cultural resources to maintain the Borough's heritage and character.
- 8-5 Protect and enhance existing residential areas by ensuring property maintenance and appropriate buffers between different uses.

Land Use

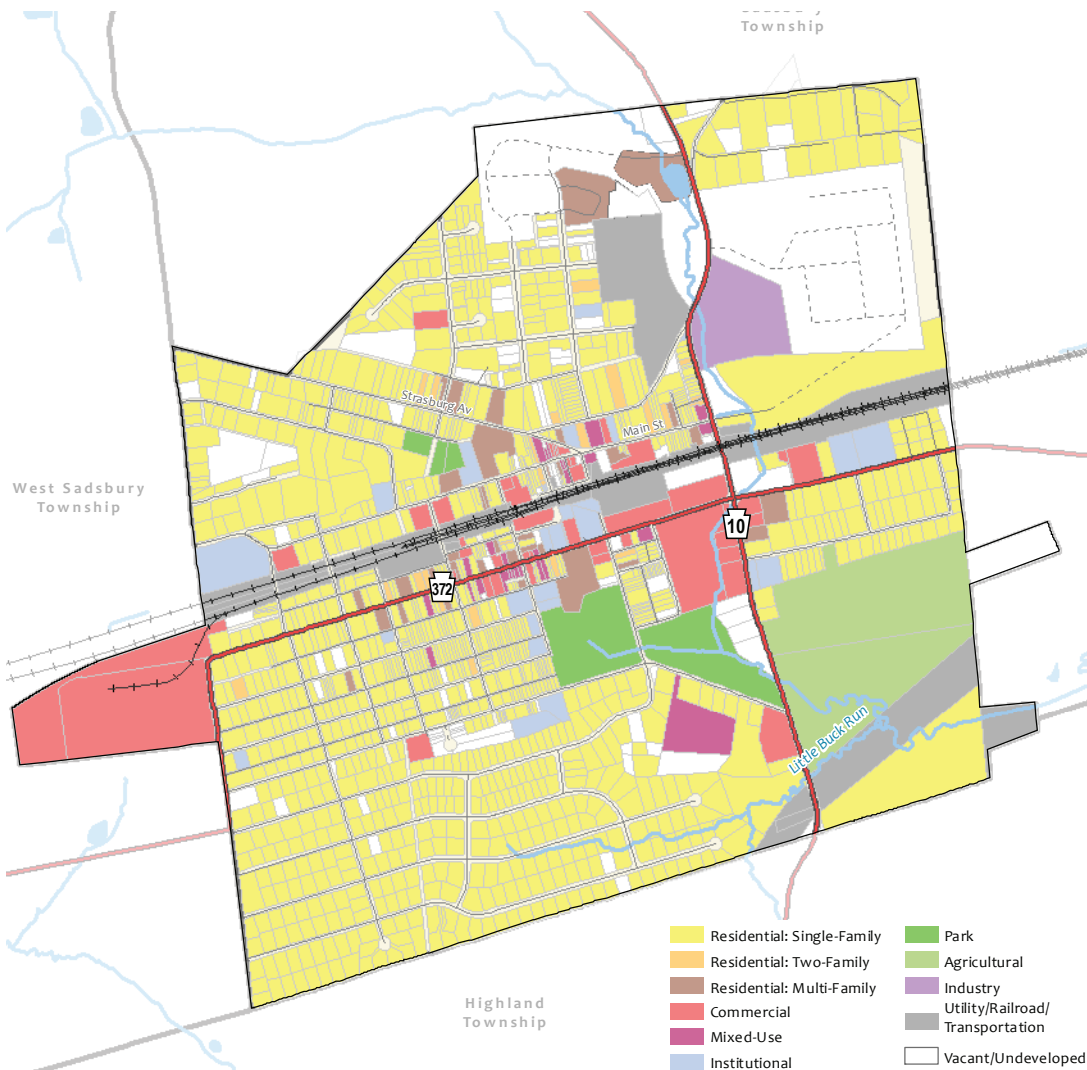
To establish future patterns for the Borough, it is necessary to review the current status of land use in the community, land development trends, land in the Borough available for future development (developable lands), fair share obligations, and current land use regulations (zoning).

Existing Land Use

An inventory of land use in Parkesburg Borough was conducted in October 2018. Nine existing land use categories were identified and are included in Figure 8-1: Existing Land Use Map. Residential is the largest land use category accounting for nearly 50% of the total acres in the Borough and almost 83% of the total parcels. Residential includes three sub-categories: single family, two-family, and multi-family. A breakdown of all of the existing land use categories and the process is included in Chapter 2: Community Profile.

Land use refers to the use or activity occurring on a parcel of land or in a building on a parcel, not ownership or zoning.

Figure 8-1
Existing Land Use Map



Land Development Trends

The number, type, and size of subdivision and land development activity proposed in recent years provide one measure to assess growth pressure in the Borough. Figure 8-2 below presents the subdivision and land development applications received for review by the County Planning Commission from January 2010 to October 2019, a 10-year period. During this 10 year period residential development was limited to single family detached dwellings units, just 12 since 2010. It should also be noted that 64 building permits were issued in that same 10 year period. While not every submitted plan is approved, or necessarily built if approved, these proposed plans along with the building permits issued provide insight into development trends in the community.

Figure 8-2
Subdivision and Land Development Reviews - January 2010-October 2019 (10 years)

Year Reviewed	Single Family-Detached	Agricultural Lots or Units	Attached and Multiple-Family	Commercial, Industrial, and Institutional		Total Lots or Units	Total Land Area (Acres)	New Roads (Linear Feet)
				Units	SF			
2010	-	-	-	-	-	-	-	-
2011	-	-	-	2	7,194	2	1.10	-
2012	5	-	-	-	-	5	1.51	-
2013	3	-	-	-	-	3	1.71	-
2014	2	-	-	-	-	2	0.36	-
2015, 2016	-	-	-	-	-	-	-	-
2017	2	-	-	2	-	4	9.07	-
2018	-	-	-	-	-	-	-	-
2019	-	-	-	1	10,054	1	14	-
Totals	12	0	0	5	17,248	17	27.75	0

Source: CCPC – 247 Section (October 2019)

In regard to commercial, industrial, or institutional development, there was about 17,200 square feet proposed in the last ten years. In 2019, the ACME building, which was vacant for nearly two decades, was purchased by a new owner and is now home to Planet Fitness. This resulted in improvements to the shopping center façade and the existing parking lot. It is hoped that the activity created by Planet Fitness will result in the establishment of related businesses, such as a coffee shop or juice bar, and motivate other business owners to consider Parkesburg as a viable location.



Planet Fitness, which is located in the former ACME building, opened in the fall of 2019

■ Developable Lands

Determining which lands are available for development (developable) is essential in projecting the amount, type, and location of future growth that could occur in the Borough.

Developable lands are determined by first eliminating lands that are fully developed or protected (such as parkland easements, deed restricted lands, etc.) The next step is to consider natural resources/constraints and the limitations they impose on use of the land. Resources/constraints that were taken into consideration for the purposes of this analysis include streams and lakes, wetlands, 100 and 500 year floodplains, very steep slopes (25% +), and a 75 foot riparian buffer on both sides of stream corridors. These resources are regulated through the Borough’s zoning and subdivision and land development ordinances, and may also be limited with respect to future development by state and federal regulations. The acreage of the developed, protected, and constrained lands categories was combined (assuring there was no overlap) and about 127 acres (15.5% of the Borough) of developable lands were identified in Parkesburg Borough.

**Figure 8-3
 Developable Land Map**

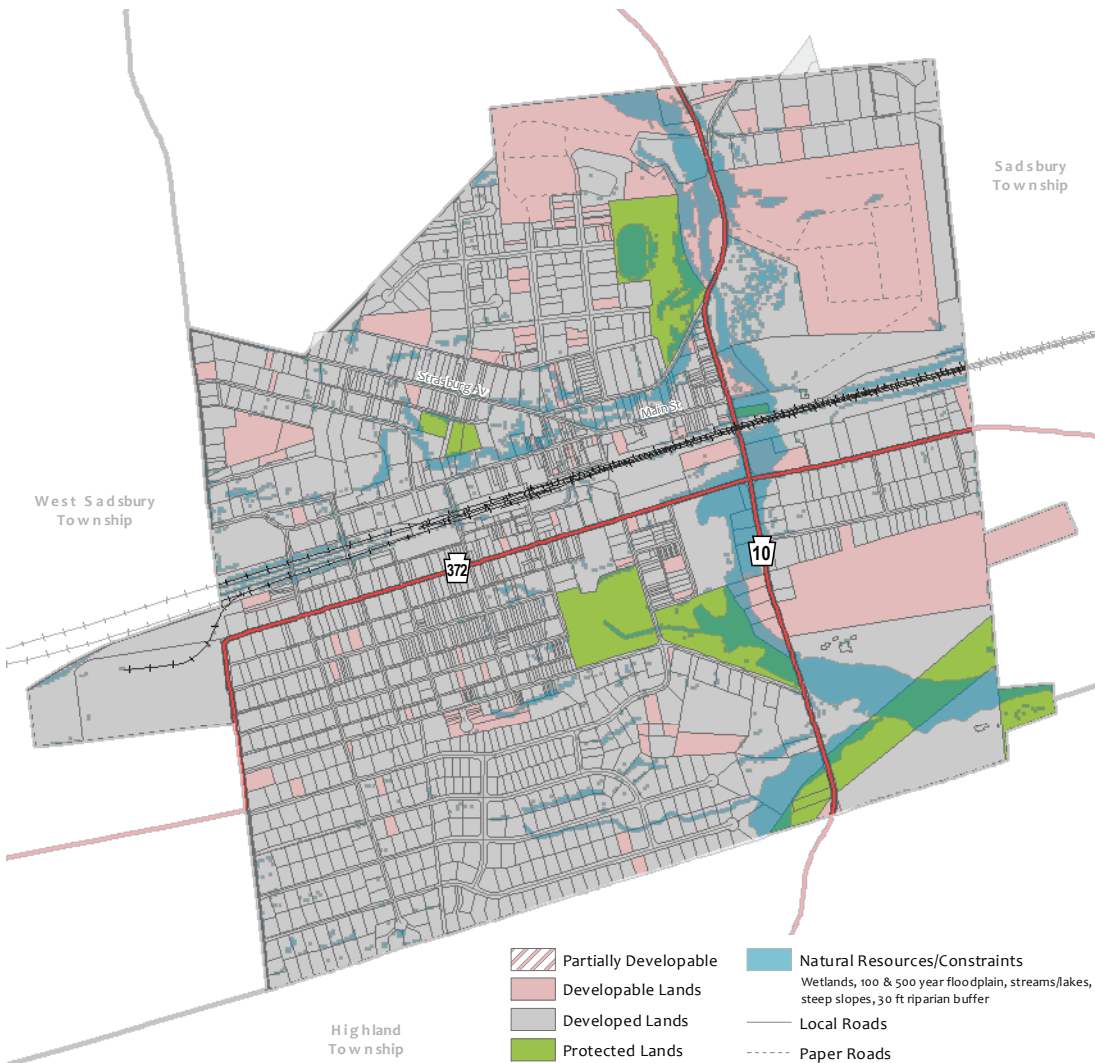


Figure 8-4
Developable Lands in the Borough

Primary Category	Included in Category	Total Acres
Developed Lands	existing developments, street rights-of-way, approved subdivisions	455
Protected Lands and Infrastructure	parks, easements, open space, utility parcels, deed-restricted parcels, road rights-of-way, and rail infrastructure	147
Natural Resources/ Constraints	streams, lakes, wetlands, very steep slopes, 100 and 500 year floodplains, 75' riparian buffers	91
Developable Lands	remaining lands (including CT Farm)	127

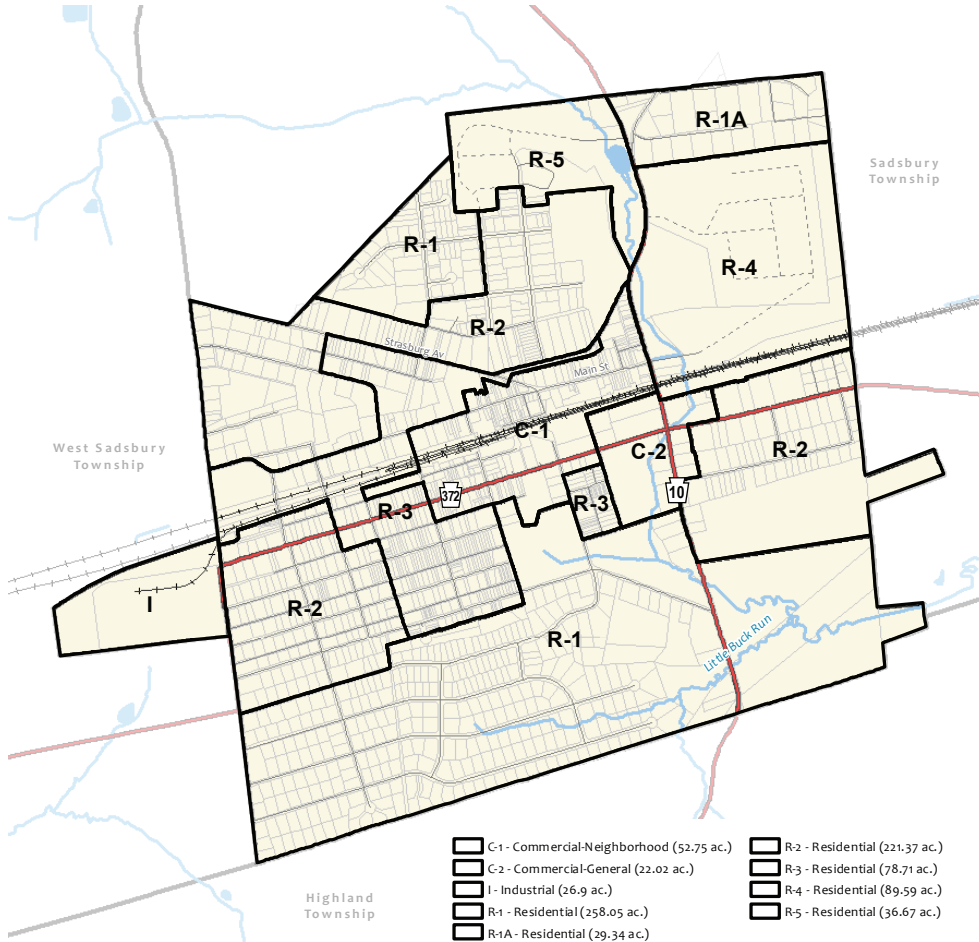
Fair Share

A complete overview of the Fair Share Analysis for Parkesburg Borough is included in Appendix A.

Current Zoning

Please see Section 2.7 for a overview of the Zoning Ordinance.

Figure 8-5
Current Zoning Map



■ 2020 Future Land Use

The following section recommends an overall land use pattern for the Borough for the next ten years and provides strategies for how best to achieve this pattern. The future land use plan (and map) designates the future land use or reuse of land in the Borough. Therefore, it serves as a guide for official decisions regarding distribution and intensity of growth, the need for expansion of infrastructure, location of recreation facilities, and resource and/or open space preservation.

The overall intent of the land use plan is to promote growth in those areas where it can be accommodated and/or continue the existing development pattern. About 15.5% of the Borough (127 acres) is considered developable with three large areas of developable land shown on Figure 8-4: Developable Lands Map. The future land use categories that follow are shown in no particular order and are included on Figure 8-6: Future Land Use Map.

■ Future Land Use Categories

Business Center (BC)

The Business Center is the core of commercial activity in the Borough that is located along Main Street, 1st Avenue, and Route 10 as shown on Figure 8-6: Future Land Use Map. It contains most of the service functions of the Borough such as Borough Hall and police headquarters, Keystone Valley Fire Department, and the post office. The Business Center is also the epicenter of retail and service businesses in the Borough and an important hub to regional transportation opportunities with the train station, Route 372/1st Avenue, Main Street/Strasburg Road, Route 10, the Coatesville Link, Krapf's "A" Bus Line, and the future alignment of the Chester Valley Trail West.

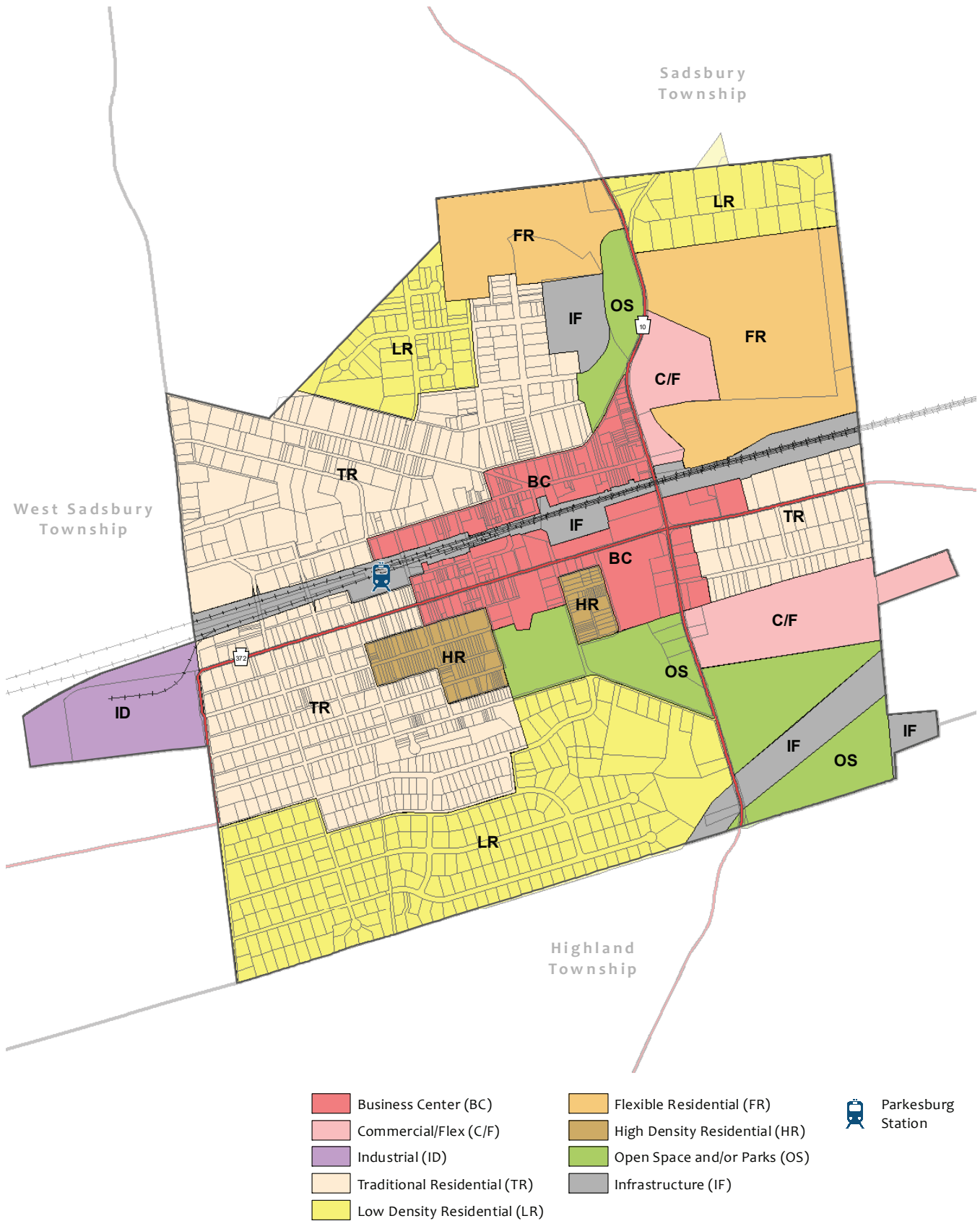
Strategies: In addition to the recommended actions included in Chapter 6: Economic Development and Revitalization, the Borough should continue to embrace the Business Center as the core of the community and take action to ensure that proposed commercial development does not detract from the unique pedestrian scale and historic character of Main Street and convenience of 1st Avenue.

Commercial/Flex (CF)

This category reflects the Borough's goal to expand commercial opportunities while continuing to promote the unique and historic nature of retail and service opportunities in the Business Center. There are two areas identified on the Future Land Use Map: 1) Brandywine Quarry and Zeke's Laundromat and 2) northern portion of CT Farm that is located to the East of Route 10 across from Minch Park. This area includes 30+ developable acres. (See Figure 8-6)

Strategies: While both the Brandywine Quarry and CT Farm are currently still in operation and will continue to be for the foreseeable future, the Borough should consider updating the current zoning to accommodate flexible commercial space for small manufacturing facilities and possibly office space with options for residential as secondary uses. The Borough should consider requiring a master development plan that would promote multi-modal circulation and connection to nearby Minch Park, the Business Center, and access to the Chester Valley Trail West. Further, the Master Plan should require the preservation of open space, screening

Figure 8-6
Future Land Use Map



to nearby residential and park uses, and a modern layout that promotes green infrastructure and design. Most importantly, the uses in this area should not compete with the uses in the Business Center or the historic character of the Borough.

Industrial (ID)

This category includes one current use in the Borough, A. Duie Pyle. (See Figure 8-6)

Strategies: The Borough should meet with the operators of this facility on a regular basis to discuss 1) impacts on the community including ongoing issues with truck traffic through the Borough and 2) any change that may have an effect on their continuing their operations in the Borough.

Traditional Residential (TR)

This land use category consists of three areas that are found to the north, southwest, and southeast of the Business Center. These are stable neighborhoods that have a strong relationship and pedestrian connection to the Business Center. The older housing stock finds its home in this area and provides a historical perspective and design theme for new development or redevelopment. (See Figure 8-6)

Strategies: While this area is the largest land use category, it is limited in regard to parcels still available for development. As such, future growth will be limited to infill and redevelopment opportunities. This area should be preserved as an element of the Borough's traditional fabric and should receive community re- investment such as maintenance of existing sidewalks and expansion of the pedestrian network, street lighting, and street repair.

Low Density Residential (LR)

This land use category represents more recent residential development in the Borough since the early 1990s. These three areas are located along the perimeter of the Borough, furthest from the Business Center. There are three areas of Low Density Residential as shown on the Future Land Use Map (Figure 8-6). With the exception of the parcels located along Featherwood Drive in the Borough's northeastern corner, the LR has the most complete sidewalk system.

Strategies: Additional development in all of these areas is limited as there are only a few undeveloped lots as shown on the Developable Lands Map. If these lots were to develop in the future, the focus should be on infill and consistency with existing development patterns. Opportunities to expand and connect the pedestrian network (Sidewalks and/or trails) should be pursued to provide connection to the Business Center and community amenities such as the Borough's parks and Library.

Flexible Residential (FR)

This category includes two areas, the parcels that are located behind the Brandywine Quarry and the area to the north of Parks Edge Apartments. The area behind the Quarry is isolated with no current vehicular access and no pedestrian access that would provide a connection to the nearby Business Center. The northern area does have access from north Green Street and Route 10 near the Crystal Springs Apartments. Both areas are

disconnected from the rest of the Borough, and more specifically, the Business Center. (See Figure 8-6)

Strategies: Almost the entirety of both areas that are classified as Flexible Residential are developable with respect to a lack of existing development and protected or constrained lands. Applicants have submitted several preliminary plans for the area behind the quarry over the last decade and the design has evolved based on input from the Borough Planning Commission. Whatever mix of uses is actually developed in this area, a safe and efficient vehicular access to Route 10 and pedestrian connection to the Business Center and future extension of the Chester Valley Trail West will need to be realized. The area located to the north of Parks Edge Apartments should be developed with consideration for the existing residential pattern and the woodlands that provide the uniquely “natural” feel of these areas of the Borough.

The Borough could consider amending the zoning for both of these areas to promote open space development (cluster) that would protect existing woodlands and integrate them into the development, provide a buffer to adjacent uses, and add flexibility in an area that could accommodate the majority of future multi-family development in the Borough.

High Density Residential (HR)

There are two areas that are classified as High Density Residential located along the southern edge of the Business Center, to the west and to the east of Minch Park’s epicenter. These areas are connected to the Business Center via sidewalk and, therefore, have pedestrian access to many of the Borough’s community amenities. (See Figure 8-6)

Strategies: These areas have only limited development potential with a few undeveloped parcels as shown on the developable land map.

Parks, Open Space, and Resources (OS)

This land use category includes Minch and Northside Parks, a portion of CT Farm, the area below the PECO easement, and constrained areas to the west of Route 10 and north of the Business Center. (See Figure 8-6)

Strategies: Continue to maintain and improve Minch and Northside Parks, in accordance with the actions of Chapter 4: Community Amenities and Resources. The Borough should consider pursuing future opportunities to purchase a portion of the CT Farm that is across Route 10 just to the north of Beale Road to expand the recreational opportunities (playing fields and additional trail mileage).

Infrastructure (IF)

This land use category includes railroad infrastructure, the PECO easement, and the areas owned and operated by Penn American. These facilities are operated under the auspices of the Public Utilities Commission (PUC) and no change is anticipated in the foreseeable future. (See Figure 8-6)

Strategies: The Borough should continue to communicate with utility operators and work with them when opportunities arise that are mutually beneficial.

Consistency with Adjacent Land Use Plans

In order to eliminate, reduce, or at a minimum, identify potential land use conflicts with adjacent municipalities, it is necessary to compare the Borough's land use categories with those of its neighbors. Sadsbury Township is Parkesburg's neighbor to the north and east; Highland Township shares the Borough's southern border; and West Sadsbury Township shares Parkesburg's western border.

■ West Sadsbury Township

West Sadsbury's current comprehensive plan (2004) identifies three land use categories that abut Parkesburg Borough: Low-Density Residential, Neighborhood Commercial, and Industrial. (See Figure 8-7)

The Strategy for West Sadsbury Township's Low-Density Residential (LDR) category includes residential uses with a density range from 10,000 square foot lots to one dwelling unit per acre based on sewer and water facilities. The LDR also promotes the continuation of agricultural operations. It is generally consistent with the strategies for Parkesburg's Traditional Residential land use category for which it is adjacent.

The Strategy for the Neighborhood Commercial (NC) category is to focus on the continuation of local business. The NC abuts Parkesburg's Traditional Residential land use category and, more specifically, the Octorara Food Cupboard and the Point and is generally consistent with the strategies identified by the Borough.

As shown on Figure 8-7, the ID category surrounds the A. Duie Pyle facility, which is identified by Parkesburg as an industrial use. While residential areas (Traditional and Low-Density) in the Borough are primarily built out, future industrial or office uses in West Sadsbury could impact these established neighborhoods. As a result, West Sadsbury's Industrial category is somewhat consistent with the Borough's adjacent residential categories. See the Border Conflict note below.

■ Sadsbury Township

Sadsbury's current comprehensive plan (2014) identifies three land use categories that abut Parkesburg Borough: Agricultural/Conservation, Low-Density Residential, and Village. (See Figure 8-7)

The strategies for Agricultural/Conservation (AC) category include the preservation of active farmland, the conservation of woodlands, and limited residential development on five acre lots. While the Borough's Traditional and Low-Density categories are primarily built out, there is a large area of Flexible Residential still developable to the west of Route 10. The "flexibility" in this category refers to the concept of buffering any new residential uses (within or outside of the Borough) from existing uses to reduce any potential impacts. Therefore, Sadsbury's AC category is consistent with the adjacent residential categories in the Borough.

The strategy for the Low-Density Residential (LDR) category includes residential uses on one to two acre lots and an option for cluster development where the conditions are appropriate. The LDR category abuts the Borough's Low-Density, Flexible, and Traditional Residential categories, the Commercial Flex, and Open Space. While there is potential

for a border conflict with the Borough’s Commercial Flex category, the Borough’s strategy to provide “screening to nearby residential and park uses” should address this issue. The LD category is consistent with the Borough’s adjacent land use categories.

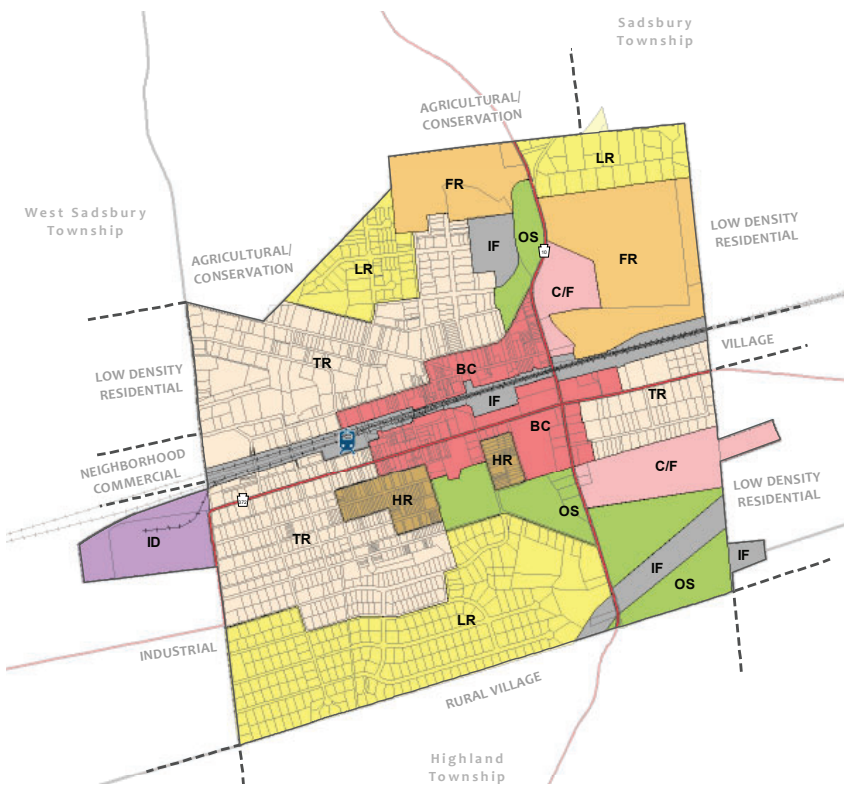
The strategy for the Village (V) category is to continue traditional residential uses and is consistent with the Borough’s Traditional Residential category for which it is adjacent.

Highland Township

Highland’s current comprehensive plan (2004) identifies one land use category that abuts Parkesburg Borough: Rural Village. (See Figure 8-7)

The strategies for the Rural Village (RV) category include residential uses at one dwelling unit per two acres (conventional) and three dwelling units per acre (TDR receiving area). The RV category is adjacent to the Borough’s Low-Density Residential and Open Space categories. The Borough’s low-Density Residential category is built out along its border with Highland and is consistent with the RV category.

**Figure 8-7
 Land Use Comparison**



Potential Border Conflicts and Opportunities

Development along a municipal border should be coordinated between the Borough and the adjacent municipality to eliminate or mitigate any potential conflicts, with use of open space to create buffer areas where appropriate. Coordination regarding new development should also focus on linking sidewalks and trails. Creation of a regional pedestrian connection would be highly beneficial, especially near the future extension of the Chester Valley Trail through Parkesburg.

Action 8-1

Review and amend the Zoning Ordinance, as necessary, for improved consistency with the Future Land Use Plan and to better reflect opportunities for new development, redevelopment, and preservation in the Borough.

This action involves review of the Borough's Land Use ordinances (zoning and subdivision and land development) to ensure that the current regulations accommodate the strategies associated with each of the future land use categories. The future land use strategies promote managed growth and preservation in the Borough while respecting and continuing the community's traditional development pattern.

Strategy A: Existing Zoning Regulations - Review

- A. Permitted Uses – Uses are specified for each of the Borough's nine zoning districts and are permitted by right, by special exception, or as a conditional use. A table should be developed that identifies each district, the uses permitted in each district, and how each use is permitted. The table should then be reviewed based on the overlap of current district boundaries with the boundaries of the future land use categories for consistency. It may be necessary to amend the list of uses for one or more of the districts in order to realize the strategies for each of the future land use categories and implement the land use policies identified in this Plan.
- B. Area and Bulk Regulations – These regulations address density, setbacks, building height, and specify the scale and layout of proposed subdivision and land development. Therefore, they determine what a development will look like and how it will fit into the fabric of the community.
- C. Resource Protection – As was discussed earlier in this Plan, Parkesburg Borough is rich in natural resources. As demonstrated, about 16% of the Borough's land area is woodlands (See Figure 2-23). In order to preserve the rural nature of the northwestern tear of the Borough, while accommodating growth, it will be necessary to review the existing regulations that address the protection and/or preservation of natural resources in the community.

Strategy B: Existing Zoning Regulations - Amend

As a next step after the completion of Strategy A, the Borough should amend their Zoning Ordinance and/or Subdivision and Land Development to promote consistency with the future land use strategies. This may involve updating permitted uses in associated districts, adjusting densities and/or area and bulk regulations for consistency with existing uses, and updating natural resource protection standards.

Action 8-2

Consider adoption of an Official Map and Ordinance to designate potential trail alignments, recreational opportunities, and open space.

An official map identifies desired locations of planned public lands and facilities including parks, pedestrian and bicycle facilities, stormwater management, and open space. Official maps can serve as valuable tools for reserving transportation options without requiring an immediate commitment.

An official map is an independent adopted map and ordinance (not a zoning map or ordinance) enabled by Article IV of the Pennsylvania Municipalities Planning Code. It allows a municipality to identify land needed for future public uses by delineating their locations on an official map. This does not obligate the municipality to purchase the land or rights-of-ways identified, however, the municipality must be given the first right of refusal if the property is proposed for development. The reservation becomes void one year after the property owner notifies the municipality of the intention to develop, or has applied for a building permit, or sooner if the municipality releases the reservation on the property. See Figure 8-8 for a sample Official Map for Parkesburgh Borough.

Figure 8-8
Sample official map



Action 8-2 (continued)

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

25 of the 73 municipalities in the County have adopted an official map, including five boroughs. East Bradford Township is a municipality that has an official map and used it to great effect for open space preservation in addition to bicycle and pedestrian facilities. The East Bradford Official Map is available on the Township's webpage: <http://www.eastbradford.org/publicinfo/Maps/Official%20Map.pdf>

STRATEGY A: Official Map and Ordinance - Adoption

The Borough should adopt an official map as a tool to implement the actions of the Comprehensive Plan and further public improvements in the community.

Properties adjacent to Minch Park along the eastern and western side of Route 10. These areas could be utilized to expand the trails in Minch Park (see Figure 8-9) and accommodate new playing fields to add to those already located in Minch Park.

The official map could be completed as an individual project or, more commonly, along with amendments to the zoning and/or subdivision and land development ordinances.



Action 8-3

Review and amend zoning, as necessary, to include a variety of housing types and affordable housing.

The median sales price in Parkesburg Borough (\$187,600) is significantly lower than that of the County (\$331,000), indicating that Parkesburg offers affordably priced housing for residents.

Residential uses or housing account for almost 83% of all parcels in the Borough (See Figure 2-17). The majority of housing, about 93%, is single-family. The Fair Share Analysis indicates that multi-family housing could account for as much as 61% of new development based on developable lands and current zoning regulations. Considering the median sales price and the accommodation for multi-family development, affordable housing should not be an issue in this western Chester County Borough within the purview of this Plan or the next ten years.



This block of townhouses on the Southside represent a type of multifamily dwelling in the Borough

Strategy A: Status of Housing - Monitoring

Continue to monitor the housing market and housing data (including data provided through the ACS) to ensure that Parkesburg Borough continues to be a community that accommodates affordable housing and a diversity of housing types as growth continues into the future.

Action 8-4

Ensure the density of new housing is compatible with existing residential uses.

Density refers to the number of dwelling units permitted on an area of land. A common density in a Borough such as Parkesburg would be 6-8 dwelling units (dus) per 1 acre of land. The higher the density, the greater the number of dwelling units per area of land. Therefore, density can have an effect on the look of an area or neighborhood. This impact will vary depending on the area where development is proposed. For example, a higher density use as part of a development or re-development in the TR land use category, for example, would be inconsistent with the single family dwelling units in that area of the Borough. Therefore, it is important that densities for infill development in the neighborhoods of the Borough be consistent with the existing densities.

Strategy A: Developable Land and Current Densities

A first step for this strategy is to determine how much developable land is available in each zoning district. Once the areas that are available for development are identified, the densities that are assigned to each district should be reviewed to ensure that new development will be consistent with existing development.

Action 8-5

Support opportunities for the promotion of affordable housing through partnerships, federal grants, programs, and/or tax incentives.

The Fair Housing Act prohibits discriminatory treatment with regard to housing opportunities toward any group or individual based upon race, color, national origin, gender, religion, disability, or familial status (presence of children under 18). A request to provide housing that would serve members of the protected classes cannot be denied on the basis of discrimination against members of those groups who are expected to occupy that housing.

STRATEGY A: Mixed-Income Development

In order to continue to address the Fair Housing Act, the Borough should work with developers and local nonprofits to plan for mixed-income developments where the more moderately-priced units (affordable to households earning 80% of the area median or less) are indistinguishable from market rate units in the same development.



Action 8-6

Encourage “green” building and development practices through Leadership in Energy and Environmental Design (LEED), Energy Star, or other green building standards to improve the sustainability of housing and development within the Borough.

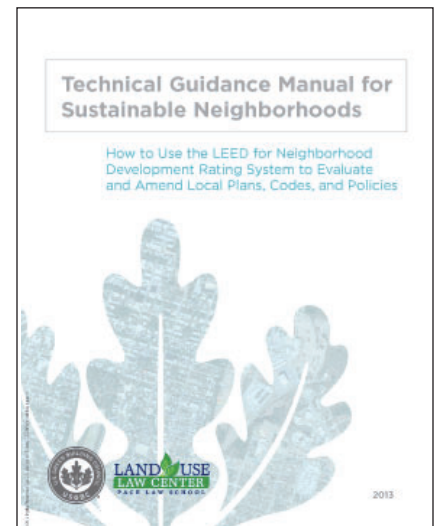
Sustainable housing is affordable to the resident over the long term, within healthy, vibrant neighborhoods. For some homeowners and renters, housing becomes cost restrictive with the additional cost of heat and other utilities. Incorporating green methods and materials reduces energy costs, making utility costs more manageable. Features such as water conserving fixtures, energy star appliances, high efficiency lighting, renewable energy sources (including photovoltaic and geothermal), and green roofs all contribute to reducing energy usage and therefore lowering the long term costs for the resident.



An example of a home in Parkesburg Borough where solar panels were installed to increase energy efficiency

STRATEGY A: Energy Efficiency

There are multiple resources available from the U.S. Green Building Council on how to incorporate sustainability into development that could help the Township to broaden its support of green building and development practices (www.usgbc.org/neighborhoods). Two specific resources of note include A Local Government Guide: to LEED for Neighborhood Development and the Technical Guidance Manual for Sustainable Neighborhoods.





Chapter 9

Implementation Strategies

This Chapter includes the Actions described in more detail in Plan Chapters 4-8 and provides guidance for their implementation. The actions presented below are organized in the same manner they are presented in the Plan Chapters. Included with each Action is a corresponding priority, organization/ agency responsible for its implementation, funding opportunities, and a reference to the priority chapter where strategies are located.

Priority

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

High (H): Actions that should require immediate attention toward implementation and are of greatest importance to the Borough. Typically these types of recommendations are accomplished in one (1) to three (3) years or are the first step in a program.

Medium (M): Actions that are accomplished in three (3) to five (5) years.

Low (L): Actions that require additional analysis and/or studies prior to implementation or are not as critical as medium or high priorities. These actions may be accomplished if the opportunities arise or in the latter part of the plan's horizon – five (5) to ten (10) years.

Ongoing (OG): Actions that require attention on an annual, regular, or continual basis.

Strategies

This column will include a reference to the page of the associated priority chapter where the strategies (or methods of implementations) for each Plan Action are located.



Responsible Parties

Generally, the entities with the most responsibilities assigned are the Borough's Planning Commission, Council, and Staff. In the case of regulatory updates, while it is the Borough Council that must adopt a proposed ordinance, primary responsibility for ordinance development is the Planning Commission. Abbreviations for the responsible entities are:

BBFC: Borough Budget and Finance Committee
BC: Borough Council
BE: Borough Engineer
BFEC: Borough Fire and EMS Committee
BHC: Borough Historic Commission
BPC: Borough Planning Commission
BPOLC: Borough Police Committee
BPRC: Borough Parks and Recreation Commission

BRC: Borough Revitalization Committee
BZHB: Borough Zoning Hearing Board
Keystone: Keystone Valley Fire Department
PABA: Parkesburg Area Business Association
PAC: Parkesburg Action Committee
Police: Police Department
Staff: Borough Staff (Manager, Codes, Public Works)

Funding

This column describes potential funding sources for the implementation of Plan Actions in Chapters 4-8. Please note, the funding sources listed may apply to more than one of the strategies listed under the associated actions. Abbreviations for funding sources are:

CCDCD: Chester County Department of Community Development
 • CRP – Community Revitalization Program
CCEDC: Chester County Economic Development Council
CCPC: Chester County Planning Commission
 • VPP – Vision Partnership Program
DVRPC: Delaware Valley Regional Planning Commission
 • CMAQ – Congestion Mitigation and Air Quality Improvement Program
 • TCDI – Transportation and Community Development Initiative
 • TII/TIP – Transportation Improvements Inventory/Program
 • TAP – Transportation Alternatives Program

PADCNR: PA Dept. of Conservation and Natural Resources
 • C2P2 – Community Conservation Partnerships Program (Grant)
PAFINA: Commonwealth Financing Authority
PENNDOT: Pennsylvania Department of Transportation
 • TIP – Transportation Improvement Program
PHMC: Pennsylvania Historical and Museum Commission
 • Pennsylvania's Historic Preservation Tax Credit Program
 • Keystone Historic Preservation Grants (KHP)
 • Federal Rehabilitation Investment Tax Credits (RITC)
TMACC: Transportation Management Association of Chester County
WCCCC: Western Chester County Chamber of Commerce

Chapter 4: Community Amenities and Resources

#	Action	Priority	Responsible Parties	Funding	Strategy(s)
4-1	Maintain and enhance Minch Park to meet active and passive recreation needs of current and future residents	H/OG	BC, BPC, BPRC, Staff	VPP, C2P2, CRP, TCDI	Page 46
4-2	Enhance recreational options for Northside Park to further serve recreational needs in the community	H/OG	BC, BPC, BPRC, Staff	VPP, C2P2, CRP, TCDI	Page 50
4-3	Support the Parkesburg Public Library and its community gardens	M/OG	BC, BPRC, Staff	Borough	Page 51
4-4	Review and enhance programming and events at Borough parks and facilities for residents and visitors	H/OG	BC, BPRC, Staff	Borough	Page 52
4-5	Foster public/private partnerships that enhance park, recreation, and cultural resource facilities and programs	H/OG	BC, BHC, Staff	Borough	Page 53
4-6	Continue to enforce regulatory standards and work in partnership with the public to advocate stewardship of natural resources	M/OG	BC, BPC, Staff	VPP	Page 54
4-7	Promote the activities of the Historic Commission	H/OG	BC, BRC, BHC	VPP	Page 55
4-8	Document historically significant buildings and sites within the Borough	H	BC, BPC, PHC, Staff	VPP	Page 56
4-9	Develop and adopt historic district ordinance standards	H/OG	BC, BHC, Staff	VPP	Page 57
4-10	Share the Borough's history and identity with residents and visitors	H/OG	BC, BHC, Staff	Borough	Page 58

Chapter 5: Circulation, Connectivity, and Safety

#	Action	Priority	Responsible Parties	Funding	Strategy(s)
5-1	Increase availability of bicycle racks in the Borough through regulatory and other means	OG	BC, BPC, BPRC, Staff	VPP	Page 62
5-2	Evaluate and enhance signage to adequately alert and direct all modes of traffic to increase safety, mobility, and wayfinding	M/OG	BC, BPC, Staff, PABA/PAC	Borough	Page 64
5-3	Consider roadway maintenance, operational, and infrastructure improvements to improve flow of traffic and enhance safety for all users	H/OG	BC, BPC, BRC, PABA/PAC	VPP, TCDI, CRP	Page 66
5-4	Improve pedestrian and bicycle facilities through regulation and other means	M/OG	BC, BPC, BPRC, Staff	VPP, CRP	Page 67
5-5	Advance and support connection from Parkesburg recreation facilities to regional trails	M	BC, BPC, BPRC, Staff	VPP	Page 69
5-6	Continue to support the expansion of passenger rail and the Parkesburg Train Station	H/OG	BC, BPC, BRC, Staff	PennDOT, SEPTA, AMTRAK	Page 70
5-7	Continue to support the Coatesville Link and expanded bus service to the Borough	H/OG	BC, BPC, BRC, Staff	TMACC, SEPTA	Page 71

Chapter 6: Economic Development and Revitalization

#	Action	Priority	Responsible Parties	Funding	Strategy(s)
6-1	Support the successful creation of new businesses and the retention of existing businesses through regional and partner coordination, information sharing, and other non-regulatory means	H/OG	Staff, BC, BPC, BRC, PABA/PAC, SCORE	VPP	Page 74
6-2	Develop marketing and educational materials to take advantage of the Borough's history and emerging trail opportunities	M	BC, BHC, BRC, Staff, PABA/PAC	Borough	Page 76
6-3	Increase tourism and community interaction by promoting events and the regional trail system	M/OG	BC, BHC, BPRC, BRC, PABA/PAC	Borough	Page 77
6-4	Create incentives and funding strategies to promote investment interests to develop and enhance the Business Center Central Core	H/OG	BC, BPC, BRC, Staff, PABA/PAC	PADCED	Page 78
6-5	Review and amend zoning to incorporate best practices and provide flexibility for new businesses in terms of uses, parking, mixed use, signs, and similar uses	H	BC, BPC, Staff	VPP	Page 79
6-6	Implement streetscape improvements along key corridors in the Borough including Main Street and 1st Avenue	H/OG	BC, BPC, BRC, Staff	CRP	Page 80
6-7	Enhance the primary gateways (Route 10 and 1st Avenue; Route 10 and Main Street; Route 10 and Chapel Avenue)	H/OG	BC, BPC, BRC, Staff	CRP	Page 84
6-8	Enhance parking options for residents and visitors through regulatory means, infrastructure improvements, and operational mechanisms	H/OG	BC, BPC, BRC, Staff	VPP, CCDCD	Page 86
6-9	Consider local incentives for building improvements and techniques to encourage property maintenance	M/OG	BC, BPC, BRC, Staff	Borough	Page 87
6-10	Develop design guidelines to enhance Main Street and 1st Avenue	H	BC, BPC, BRC, Staff	Borough	Page 88
6-11	Analyze Borough owned properties to determine if opportunities exist to redevelop vacant or underutilized properties	M/OG	BC, BPC, BRC	Borough	Page 89

Chapter 7: Borough Services and Infrastructure

#	Action	Priority	Responsible Parties	Funding	Strategy(s)
7-1	Maintain a fiscally responsible annual budget through a transparent process that responds to resident and business input	H/OG	BC, BBFC, Staff	Borough	Page 94
7-2	Develop a Capital Improvements Plan (CIP) to address long-term capital projects and facilities	M/OG	BC, BBFC, Staff	Borough	Page 95
7-3	Work to ensure Borough communication is through a variety of means and reaches existing and new residents, business owners, and business operations	OG	BC, BBFC, Staff	Borough	Page 96
7-4	Analyze current Borough commissions and committees and seek resident input to assess the roles and duties of such groups and to determine if these groups adequately respond to the needs of the Borough	M	BC, Staff	Borough	Page 97
7-5	Provide information on Borough boards, commissions, committees, and volunteer programs to all residents	OG	BC, Staff	Borough	Page 98
7-6	In partnership with Pennsylvania America Water Company, maintain and improve, as necessary, the public wastewater system to optimize operations, meet regulatory obligations, and keep pace with any need for increased capacity	OG	BC, BPC, Staff	Borough	Page 99
7-7	In partnership with the utility provider, support efforts to monitor public water quality and quantity to protect the water supply	M	BC, BPC, Staff	Borough	Page 100
7-8	Evaluate stormwater management policy, regulations, and programs to keep pace with requirements of Act 167 and NPDES Phase II/MS4	OG	BC, BPC, BE, Staff	Borough	Page 101
7-9	Ensure that the Borough Emergency Operations Plan (EOP) is up-to-date and address contemporary situations, potential issues, and threats	OG	BC, BFEC, BPOLC, Staff, Police	Borough	Page 102
7-10	Actively promote the need for and value of volunteer emergency responders and trained career staff	H/OG	BC, BFEC, BE, Keystone Staff	Borough	Page 103
7-11	Continue intermunicipal cooperative fire/ambulance efforts and seek new opportunities for cooperative emergency management efforts	OG	BC, BFEC, Staff, Keystone	Borough	Page 104
7-12	Support the Police Department to protect the health, safety, and welfare of Borough residents and businesses	OG	BC, BPOLC, Staff, Police	Borough	Page 105
7-13	Continue to communicate and collaborate on a regular bases with the Octorara School District	OG	BC, BPC, Staff	Borough	Page 106
7-14	Continue to support public works and code enforcement to facilitate timely and responsible services for Borough residents and businesses	OG	BC, BPC, Staff	Borough	Page 107

Chapter 8: Land Use and Community Character

#	Action	Priority	Responsible Parties	Funding	Strategy(s)
8-1	Review and amend the Zoning Ordinance, as necessary, for improved consistency with the Future Land Use Plan and to better reflect opportunities for new development, redevelopment, and preservation in the Borough	H/OG	BC, BPC, Staff	VPP	Page 120
8-2	Consider adoption of an Official Map and Ordinance to designate potential trail alignments, recreational opportunities, and open space	H	BC, BPC, Staff	VPP	Page 121
8-3	Review and amend zoning, as necessary, to include a variety of housing types and affordable housing	H/OG	BC, BPC, Staff	VPP	Page 123
8-4	Ensure the density of new housing is compatible with existing residential uses	OG	BC, BPC, Staff	VPP	Page 124
8-5	Support opportunities for the promotion of affordable housing through partnerships, federal grants, programs, and/or tax incentives	OG	BC, BPC, Staff	Borough	Page 125
8-6	Encourage “green” building and development practices through Leadership in Energy and Environmental Design (LEED), Energy Star, or other green building standards to improve the sustainability of housing and development within the Borough	OG	BC, BPC, Staff	Borough	Page 126



Chapter 10 Revitalization Plan

Introduction

More specific than a comprehensive plan, a revitalization plan is a framework of actions that address improvements intended to spur long-term and sustainable economic opportunity and success. Within Chester County these plans are typically focused on municipal-owned or controlled infrastructure projects that are eligible for funding through the Chester County Community Revitalization Program, or municipal resources significantly related to such projects. A revitalization plan also assists a municipality when seeking state or other outside funding, and encourages private investment.

Revitalization plans are intended to be updated every five years, rather than the ten year period for a comprehensive plan. Actions may overlap between a comprehensive plan and revitalization plan, with the revitalization plan actions being more specific and detailed. The priorities of a revitalization plan should be in keeping with those of the community's comprehensive plan.

The Borough has worked continually to revitalize its downtown through various improvement projects. These projects have enhanced the Borough's pedestrian mobility, neighborhoods, and overall quality of life, but there are additional improvements that could be carried out. Parkesburg first adopted a revitalization plan in 2003, with updates in 2009 and 2016. This update (2020) was conducted as part of a new comprehensive plan process for Parkesburg, allowing for broader input and improved consistency between the two plans, and use of the same background data for both plans.

Economic Development; Housing; Infrastructure and Transportation; and Public Facilities and Services are required elements of a revitalization plan, and in this format, are met by the Action plan that follows, as well as the prior chapters on Community Amenities and Resources (Chapter 4); Circulation, Connectivity, and Safety (Chapter 5); Economic Development and Revitalization (Chapter 6); Borough Services and Infrastructure (Chapter 7); and Land Use and Community Character (Chapter 8). Specific overlap between the Action Plan and other chapters are identified within the Action Plan discussion under "CP Reference", with the appropriate action and any related figures noted. Note that while there are no specific actions related to capital improvements for the Housing element listed below, there are actions in the Comprehensive Plan related to housing to fulfill that requirement, such as recommendations in Chapter 8 (Actions 8-1, 8-3, 8-4).



The Borough undertook streetscape improvements along Strasburg Road in the past



Inventory and analysis of existing conditions are included in Chapter 2, Community Profile. The vision between the Comprehensive Plan and Revitalization Plan are consistent (see Community Vision and Goals, Chapter 3), as the goals identified in the Comprehensive Plan are noted below within the framework of the Revitalization Plan:

Economic Development

Encourage growth, retention, and vitality of businesses along the Borough's commercial corridors with adequate parking and vibrant streetscapes that promote a pedestrian scale in keeping with the Borough's historic character. (Comprehensive Plan Economic Development and Revitalization goal, page 73)

Housing

Provide opportunities for growth, redevelopment, and preservation that will promote sustainability and affordability while respecting the Borough's unique historic character and facilitating the Borough's future identity as a destination. Provide opportunities to continue the existing mix and diversity of housing types to ensure equal access to housing. (Comprehensive Plan Land Use and Community Character goal and objective 8-1, page 109)

Infrastructure and Transportation

Promote a safe, effective, and diversified transportation network that connects to regional trail and transit opportunities to accommodate the future needs of all Borough residents and businesses. (Comprehensive Plan Circulation, Connectivity, and Safety goal, page 60)

Public Facilities and Services

- Maintain and enhance the Borough's parks and protect the Borough's natural, cultural, and historic features to sustain ecosystems, while promoting health and wellness and enhancing quality of life. (Comprehensive Plan Community Amenities and Resources goal, page 45)
- Provide cost effective and efficient services to maintain the safety and convenience of Borough facilities and infrastructure to meet the needs of all who live, work, or play in Parkesburg. (Comprehensive Plan Borough Services and Infrastructure goal, page 93)

Revitalization Actions

Actions are listed below by the required element of a Revitalization Plan, and within those further described by general topic as appropriate. Priorities are noted within each action item and expressed as either high, medium, or low. These categories generally correspond to a starting point from the time of this plan's adoption, including: 0-2 years, 3-5 years, and 5+ years, respectively. If there is an action in progress that should continue, it should begin immediately and continue indefinitely. Otherwise, it should be implemented over time as opportunities arise and noted as ongoing. Actions may require phasing, and any number of actions may be underway at one time. Timing and phasing will depend upon resources (funding, staff capacity and expertise, and time) available to the Borough.

Economic Development - Streetscapes



1st Avenue streetscape improvement concept (1st Avenue and Gay Street)

Action 10-1 Streetscape Improvements

Priority: High

Elements:

1. Identify blocks for installation
2. Develop construction plans and schedules
3. Demolish elements as required
4. Install new streetscape components

Cost Estimate: TBD

Funding: Borough funds, Chester County Community Revitalization Program (CRP)

Facilitator: Borough Council, Staff, Engineer

Comprehensive Plan Reference: Action 6-6; Figures 6-1 through 6-6

Description: Action 10-1 includes five sub-actions, further detailed below, including sidewalks, street trees and landscaping, street furniture, signage, and utilities. The First Avenue and Main Street corridors lack a cohesive aesthetic theme and instead are characterized by a variety of sign types and materials, building materials, and aboveground utilities. There is a general lack of street trees or other unifying elements along the primary corridors and throughout the Borough. The width and condition of sidewalks is variable and includes a variety of utility and sign poles.

First Avenue and Main Street (each from Church Street to Culvert Street) are the priority for streetscape improvements. First Avenue is the most highly trafficked street in the Borough, and the selected area encompasses the central business and governmental district. The eastern end of Main Street represents a historic area of commercial and residential buildings that remains an active area of the town. Additional blocks and other streets, such as Strasburg Avenue, may also be chosen to expand unified streetscapes throughout the Borough at a later time.

Design and construction should consider the placement of building entrances, windows and signage, as well as driveways, utility poles, street trees, transit shelters, and street furniture. Ideally, all streetscape improvements (sidewalks, street trees, etc.) within an identified street or block would occur simultaneously and include traffic calming (Action 10-13) where appropriate. If it is not possible to consolidate all streetscape improvements across a single corridor, smaller areas could be identified, or construction could be phased (paving first, including traffic calming devices, then sidewalks and street trees). Street trees should not be planted first, to prevent root damage from later construction.

The Borough will need to determine which street and blocks to prioritize depending on the Borough's budget and available funding. Discussions with residents and business owners may be necessary to establish priorities and determine streetscape elements (type, color, etc.). Additionally, the Borough should engage the Borough engineer and Chester County Department of Community Development (CCDCD) for information regarding design, construction, and funding. Funding for the construction of streetscapes is available from CCDCD through the Chester County Community Revitalization Program (CRP).

Additional considerations:

1. Streetscape improvements should take into consideration improvements recommended by the Chester Valley Trail (CVT) West. Study so efforts are not duplicated and future improvements do not require re-doing previous work. See Comprehensive Plan Recommendation 5-4.C.
2. Signalization, signage, and pedestrian/bicycle crossing improvements at Route 10/Main Street should be coordinated with any development of the Park Mansion Estate in addition to the trail alignment north of the railroad tracks. See Comprehensive Plan Recommendation 6-7.A.2 and Figure 6-7.

Economic Development - Streetscapes



Sidewalk in need of repair or replacement on 1st Avenue near East Bridge Street

Action 10-1-A Sidewalks

Priority: High

Elements:

1. Identify blocks for resurfacing or installation
2. Develop construction plans and schedules
3. Demolish and remove existing concrete sidewalks
4. Install new sidewalks

Cost Estimate: TBD

Funding: Borough funds, Chester County Community Revitalization Program (CRP)

Facilitator: Borough Council, Staff, Engineer

Comprehensive Plan Reference: Action 6-6, Figures 6-1 through 6-6

Description: Sidewalks are a critical aspect of streetscape improvements. New sidewalks should be aligned vertically with the tree grates, curbing, and building entrances to create a uniform surface. With respect to cost estimates, consideration should be given to the durability of the product, maintenance requirements, and an appearance that is appealing visually and keeps within with the Borough's historic character.

Economic Development - Streetscapes



A streetscape concept for the installation of street trees and other landscaping at the intersection of Main Street and Strasburg Road

Action 10-1-B **Street Trees and Landscaping**

Priority: High

Elements:

1. Identify blocks for streetscape installation
2. Develop construction plans, select tree species options
3. Prepare sidewalks or bump-outs for planting beds
4. Install street trees

Cost Estimate: TBD

Funding: Borough funds, CRP

Facilitator: Borough Council, Staff, Engineer

Comprehensive Plan Reference: Action 6-6

Description: The presence of street trees is a positive element in an urban setting and can have a unifying visual effect in addition to benefits such as cooling and reduction of stormwater impacts. As a part of comprehensive streetscape improvement, trees can be included either within sidewalks (tree wells with grates) or within bump-outs (see Comprehensive Plan Figures 6-4, 6-5, 6-6). The spacing of trees should be approximately 50 feet, subject to conditions found on the sidewalks and with building facades. The Borough should be careful in choosing street trees that are native, resilient, and of an appropriate type in terms of full grown size and root systems that can survive in an urban context (limited tree well), while also not damaging sidewalks as growth occurs. Integrating tree wells with curb inlets for stormwater management and additional water for trees should be considered.

Economic Development - Streetscapes



This concept for streetscape improvements along 1st Avenue includes benches, planters, and attractive street lighting

Action 10-1-C Street Furniture

Priority: High

Elements:

1. Identify street furniture that is necessary
2. Develop list of replacement articles
3. Remove unnecessary articles to be replaced or eliminated
4. Purchase and install replacement articles

Cost Estimate: TBD

Funding: Borough funds, CRP

Facilitator: Borough Council, Staff, Engineer

Comprehensive Plan Reference: Action 6-6

Description: Street furniture is another element of a larger streetscape improvement project. Installation of street furniture should respond to need for the specific items, and take place after the installation of sidewalks and street paving. Street furniture includes objects commonly found within a street corridor, or attached to or placed on sidewalks, pavement, or building facades such as benches, trash receptacles, banners, planters, and bicycle racks. Street furniture should be designed within the overall streetscape setting, and consider function as well as visual continuity and aesthetics. Together with building facades, signage, and utilities, street furniture should provide a visually consistent collection of articles that will enhance the streetscape for motorists and pedestrians.

Economic Development - Streetscapes



This sign on 1st Avenue provides clear direction to the Parkesburg Train Station

Action 10-1-D **Signage**

Priority: High

Elements:

1. Inventory public signage by type (traffic control, banners, etc.)
2. Develop program to replace/install signs
3. Purchase and install signs

Cost Estimate: TBD

Funding: Borough funds, CRP

Facilitator: Borough Council, Staff, Engineer

Comprehensive Plan Reference: Action 5-2, 6-6

Description: Signage is another element of comprehensive streetscape improvements, some being within the Borough's direct control (wayfinding signs to parking or key destinations), some within the ability of the Borough to regulate (business signs), and others being determined primarily by others (PennDOT traffic control signs). Public signs also include directional and street name signs. Improvement to the Borough's sign images will require identification of needed signs and development of a consistent style/new standards, as well as coordination with agencies and property owners over the ability to consolidate the appearance of signs and simplify clusters of signs. Coordinate with Action 10-6.

Economic Development - Streetscapes



Removing or reducing the number or impact of existing utility poles and infrastructure would increase the aesthetics on any street in the Borough (this image is taken from West Street.) The instillation of street trees may diminish the prominence of utilities without having to remove them

Action 10-1-E Utilities

Priority: High

Elements:

1. Inventory above ground street lights, utility poles, lines, and fixtures
2. Coordinate with utility companies about relocation or installation
3. Develop plan to install and/or relocate utilities
4. Install and/or relocate utilities

Cost Estimate: TBD

Funding: Partnership of public and utility company funding, CRP

Facilitator: Borough Council, Staff, Engineer, Utility Companies

Comprehensive Plan Reference: Action 6-6

Description: Street lights are an important element of a comprehensive streetscape improvement program. Streetlights should be consistent in appearance with street furniture and may provide additional utility such as the capacity to hold banners or hanging baskets.

Utility poles and lines often create a conflict between the aesthetic image of "main street" utilities and the practicality and costs of relocation. Aesthetic improvements to both First Avenue and Main Street could be achieved if the utilities were not present overhead. Two options for relocation include placing utility lines underground within the street right-of-way and relocation of lines to the rear of lots, near alleys.

Of concern is the prevalence of poles carrying electric, telephone and cable television wires and other fixtures such as transformers. An unknown factor is the ability of the electric company Philadelphia Electric Company (PECO) to cooperate in the effort and share portions of the cost. This project requires further discussion with the parties involved.

Economic Development - General



Final Friday activities in May of 2019

**Action 10-2
 Promotional Activities, Events, and Marketing**

Priority: High, Ongoing

Elements:

1. Develop additional events or activities to promote the Borough
2. Increase marketing of Parkesburg events
3. Develop marketing and educational materials

Cost Estimate: TBD

Funding: Borough funds, Parkeburg Area Business Association (PABA)/ Parkesburg Action Committee (PAC) membership fees, donations, grants.

Facilitator: Borough Staff, PABA/PAC, Special Events Committee, future Main Street Manager, Revitalization Committee, other partner organizations.

Comprehensive Plan Reference: Action 4-10, 6-2, 6-3, 7-3

Description: Local events provide opportunities for residents to build community and to attract visitors for tourism and economic development (in addition to potential new residents and businesses). The Borough and various partners should continue existing events and adapt them as necessary. New events celebrating or taking advantage of Parkesburg’s history (baseball, for example), or developing events with a unique theme (railroad, or iron manufacturing) should be added to increase tourism and bolster the business community. There should be coordination between the various organizations, potentially through the Borough Revitalization Committee. See Comprehensive Plan Recommendation 6-2 and 6-3 for more detailed and specific actions.

While maintaining and expanding events is important, marketing the Borough and its events is of equal importance. Outreach regarding the events and opportunities the Borough holds (housing and businesses) should be marketed by maintaining current content on the Borough webpage and social media, coordination with local and regional partners,

such as Western Chester County Chamber of Commerce (WCCCC), and advertising in regional publications and online media. Wider exposure should be sought by actively posting Borough events and submitting articles to outlets such as Philly.com and Philadelphia Magazine, as well as other regional Facebook pages, or media outlets.

Parkesburg should develop materials that are unique and celebrate Parkesburg's past and how that identity can help build community pride and bring visitors to the Borough. Brochures, a museum, signs, baseball history, railroad history, the surrounding agricultural region, and burgeoning trail connections are all aspects that may apply and be utilized to Parkesburg's advantage. The Borough should work with a firm who specializes in marketing and branding. Funding may come from the Borough budget, PABA/PAC, local donors, or other sources. Fig

Industries is a local example of a marketing firm used by municipalities within the region.

Economic Development - General



Store fronts located along the north side of Main Street

Action 10-3
Assist and Promote Parkesburg Businesses

Priority: High, Ongoing

Elements:

1. Develop activities to assist or promote Borough businesses
2. Encourage non-member businesses to join local organizations or committees with mailings and personal contacts
3. Coordinate regionally regarding events, marketing, business programs, promoting existing businesses, and filling vacancies

Cost Estimate: TBD

Funding: Borough funds, PABA/PAC membership fees, donations, grants, services from partner organizations.

Facilitator: Borough Staff, PABA/PAC, Special Events Committee, future Main Street Manager, Revitalization Committee, other partner organizations.

Comprehensive Plan Reference: Action 6-1, 6-2, 6-3, 6-4, 7-3

Description: PABA and PAC, along with the Borough’s Special Events Committee and Revitalization Committee are the primary local organizations to support businesses in the Borough. These groups should coordinate both locally and regionally to assist and promote the Parkesburg business community for the retention of existing businesses and attracting new businesses. Specific efforts could include sharing information on the Small Business Assistance Program (administered by the Chester County Economic Development Council (CCEDC)), marketing options through the WCCCC or CCEDC, hosting seminars and training with guest speakers such as SCORE, and coordinating combined advertising both locally and to the greater region and beyond.

Vacant commercial buildings are another area where these groups could focus, through increased marketing of vacant properties or development of public or private funding to restore deteriorating buildings or fund capital improvements for local businesses (façade grants, etc.).

Economic Development - General



Empty storefronts surround the main entrance to Westminster Place on 1st Avenue

Action 10-4 Main Street Manager Program

Priority: High

Elements: Create a business development/main street manager staff or consultant position

Cost Estimate: TBD

Funding: Borough funds, Pennsylvania Department of Community and Economic Development, BID, non-profit partner, donations, or other funding mechanism.

Facilitator: Borough Council, Revitalization Committee

Comprehensive Plan Reference: Action 6-1.D

Description: Parkesburg would benefit from a dedicated position to coordinate economic development strategies and activities, promote existing and potential business opportunities, and supplement current volunteer efforts. Other municipalities in the region may also need such service, providing the opportunity for several jurisdictions to share costs. Such a position could more consistently promote the retention of local businesses, develop plans to enhance the business community, seek to reduce commercial vacancies, assist to develop sustainable business plans, manage streetscape improvements and historic preservation efforts, coordinate business interests with government, assist new business prospects with permits, act as an ombudsman for Local Economic Revitalization Tax Assistance (LERTA) awareness, work with PABA/PAC and the Special Events Committee on promotional efforts, and apply for grants. The principle direction and funding for this program and position is the Pennsylvania Department of Community and Economic Development (PDCED) - Keystone Communities program in coordination with the Pennsylvania Downtown Center Main Street Program: <https://dced.pa.gov/>; <https://padowntown.org/programs/main-street-program>

Economic Development - General



Existing "Welcome to Parkesburg" sign on the northwestern corner of Routes 10 and 372

**Action 10-5
 Enhance Gateways**

Priority: Medium

Elements: Design and construct welcoming features at key Borough entrance points

Cost Estimate: TBD

Funding: Borough funds, PABA/PAC joint funding, CRP, PennDOT, DVRPC

Facilitator: Borough Council, Staff, Engineer, Revitalization Committee, PABA/PAC

Comprehensive Plan Reference: Action 6-7, Figures 6-7 and 6-8

Description: An existing Parkesburg Borough sign is located on the northwest corner of First Avenue and Route 10, but further gateway improvements could be made at this intersection. Additional gateway improvements should be considered at Main Street and Route 10 and a gateway, signs, and traffic calming at Route 10 and Chapel Avenue. Because Route 10 is a PennDOT roadway, early discussions with PennDOT will be necessary to implement any of these improvements. Minor communication with PennDOT regarding these gateway concepts occurred during the comprehensive plan update and PennDOT indicated these concepts are plausible. Coordination with CCPC, the Borough engineer, and other stakeholders is likely necessary to move these projects toward implementation:

1. **Route 10/1st Avenue.** The existing sign is primarily oriented towards northbound traffic on Route 10 and westbound 372. Visibility of the existing gateway feature at this location could be improved by relocating or reorienting the gateway, making it slightly larger, providing lighting, and potentially replicating elements on one or more of the other corners.
2. **Route 10/Chapel Ave.** A "Welcome to Parkesburg" sign at this location to identify the Borough boundary could be incorporated in a larger project to provide an area to provide traffic calming, delineate parking, and for stormwater improvements. The potential for more clearly delineating parking and improved safety for parking and traffic movements should be incorporated (See Figure 10-1 below).

Figure 10-1: Route 10 and Chapel Avenue Intersection Improvement Concept



Economic Development - General



The former wayfinding sign for Main Street businesses located at the intersection of Route 10 and Main Street

Action 10-6 **Install Wayfinding Signs**

Priority: High

Elements:

1. Identify sign types and locations
2. Determine sign specifications and order signs
3. Install signs

Cost Estimate: TBD

Funding: Borough funds, other transportation funding sources (<https://www.chescoplanning.org/MuniCorner/GrantOpportunities.cfm>)

Facilitator: Borough Council, Staff, Engineer, Parks and Recreation Committee, PABA/PAC

Comprehensive Plan Reference: Action 5-2, 5-4

Description: Wayfinding signs can range in size and specific purpose, such as directional signs to core commercial areas such as Main Street or First Avenue; institutional uses such as Borough Hall, the Library, parks, public parking lots, and the train station; large businesses such as A Duie Pyle, Victory Brewery, or Planet Fitness; and regional attractions such as Wolfs Hollow Park and the future Chester Valley/Enola Low Grade trail system. Share the road signs for bicycle routes, signs for crosswalks, and special event signs are also wayfinding, and assist with safe use of Borough facilities and attendance at events.

The Borough should undertake an assessment of existing signs and develop a plan for locations for new or upgraded wayfinding signs, potentially including a public survey element. The public survey could be used to garner public input and support regarding potential wayfinding signs. Design of such signs should be coordinated with other visual elements within the Borough.

Coordination with PennDOT should be initiated at the outset of this project where sign placement impacts state roads.

Economic Development - General



A. Duie Pyle is a successful regional corporation who calls Parkesburg home

Action 10-7 Undertake an Economic Development Study

Priority: High

Elements: Borough Council decides to undertake a study (regional if possible) and seeks funding support.

Cost Estimate: \$30,000-\$100,000 (depending on number of municipalities involved).

Funding: Borough funds, Chester County Vision Partnership Program

Facilitator: Borough Council, Staff, Revitalization Committee, PABA/PAC, future Main Street Manager

Comprehensive Plan Reference: Action 6-1.C

Description: Ideally an economic development study should include more than one municipality to establish a wider base for study and implementation. The Borough could undertake an economic development study with Atglen Borough and West Sadsbury Township, and should coordinate regionally to determine the interest of the other municipalities. Partial funding could be sought from the County's Vision Partnership Program. Coordination with PAC, PABA, and WCCCC should occur as part of the project scoping and throughout the project.

Transportation - Parking



Off-street parking on West Avenue looking towards Minch Park

**Action 10-8
 West Street Parking Lot**

Priority: High

Elements:

1. Develop plans for grading and paving an improved parking lot
2. Construct a conventional parking lot with controlled entrance and interior circulation
3. Landscape the lot with buffering to shield it from nearby residential properties

Cost Estimate: TBD

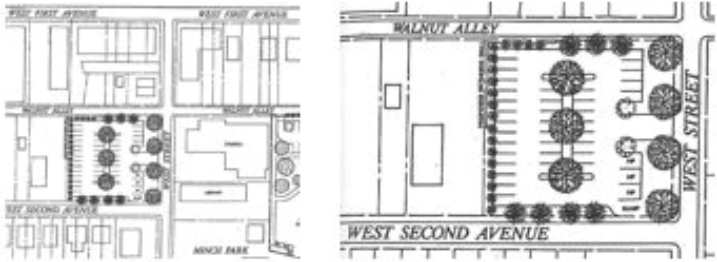
Funding: Borough funds, CRP

Facilitator: Borough Council, Staff, Engineer

Comprehensive Plan Reference: Action 6-8.C; Action 6-11.A.2, Figure 6-11

Description: Parkesburg Borough owns a parcel of land on West Street, between Walnut Alley and Second Avenue, across from the Library, that currently serves as a parking lot for the Library and Minch Park. The shape of the lot contributes to its inefficiency and the parcel slopes upward toward the western end. The location serves patrons of the Library and Minch Park, but could also serve visitors to the businesses on First Avenue. Construction plans would need to be developed for potential improvements such as a single controlled entrance from West Street, creation of interior aisles and spaces for about 40 vehicles, and landscaping both within the lot and on its edges to the west and north. Grading and construction of a retention wall on the western side would be necessary due to the topography. See Figure 10-2 for potential improvements.

**Figure 10-2:
 Potential West Street Parking Lot Improvements**



Transportation - Parking



While there is significant on-street parking opportunities, off-street parking is generally lacking throughout the Borough

Action 10-9 Future Borough Parking Lots

Priority: High

Elements:

1. Identify locations with potential for public parking in or near the Central Core area
2. Coordinate with owners about acquisition or other alternatives to providing public parking
3. Develop construction plans for site development
4. Investigate funding opportunities
5. Seek opportunities for creating additional on-street parking

Cost Estimate: Approximately \$5,000 per space

Funding: Borough funds, CRP

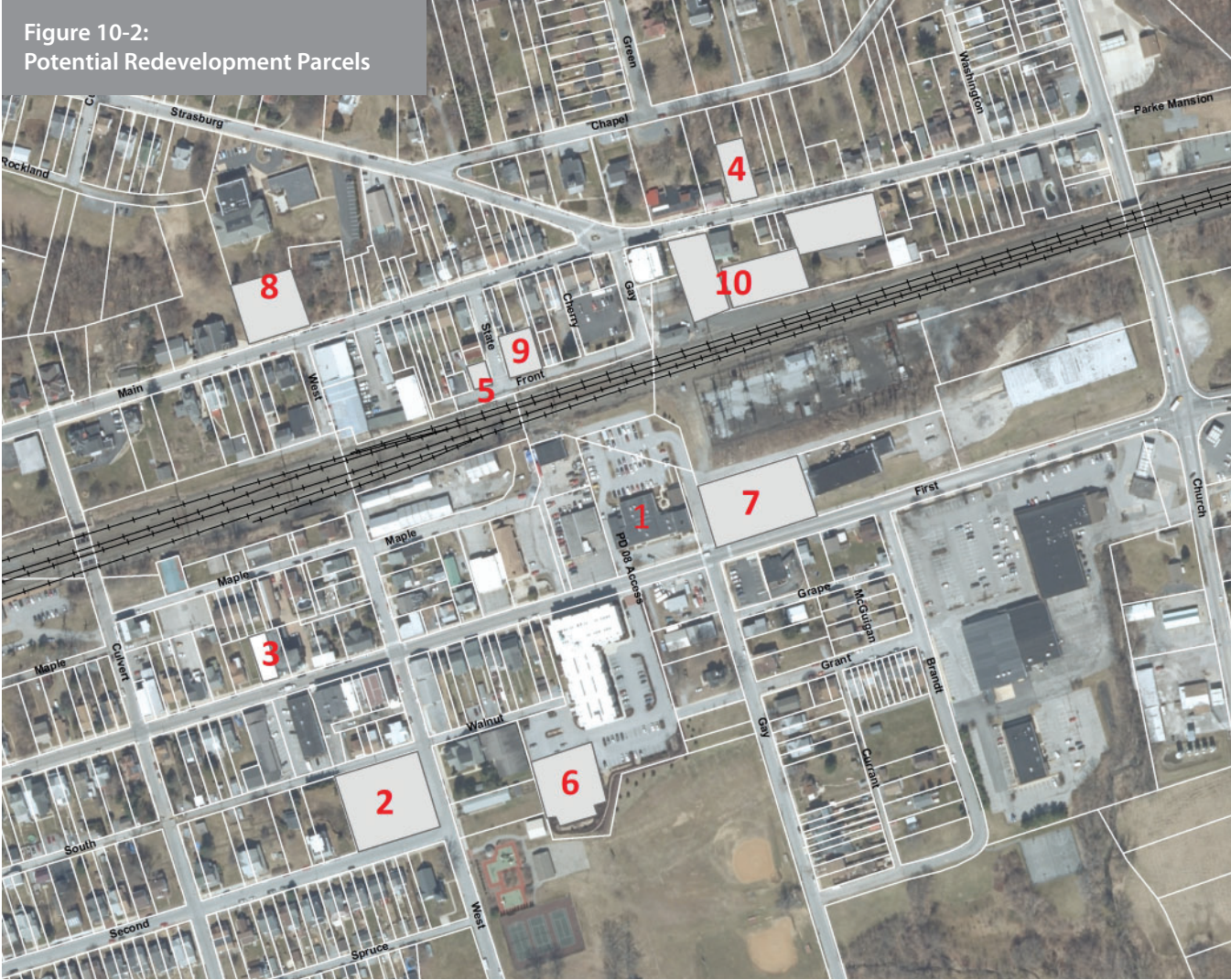
Facilitator: Borough Council, Staff, Engineer

Comprehensive Plan Reference: Action 6-8; 6-11, Figure 6-11

Description: Parkesburg has a general lack of off-street parking that affects its ability to support retail and service businesses in the downtown and is a deterrent to business retention and growth.

There are potential opportunities for parking throughout the downtown, however the Borough needs to remain vigilant in identifying potential sites and acting on them while available. Several techniques may be used to permit the establishment of lots for public use. Fee simple purchase or establishing an easement for a specified period of time from the landowner are possibilities. Once land is acquired, design and construction can proceed. Figure 10-3 illustrates potential future off-street parking opportunities.

Figure 10-2:
Potential Redevelopment Parcels



Note: For more information regarding parcels identified (1-10) in Figure 10-2 above, see Action 6-11

Transportation - Parking



A view of on-street parking along 1st Avenue near the intersection with West Street

Action 10-10 Parking Meters

Priority: Low, Ongoing

Elements: Place parking meters in the business district along First Avenue and/or Main Street

Cost Estimate: TBD

Funding: Borough funds, CRP

Facilitator: Borough Council, Staff, Engineer

Comprehensive Plan Reference: Action 6-8

Description: The Borough should investigate the value of installing parking meters in select locations. The installation and use of parking meters is an element of parking management, particularly where there are issues with on street parking being used on a long term basis that results in limited turnover, especially in front of active businesses such as along Main Street and First Avenue. Management of parking meters, such as the schedule of when metering is enforced and pricing on different blocks or at different times, can positively impact businesses, services, and residents. The management of existing parking can be as or more important than the number of spaces available. Parking management must be active and adaptable, and should be thoroughly considered prior to and in conjunction with discussion of new parking lots. It should be noted that a parking program is not static, but will require periodic adjustments. The placement of parking meters may be a follow up to a parking study suggested by Action 10-11.

Transportation - Parking



On Street parking on W. 3rd Avenue looking towards Minch Park

Action 10-11 **Parking Study**

Priority: Medium

Schedule: 3 to 5 years

Elements:

1. Apply for funding
2. Develop scope of work and define study area
3. Undertake Parking Study
4. Use Study to address Actions 10-8, 10-9, 10-10 and related actions (signs etc.)

Cost Estimate: \$10,000-\$25,000

Funding: Borough funds, PennDOT, Chester County Vision Partnership Program (VPP)

Facilitator: Borough Council, Staff

Comprehensive Plan Reference: Action 6-8.D

Description: Parkesburg, by virtue of having two major transportation routes crossing within its boundaries, has an abundance of traffic on First Avenue (Route 372), Church Street (Route 10) and Main Street. Each of these roads carries a significant volume of traffic, a portion of which is through traffic, including trucks. All of these factors, in addition to a lack of off-street parking options, make on-street parking a challenge. Main Street in particular has residential units along Main Street that have nowhere to park aside from on-street parking spaces, which conflicts with the parking needs of businesses. A parking study can analyze opportunities for management of existing parking and the need for additional parking options, while providing strategies for the implementation and funding of new facilities. The Borough should investigate funding opportunities and engage a parking specialist to facilitate a study.

Transportation - Public Transit



The Coatesville Link connects the Parkesburg Amtrak Station, West Sadsbury Commons Shopping Center, the Coatesville Amtrak Station, and Krapf's "A" Bus Line to Exton and West Chester

Action 10-12 Enhance Bus Service

Priority: Medium

Elements:

1. Continue to coordinate with Transportation Management Agency of Chester County (TMACC) and regional transportation agencies
2. Propose additional service to Parkesburg via the Coatesville Link
3. Upgrade parking lots to accommodate ridership or provide bus shelters and signage at key identified locations

Cost Estimate: TBD

Funding: TMACC, PennDOT, other transportation funding sources.

Facilitator: Borough Council, Chester County Planning Commission (CCPC), TMACC, PABA/PAC

Comprehensive Plan Reference: Action 5-7

Description: Parkesburg is served by the Coatesville Link operated by TMACC. With a growing commercial base and reconstruction of the Amtrak parking lot, additional bus service may be warranted in addition to increasing signage and potentially installing bus shelters along the route. The Borough should work with TMACC and CCPC regarding the frequency of service, routes, and locations for placement of bus shelters and signage (route maps and schedules). A survey of current bus riders, Amtrak riders, Borough businesses, and residents could be taken to assist with improved service. PABA/PAC should be contacted to potentially sponsor bus shelters and signage at key locations to facilitate increased amenities that may increase ridership.

Transportation - Roads and Bridges



Bump outs and landscaping can serve as a traffic calming elements as shown in this concept at the intersection of S. Culvert and 1st Avenue

**Action 10-13
 Traffic Calming**

Priority: Medium

Elements:

1. Identify road segments that have vehicle and pedestrian conflicts
2. Develop construction plans to slow vehicles and increase pedestrian safety
3. Investigate and apply for funding opportunities
4. Construct traffic calming devices

Cost Estimate: TBD

Funding: Borough funds, PennDOT, VPP, CRP

Facilitator: Borough Council, Staff, Engineer

Comprehensive Plan Reference: Action 5-3.B

Description: Parkesburg has an abundance of traffic, including truck traffic, on First Avenue (Route 372), Church Street (Route 10) and Main Street. There is also considerable pedestrian and bicycle traffic in the Borough. There is only one traffic control light in the Borough, at the intersection of Routes 372 and 10 (First Avenue and Church Street). The interface of pedestrians and vehicles could be improved by the installation of curbing and paving alterations that would have the effect of slowing vehicular traffic while not stopping it.

One application of traffic calming is the "necking down" of a through lane by extending the sidewalk out (via bulb-outs, see Comprehensive Plan Figures 6-5 and 6-6) across the parking lane. The confined area causes vehicles to slow and shortens the distance a pedestrian has to cross a street. Additional benefits are the visual interruption of the parked cars on the curb lane and creating locations for street trees and stormwater infrastructure. In many cases, this can be accomplished at intersections where pavement striping already prohibits parking and traffic movements.

This concept has been installed successfully in urban areas throughout Chester County and nationwide. Where applicable, traffic calming should be coordinated with Action 1, streetscape improvements. Speed tables, pavement markings, signs, and other measures should also be considered to assist with traffic calming.

Another traffic issue which should be investigated is the use of local roads by through traffic. Where this can be isolated, projects should be proposed that encourage through traffic to use major roads. This should occur by making the use of major roads the most preferable routing through the Borough using methods such as wayfinding signage (see Action 10-6).

Transportation - Roads and Bridges



An example of an unimproved street in Parkesburg Borough

Action 10-14 Road Improvements

Priority: Medium, Ongoing

Elements: Work with PennDOT where applicable

Cost Estimate: TBD

Funding: Borough funds, PennDOT, TII/TIP, DVRPC funding programs (TCDI), CRP

Facilitator: Borough Council, Staff, Engineer

Comprehensive Plan Reference: Action 5-3

Description: Several local roads or road segments were identified for necessary improvements by the public and/or stakeholders, including 1st Avenue, Main Street, and Maple Avenue. The Borough should continue to apply for funding through programs such as Transportation and Community Development Initiative (TCDI) for planning and engineering, and the CRP for construction of projects such as road/alley reconstruction projects that directly impact the Borough's transportation network. The Borough should annually coordinate with CCPC to have priority improvements listed on the Transportation Improvements Inventory (TII) and the Transportation Improvements Program (TIP) for potential state and federal funding.

Transportation -Sidewalks



An example of a missing link in the Borough's pedestrian network

Action 10-15 Sidewalk Installation or Replacement

Priority: High, Ongoing

Elements:

1. Maintain a current inventory of blocks for improvement or installation by annually reviewing and updating Comprehensive Plan Figure 5-2, Multi-Modal Circulation Map
2. Develop construction plans and schedules
3. Installation of new sidewalks

Cost Estimate: TBD

Funding: Borough funds, Ordinances, Community Development Block Grant (CDBG), CRP

Facilitator: Borough Council, Staff, Engineer

Comprehensive Plan Reference: Action 5-4, Figure 5-2

Description: In addition to new streetscapes along Main Street and First Avenue as discussed under Action 10-1, sidewalks are needed to improve safety and connectivity throughout the Borough. Figure 5-2, Multi-Modal Circulation Map, identifies priority sidewalks to guide efforts over the next several years. Figure 5-2 should be annually reviewed and updated, potentially by the planning commission, so it may continue to provide guidance for priority sidewalks such as Culvert Street to The Point. Aside from gaps, some existing sidewalks may require rehabilitation. The Borough should seek grant funding, consider the ability of the Borough to address sidewalk improvements as a routine part of annual budget discussions, and work with residents to install or rehabilitate blocks of sidewalks.

Transportation - Bicycles



Conceptual improvements to Maple Avenue related to the alignment of the Chester Valley Trail

Action 10-16 **Extend the Chester Valley Trail West Through Parkesburg**

Priority: Medium

Elements:

1. Work with Chester County to implement the CVT West Study
2. Coordinate with potential development of the Park Mansion Estate to implement the CVT West
3. Coordinate with PennDOT regarding signalization, crosswalks, and signage at Route 10/Main Street to facilitate the CVT West

Cost Estimate: \$1,521,000

Funding: Chester County, TII/TIP, PennDOT, Congestion Mitigation and Air Quality Improvements Program (CMAQ), other transportation funding sources

Facilitator: Borough Council, Staff, Engineer, CCPC

Comprehensive Plan Reference: Action 5-4.C; See CCPC CVT West Study – Segment 7: Parkesburg

Description: The CVT is a multi-use trail that is planned to extend west to Parkesburg and Atglen from its current terminus near Exton, and further connect to Lancaster County via the Enola Low Grade Trail. The Borough should continue to work with Chester County and surrounding municipalities to bring the CVT to Parkesburg, and entice trail users with supporting amenities. Specific details are located in the CCPC Chester Valley Trail West Study, Segment 7: Parkesburg (page 106) which is available on the CCPC website: <https://www.chescoplanning.org/transportation/cvtw.cfm>

Transportation - Bicycles



Strasburg Road, 1st Avenue (Route 372) and, Main Street (shown) were all identified as priority bicycle routes in the Borough

Action 10-17 Install Signs and Pavement Markers Along Priority Bicycle Routes

Priority: Low

Elements:

1. Identify roadways
2. Identify signage and pavement markings - confirm with Manual on Uniform Traffic Control Devices (MUTCD), PennDOT, CCPC
3. Identify and apply for funding and/or coordinate with PennDOT
4. Install signs (share the road and/or bike route) and paint pavement markings (sharrows, bicycle markings, etc.)

Cost Estimate: TBD

Funding: Borough funds, Chester County, TII/TIP, PennDOT, CMAQ

Facilitator: Borough Council, Staff, Engineer, Parks and Recreation Committee

Comprehensive Plan Reference: Action 5-4.D, 5-5, Figure 5-2

Description: This is a measure to improve safety and a preliminary step to implementation of Comprehensive Plan Action 5-4.E in addition to a precursor to the development of the CVT. Installation of “share the road” and “bicycle route” signage and pavement markers, such as sharrows, increases awareness of bicycle routes and alerts motorists to be on the lookout for cyclists and pedestrians. Such signs and pavement markers should be installed along identified routes, while further efforts for infrastructure improvements are being pursued. Coordination with adjacent municipalities and PennDOT will be required as applicable. Comprehensive Plan Figure 5-2, Multi-Modal Circulation Map, should be referenced as a starting point to identify appropriate routes, with confirmation through a public survey and coordination with groups such as Bike Chester County, CCPC, and PennDOT. These types of efforts are not uncommon in the region. The Borough of West Chester could be consulted for information on their efforts to identify bike routes.

Transportation - Bicycles



Cyclists share the road with motorists on Main Street just to the west of the commercial area

Action 10-18 Initiate Roadway Improvements to Create Bicycle Routes

Priority: Medium

Elements:

1. Identify roadways
2. Identify and apply to funding sources and/or coordinate with PennDOT (road resurfacing schedule, etc.)
3. Install improvements to increase use and safety for cyclists

Cost Estimate: TBD

Funding: Borough funds, TII/TIP, PennDOT, CRP

Facilitator: Borough Council, Staff, Engineer, Parks and Recreation Committee

Comprehensive Plan Reference: Action 5-4, 5-5, Figure 5-2

Description: This is a more intensive and comprehensive effort than identified in Action 10-17, and would provide increased safety. Working with adjacent municipalities is required where local roads are concerned, which removes the necessity of PennDOT involvement. One option is that shoulder widening and lane restriping to accommodate cycling can be established during regular repaving/maintenance efforts. Paved shoulders for bicyclists range in width from four to six feet. PennDOT typically requires five feet on state roads. In addition to bike lanes, Advisory Shoulders and Yield Roadways are two other alternatives.

The Borough should coordinate with the Chester County Planning Commission and PennDOT regarding these additional connections and improvements. Coordination with PennDOT regarding road maintenance or improvements can also help to facilitate bicycle improvements during routine repaving projects. Development of on-road bicycle routes is intended to be a precursor to the development of the Chester Valley Trail and to work in conjunction with the trail once it has been completed. See PennDOT Connects Program: <https://www.penndot.gov/ProjectAndPrograms/Planning/Pages/PennDOT-Connects.aspx>

Transportation - Bicycles



Bicycle racks located at the Parkesburg Train Station, in Summer 2019

Action 10-19 Increase Availability of Bicycle Racks in the Borough

Priority: Ongoing

Elements:

1. Identify locations
2. Contact priority locations for placement
3. Seek funding and/or donations
4. Install racks (Borough Public Works/contractor)

Cost Estimate: \$300-\$600 per rack

Funding: Borough funds, personal and business donations, TMACC

Facilitator: Borough Council, Staff, Engineer, Parks and Recreation Committee

Comprehensive Plan Reference: Action 5-1, Figure 5-2

Description: Providing safe and secure bicycle storage racks, preferably located close to destinations and protected from the weather, will help attract and accommodate cyclists. Where racks are located on Borough facilities or on public sidewalks, the Borough may move forward immediately. Installation may occur by encouraging business owners to install bicycle racks or seeking donations or contributions for placement, or through Borough action. Working with PABA/PAC and other regional entities such as TMACC and Bike Chester County may also increase the potential for placement of bicycle racks. Figure 5-2 should be reviewed and updated periodically to reflect new installations and potential additional locations for bicycle racks.

Public Facilities and Services



The current marquee sign located across the access road to the Borough Hall parking lot

Action 10-20 Upgrade/Replace Borough Message Sign

Priority: High

Elements:

1. Evaluate design/costs
2. Develop engineering/drawings/bids
3. Send out RFP and select installer
4. Approve installation

Cost Estimate: TBD

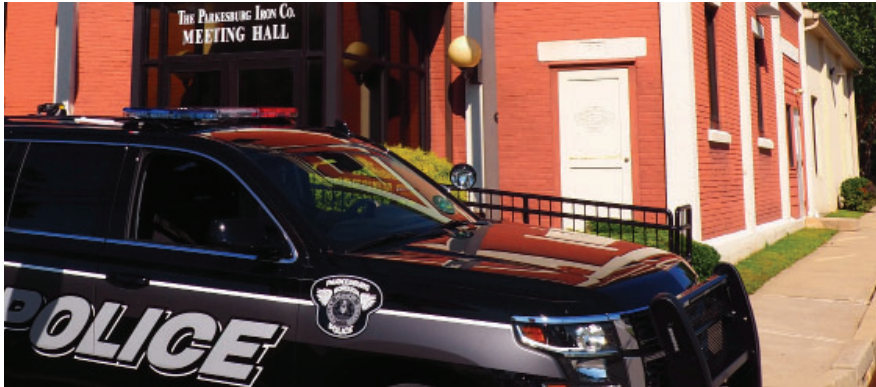
Funding: Borough funds, Chester County Community Revitalization Program (CRP)

Facilitator: Borough Council, Staff, Engineer, Revitalization Committee

Comprehensive Plan Reference: Action 7-3.B

Description: Consider the feasibility of installing an electronic sign or other improved sign at Borough Hall to share information with the community, or to coordinate community messages with Keystone Valley Fire Company's electronic sign, which is adjacent to Borough Hall. Upgrading to an electronic sign may assist with better communication with residents, businesses, and visitors.

Public Facilities and Services



Capital expenditures can include the replacement of this police cruiser parked in front of Borough Hall

Action 10-21 Develop a Capital Improvements Plan

Priority: Medium

Elements:

1. Dedicate funds to developing a three to five year Capital Improvements Plan (CIP)
2. Initiate process to develop CIP including Borough Council, staff, and volunteer committees
3. Develop and adopt CIP

Cost Estimate: TBD

Funding: Borough funds,

Facilitator: Borough Council, Staff, Revitalization Committee

Comprehensive Plan Reference: Action 7-2

Description: A CIP would help to effectively plan for future spending and identify critical equipment and infrastructure needs, including those directly tied to revitalization efforts. Most municipalities rely on the expertise of their staff with input from the municipal engineer to develop an initial CIP. Once initially developed, a CIP should be updated annually as part of the regular budgeting process to ensure it reflects community needs and available funding (whether sourced through the Borough or outside grants or programs).

Public Facilities and Services



The existing Public Library and Community Garden – Summer 2019

Action 10-22 **Library Expansion**

Priority: Medium

Elements:

1. Assist in identifying functions that could be served by an expanded Library building
2. Support a Library fundraising campaign
3. Support development of construction plans for additional space for the Library
4. Support construction of the additional space to accommodate various community interests and groups

Cost Estimate: TBD

Funding: CRP, CBDG, Keystone Grant, Library funding campaign

Facilitator: Library Board, Borough Council

Comprehensive Plan Reference: Action 4-3

Description: The Library represents a significant public cultural and community facility in Parkesburg that would benefit from an expansion of the facility. Space may be made available either on the Library parcel or on the adjacent Minch Park parcel, which could house a multi-purpose meeting room and several smaller spaces. Both the Oxford and Kennett Libraries should be consulted as both have completed or began similar efforts in recent years. The Borough should partner with the Library with a fundraising campaign should that be necessary to facilitate improvements.

If the library expands at its current location, coordination should occur with the Borough regarding the relationship with Minch Park. Opportunities exist to provide streetscaping or park features to better integrate these adjacent facilities and to create a welcoming area for reading, or for children to use park facilities while their caretakers use library facilities.

Public Facilities and Services - Parks, Recreation, and Open Space



*Entrance to Minch Park off of West Street –
Fall 2018*

Action 10-23 Undertake a Parks Master Plan for Minch Park and Northside Park

Priority: High

Elements:

1. Apply to Pennsylvania Department of Conservation and natural resources (PADCNR) for funding for a Master Parks Plan
2. Select task force to run project
3. Send out RFP and select consultant
4. Undertake master plan development with consultant and public outreach

Cost Estimate: \$50,000-\$80,000

Funding: Borough funds, PADCNR

Facilitator: Borough Council, Staff, Parks and Recreation Committee

Comprehensive Plan Reference: Action 4-1.C, 4-2

Description: The Borough should consider further analysis of existing park facilities and identifying priorities and timelines for future maintenance or park improvements building on Comprehensive Plan Action 4-1. The completion of a master parks plan can assist with obtaining grant funding for construction and can reduce engineering costs by providing detailed information, schematics, renderings, and additional preliminary information (geologic sampling, soil testing, elevations, etc.). The Borough should consult with Atglen Borough who was awarded a PADCNR grant for a Master Parks plan that was completed in 2020.

Public Facilities and Services - Stormwater Infrastructure



The Eastern Trail Loop Concept along Beale Road as discussed in Chapter six

Action 10-24 Enhance Minch Park

Priority: High

Elements:

1. Implement Master Parks Plan (Action 10-23) for Minch Park
2. Select a consultant to develop construction plans and schedules
3. List projects on CCUII and apply for funding
4. Send out RFPs
5. Select a contractor and construct improvements

Cost Estimate: TBD

Funding: Borough funds, PADCNR, CCRP

Facilitator: Borough Council, Revitalization Committee, Staff

Comprehensive Plan Reference: Action 4-1, Figures 4-1 to 4-3

Description: The Borough should continue with enhanced maintenance and implementation of park improvements for residents and visitors. Opportunities exist to further enhance the park through a variety of improvements to the children's playground area and existing baseball fields in addition to extending trails, adding a dog park, installing a splash pad, and creating an amphitheater. The Master Parks Plan recommended in Action 10-23 will guide these and other identified improvements.

Public Facilities and Services - Parks, Recreation, and Open Space



Raised planting beds, installed in 2019 as a Girl Scout project, are the only current feature in Northside Park

Action 10-25 Enhance Recreational Options for Northside Park

Priority: High

Elements:

1. Undertake Master Parks Plan (Action 10-23)
2. Develop construction plans and schedules
3. List projects on CCUII and apply for funding
4. Send out RFPs
5. Select contractor and construct improvements

Cost Estimate: TBD

Funding: Borough funds, PADCNR, CRP, CBDG, Natural Lands

Facilitator: Borough Council, Staff, Parks and Recreation Committee

Comprehensive Plan Reference: Action 4-2, Figure 4-4

Description: Northside Park could be improved for surrounding residents with improved signage, community gardens, seating and gathering areas, and trail connections. Funding would need to be secured to install improvements, once appropriately designed. The Master Parks Plan recommended in Action 10-23 will guide these and other identified improvements.

Public Facilities and Services - Stormwater Infrastructure



Aging stormwater management facility in the southwestern corner of the Borough

Action 10-26 Stormwater Facilities Improvements/Upgrades

Priority: High, Ongoing

Elements:

1. Monitor the need for maintenance and improvement to stormwater infrastructure in the Borough
2. Develop a plan and priorities for improvements
3. Apply for funding for stormwater improvements for compliance with regulations or as proactive measures such as installation of green infrastructure to preempt potential future mitigation issues

Cost Estimate: TBD

Funding: Borough funds, PADCNR, CRP

Facilitator: Borough Council, Staff, Engineer

Comprehensive Plan Reference: Action 7-8

Description: Identify and prioritize Borough owned properties suitable for new or enhanced/retrofitted stormwater facilities to address current and future management needs. Significant improvements should be addressed through a Capital Improvements Plan, should the Borough develop one. If the Borough determines additional properties may be necessary at a future date for Municipal Separate Storm Sewer System (MS4) compliance, specific items should be targeted and included on an Official Map. Two strategies that can be considered include:

1. Investigate the feasibility of a stormwater utility fee if this becomes an option to ensure full MS4 compliance.
2. Implement best management practices to address stormwater management throughout the Borough and on Borough properties.

Fair Share Analysis

Fair Share Test

The fair share analysis is primarily comprised of a three-tier test laid out by the Surrick Court. While the case law following Surrick has provided some general principles of law, neither the courts nor the Legislature have developed clear standards for meeting fair share. Indeed, even with the three-tier Surrick fair share test, “the question of whether or not a zoning ordinance is exclusionary in its effect...always depends on the unique facts in each case and, thus, can only be decided on a case-by-case basis.” Notwithstanding the individual nature of each municipality, the courts have established the following tiers for determining if a municipality is providing for its fair share obligation:

- Tier 1: Is the municipality a logical area for population growth and development? (i.e., is it in the path of growth?)
- Tier 2: Is the municipality a developed or developing community?
- Tier 3: Is the amount of land zoned/available for multiple-family development disproportionately small in relation to population growth pressure and present level of development?

Tier 1: Path of Growth

Is the Borough in the Path of Growth?

The first tier of the Surrick test examines whether a community is a logical area for development and population growth or “in the path of growth.” There are several factors to consider, including a municipality’s past and projected population, as well as the transportation network and accessibility to the municipality and surrounding region. Proximity to a large metropolitan region or fast growing areas is another consideration.

Figure 1: Parkesburg Borough Population Trends 1960 to 2045

Year	Population	Numeric Increase	Percent Increase
1960	2,759	-	-
1970	2,701	-58	-2.1%
1980	2,578	-123	-4.6%
1990	2,981	403	15.6%
2000	3,373	392	13.1%
2010	3,593	220	6.5%
2020*	3,974	381	10.6%
2045*	4,551	577	14.5%

Source: US Census Decennial Count (1970-2010); *2020 and 2045 Projections: DVRPC, 2016.

Figure 1 shows steady growth in each decade since 1980. Based on current population projections, growth is expected to continue at a steady rate until 2020. The transportation network includes State Routes 10 and 372, which provide access to Routes 30, 41, and 95, which link to Lancaster, Wilmington, and Philadelphia.

Tier 1 Conclusion In terms of Parkesburg’s location and population (including projections), the Borough is located in the path of growth.

Tier 2 & 3: Present Level of Development and Developable Lands

Is the Borough a Developed or Developing Community and is their land available for multi-family development?

The second tier of the fair share analysis looks at the present level of development within a municipality. The following factors are examined to help make this determination.

- The percentage of **remaining developable land**, which essentially shows the degree to which the community is “built out.”
- Existing and **potential multiple-family housing units** and projected housing needs.
- The **amount of land available** for multiple-family development.

Figure 2 provides a summary of the Tier 2 and 3 analysis:

Tier 2:	Developable Land Remaining in Borough:		
Total acres and percentage of developable land (not including partially developable land or percentage thereof)		127 acres or 15.5% of the Borough	
Tier 2:	Existing Multiple-family Units:		
Current multiple-family units as a percentage of existing housing stock		285 mf/1,408 all units 20.2% mf units	
Additional housing units of all types needed to accommodate projected population growth to 2045 (1,210 new residents) and estimated number of potential new multiple-family units that would meet current fair share obligations to 2045 (recommended minimum - 15% total projected units)		461 units 69 mf units (average household size 2.62)	
Total housing units of all types possible under the land use categories (total residential build-out)		485 - 523 dwelling units	
Total multiple-family units possible at build-out (recommended minimum - 15% to 20% of total possible units)		297 mf dwelling units 57% - 61%	
Tier 3:	Percentage of Land Available for Multiple-family Development:	Acres	Percent
Developable land designated for multiple-family units (recommended minimum – 5% of developable land)		66	52%
Total land designated for multiple-family units (recommended minimum – 7% of total land)		87	10.6%

Source: Chester County Planning Commission, 2016.

Tier 2 Conclusion with at least 15.5% of its land area potentially developable, Parkesburg Borough is considered a developing community.

Tier 3 Conclusion As demonstrated by the number of units and percentages of land (both developable and total) and the population growth pressure in Tier 2, there is no exclusion of multiple-family housing in the Borough.

Glossary of Terms and Acronyms

Terms

Act 167 (aka, Historic District Act) – Pennsylvania enabling legislation which protects historic resources through authorizing counties and municipalities to create historic districts within their boundaries through local ordinance, and to regulate building activity, including demolition, within the district. The historic district must be certified by the State Historic Preservation Office in the form of National Register eligibility. The Act requires the creation of an historical architectural review board (HARB) to advise on building activity within the district. A certificate of appropriateness must be granted before building activity continues. See Figure 4-5

ACT 167 (aka, Pennsylvania Stormwater Management Act) – This act was enacted in 1978 in response to the impacts of stormwater runoff resulting from land development. It requires counties to prepare and adopt plans, and requires municipalities to adopt and implement ordinances that are consistent with these plans. During the plan development process, the advisory committee (called a Watershed Plan Advisory Committee or WPAC) identifies local concerns and develops stormwater control strategies to address those concerns, while also meeting the requirements of state and federal programming. Following the adoption of the plan by the County and approval by PaDEP, municipalities have six (6) months to adopt an ordinance that is consistent with the plan. Act 167 is consistent with municipal obligations found in the federal National Pollutant Discharge Elimination System (NPDES) permitting requirements for Municipal Separate Storm Sewer Systems (MS4).

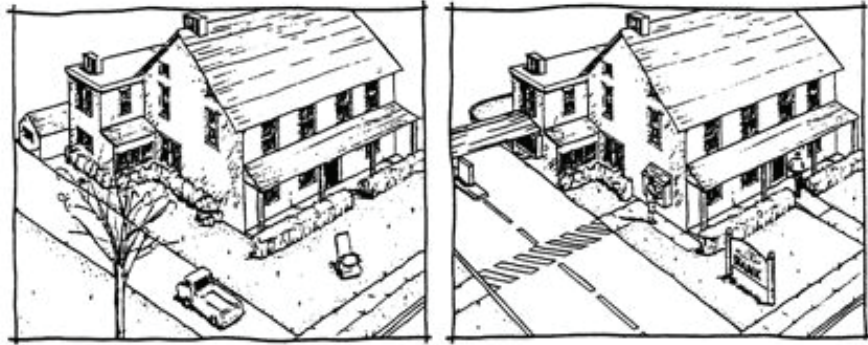
ACT 209 (aka, Traffic Impact Ordinance Act) – Permits a municipality to assess an off-site transportation impact fee during the land development approval process for the funding of transportation improvements. Requirements for assessing a traffic fee under this Act are located in Article V-A of the MPC.

Act 247 (aka, Pennsylvania Municipalities Planning Code) – Act 247 of 1968, as amended (53 P.S. §10101 et seq.).

ACT 537 (aka, the Pennsylvania Sewage Facilities Act) – This act requires that all municipalities develop and implement comprehensive planning that provides for the resolution of existing sewage disposal problems and provide for future disposal needs of new land development. These plans are known by various names including Act 537 Official Plan, Sewage Facilities Plan, Base Plan, or Act 537 Plan, and they address individual municipalities or groups of municipalities working together. Plans are required to be submitted to PaDEP for review and approval.

Adaptive Reuse – The development of a new activity for a building originally designed or used for another purpose.

Bike Lane – Designated travel lanes within the cartway or along the road shoulder for exclusive use by bicyclists. Bike lanes typically involve a combination of supplemental indicators including but not limited to Share the Road Signs, Sharrows, and other pavement markings.



Brownfields – Abandoned, idled, or underused industrial and/or commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination.

Borough Council – The borough council of Parkesburg Borough, Chester County, Pennsylvania.

Planning Commission – The borough planning commission of Parkesburg Borough, Chester County, Pennsylvania.

Central Chester County Bicycle and Pedestrian Circulation Plan (2013) – A plan for seven municipalities to address transportation, public health, and the environment through improvements to walking, bicycling, and public transportation. The plan also includes regulatory recommendations for local ordinances and official maps.

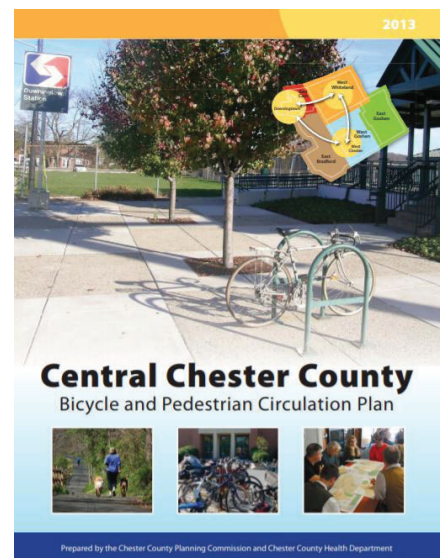
Certified Local Government (CLG) – A program established in 1980 by amendment to the National Historic Preservation Act of 1966 whereby local governments that meet certain criteria, (e.g. create a historic commission by local ordinance) which attest to their commitment to historic preservation are designated by the National Park Service. The program encourages participation in preservation at the local level and partnerships between local, state, and federal agencies.

Charrette – A public meeting providing interactive input into concepts to engage participants in information gathering, input, and opinions regarding challenges, opportunities, illustrations, concepts, vision statements, or draft plans.

Cluster Development – An arrangement of residential structures that allows for grouping the structures by reducing lot area and yard requirements and incorporating the remaining area as open space.

Community Supported Agriculture (CSA) – A mutually beneficial partnership between a farmer and the people who consume the food produced by the farmer. The partnership is based on an annual commitment to one another, which ensures the survival of local agriculture today and for future generations. Members of the community purchase a “share” of the farm’s anticipated harvest in advance at an agreed-upon price.

Community Gardens – Small plots of land clustered in a group made available for seasonal use (gardening) to the public/residents for a small fee, typically in a municipally owned park/parcel.



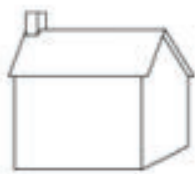
Complete Streets – Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street. (PennDOT)

Context Sensitive Design – Context sensitive solutions (CSS) is a collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions.

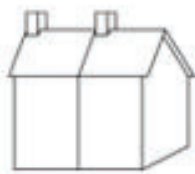
Conventional Development – Individual residential lots that encompass the entire development tract or area without retaining common open space associated with Cluster Development.

Determination of Eligibility (DOE) – An action through which the eligibility of a property for National listing is decided, but the property is not actually listed on the Register. Nominating authorities and federal agencies commonly request determinations of eligibility for federal planning purposes and in cases where a majority of private owners object to National Register listing. Obtaining a determination of eligibility is the first step of the National Register nomination process.

Dwelling types – Dwelling units are typically arranged in the following manner:



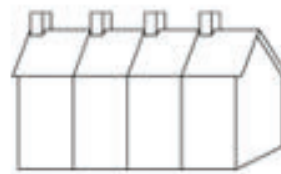
Single Family



Twin



Duplex



Townhouse



Multi-Family

Easement – An interest in land owned by another that entitles the holder of the easement to a specific use or enjoyment of the land or to prevent the owner from using the land for purposes not specified in the agreement.

Fair Share – A fair share analysis attempts to assess, based on available information, whether a municipality is providing for its “fair share” of all housing types, particularly multiple-family housing, and whether the municipality is attempting to meet its obligation to accommodate future growth.

Farm Market/Farmers’ Market – Where farmers, growers or producers from a local area are present in person to sell their own produce, direct to the public. All products sold should have been grown, reared, caught, brewed, pickled, baked, smoked or processed by the stallholder. The public can be confident of the origins of the foods, ask questions and get closer to the sources of local foods.

First Order Streams – Upper most perennial tributary in a watershed that does not confluence with another perennial stream. The confluence of two first order streams forms a “second” order stream.

Floodplain – That portion of a stream valley adjacent to the channel that is created by erosion and sediment deposited from the stream and covered with water when the stream overflows its banks at flood stage. Also, the nearly level land situated on either side of a channel that is subject to overflow flooding.

Gateway – A feature or set of features that may consist of a sign, archway, landscaping, lighting, or additional features to provide visual clues and attention to entering a municipality or place.

Geographical Information System (GIS) – A computer mapping system for analysis and display of physical features, such as land parcels, roads, streams, and other data.

Greenway – A loosely defined term for any linear open space.

Greyfields – A previously developed underutilized commercial retail center, may qualify for funding assistance if there is environmental contamination on the property.

Groundwater – Water that occurs in the subsurface and fills or saturates the porous openings, fractures, and fissures of underground soils and rock units.

Groundwater Protected Area (GWPA) – The Ground Water Protected Area is an area within the Delaware River Basin that is regulated by the Delaware River Basin Commission to prevent depletion of ground water and protect the interests and rights of lawful users of the water source, as well as balance and reconcile alternative and conflicting uses of limited water resources in the region.

Hydric Soils – A soil that is saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions that favor the growth and regeneration of wetlands vegetation.

Impervious Coverage and Surface – Ground cover that does not allow, or minimally allows, for infiltration of water (e.g., roofs, paved parking lots, and roads) and which increases the volume and speed of runoff after a rainfall.

Incubator – An entity that helps new and startup companies to develop by providing space to operate or services such as management training.

Infill Development – Development of a new building and/or use where there was nothing in existing previously. Typically infill development occurs where there are lots that exceed the minimum required lot size and there is room to build additional buildings on a lot or by splitting off a lot to create a new building/use. Building on vacant lots also classifies as infill.

Infiltration – Movement of surface water into the soil, where it is absorbed by plant roots, evaporated into the atmosphere, or percolates downward to recharge ground water.

Invasive Species – Predominantly non-native, non-indigenous, alien tree, shrub, vine, or herbaceous species that grow or reproduce aggressively, usually because they have few or no natural predators, and which can so dominate an ecosystem that they kill off or drive out many indigenous plant species.

Land Disturbance – Any activity which exposes soils, alters topography, and/or alters vegetation, except for removal of a safety hazard, diseased trees, or invasive vegetation.

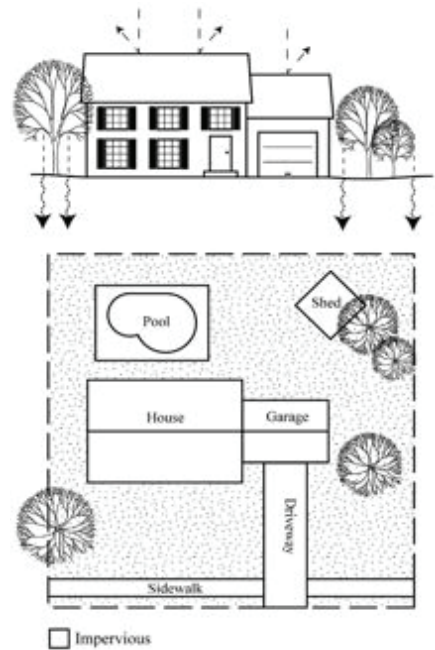
Landscapes3 – The Chester County Comprehensive Policy Plan, adopted 2018.

Landscapes Map – The Landscapes Map is Chester County's guide for growth and rural resource protection to help achieve our vision. The map's six categories — four in the Growth Areas and two in the Rural Resource Areas — guide future growth while protecting the special characteristics of the county. Each landscape may be appropriate for multiple land uses, with the mix and intensity varying to reflect the character of the specific landscape.

Agricultural – Agricultural landscapes consist of large concentrations of active and diverse farm operations, along with related support services. The landscape is dominated by working lands that support land-based livelihoods. Very limited development occurs at very low densities to preserve prime agricultural soils and farm operations. Transportation infrastructure and amenities are context sensitive to the agricultural character and accommodate farm and residential needs.

Rural – Rural landscapes consist of open and wooded lands, with scattered villages, farms, and residential uses. Very limited development occurs, preserving significant areas of open space and critical natural and cultural resources. Transportation infrastructure and amenities are context sensitive to the rural character and accommodate both residential and farm needs.

Suburban – Suburban landscapes are predominantly residential communities with locally-oriented commercial uses and community facilities. The Suburban landscapes will accommodate growth at a medium density that retains a focus on residential neighborhoods, with enhancements in housing types and affordability. Neighborhoods are inter-connected by roads, sidewalks, and paths with convenient access to parks and community facilities.



Urban Center – Urban Center landscapes include historic downtowns and established neighborhoods that serve as civic, economic, and population centers with a traditional town character. Urban Centers will accommodate substantial future growth at a medium to high intensity with a mix of uses, including commercial, institutional, and cultural destinations. Transportation infrastructure and amenities support a walkable community. Suburban landscapes are predominantly residential communities with locally-oriented commercial uses and community facilities. The Suburban landscapes will accommodate growth at a medium density that retains a focus on residential neighborhoods, with enhancements in housing types and affordability. Neighborhoods are inter-connected by roads, sidewalks, and paths with convenient access to parks and community facilities that is integrated into the public transportation and roadway systems.

Mix Use – The development of a tract of land or building or structure with two or more different uses such as, but not limited to: residential, retail, office, or entertainment.

Mode – The various forms of movement (transportation) including but not limited to pedestrian, bicycle, motorist (car, truck), and transit (bus, train).

Multimodal – Using or accommodating more than one form of transportation, for example a road with bike lanes.

Municipal Separate Storm Sewer System (MS4) – A conveyance or system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, or storm sewers):

1. Owned and operated by a state, city, town, borough, county, parish, district, association, or other public body (created by or pursuant to state law having jurisdiction over disposal of sewage, industrial wastes, stormwater, or other wastes, including special districts under state law such as a sewer district, flood control district or drainage district, or similar entity, or an Indian tribe or an authorized Indian tribal organization, or a designated and approved management agency under section 208 of the Clean Water Act (CWA) that discharges to water of the United States.
2. Designated or used for collecting or conveying stormwater
3. Which is not a combined sewer.
4. Which is not part of a publicly owned treatment works.

Native Species – A species of plant or other organism that currently or previously inhabited or grew in a specified location, and which was not introduced to that location as a result of human activity, either intentional or accidental. The term “native” species generally refers to a species whose range was located within a large area like a continent or a nation. The term “indigenous” species is typically used to refer to a species whose original range extended into a smaller area like a state, county, or watershed.

Natural or Bio-Diversity – In general terms, it is a variety of plants and animals in a given habitat, or the variety of features found in a given population of one type of plant or animal. More technically it is the variety of species, the genetic variation within them, and the spectrum of ecological communities in which they occur. It is the sum total of compositional, structural, and functional diversity of genes, species, and ecological communities. It can be described on a continuum of spatial and temporal scales; from local to global; from days to millennia.

Paper Street – A paper street or paper road is a street or road that appears on maps or subdivision plan but has not been built.

Pop-Up – Temporary business establishments using all or part of an existing structure or land. This includes food trucks, farm stands, and similar businesses and can include noncommercial ventures such as gardens, concerts, or events.

Pump Track – A circuit of rollers, banked turns and features designed to be ridden completely by riders "pumping" or generating momentum by up and down body movements, instead of pedaling or pushing. Pump tracks are relatively simple to use and cheap to construct, and cater to a wide variety of rider skill levels.

Road Functional Classification – The functional classification of a road is the class or group of roads to which the road belongs and defines the role a roadway plays in the community's overall road network. . There are three main functional classes as defined by the United States Federal Highway Administration: arterial, collector, and local.

Skatepark – A purpose-built recreational environment made for skateboarding, BMX, scooter, wheelchair, and/or aggressive inline skating.

Storm water – Runoff water that results from a storm (usually rainfall) event.

Streetscape(ing) – The built and natural environment of a street, particularly on or along sidewalks. Streetscaping may include but not be limited to the texture and use of varying materials of the sidewalk or curb in addition to the placement of street trees, planters, benches, street lights, banners, signs, trash receptacles, bicycle racks, and similar amenities. Streetscaping encourages socialization, increases safety, and provides for an aesthetically pleasing environment that is context sensitive to a particular location. See Figure 6-5.

Traffic Calming – Installation of measures to improve safety for pedestrians, cyclists, and motorists. Changing line striping, installation of signs, or placement of physical measures such as bulb outs, bollards, chicanes, and speed humps are all potential traffic calming measures. Crosswalk improvements and various cycling improvements may also be associated with traffic calming

Trail –

Shared Use/Multi-Use Trails – A facility that is physically separated from the roadway and typically accommodates bi-directional travel by both bicyclists and pedestrians. The trail can be located within a publicly owned right-of-way, an exclusive right-of-way, or an easement. Shared use trails typically have an improved surface (e.g., asphalt, concrete, compacted gravel, etc.) and have a recommended width (per AASHTO) of 10 feet, although a minimum width of eight (8) feet may be used where space is constrained or in environmentally sensitive areas.

Use-Restricted/Single Use Trails – Trails that are primarily used for one form of travel or by one type of user such as bicyclists or pedestrians. These trails are typically paved or have an improved surface.

Acronyms

- BMP** – Best Management Practices
- CDBG** – Community Development Block Grant
- CCCD** – Chester County Conservation District
- CCDCD** – Chester County Department of Community Development
- CCDES** – Chester County Department of Emergency Services
- CCEDC** – Chester County Economic Development Council
- CCHS** – Chester County Historic Sites Survey
- CCPC** – Chester County Planning Commission
- CIP** – Capital Improvements Plan
- CLG** – Certified Local Government
- CMAQ** – Congestion Mitigation and Air Quality Improvement Program
- CRP** – Community Revitalization Program
- CVT** – Chester Valley Trail
- CVTW** – Chester Valley Trail West
- DVRPC** – Delaware Valley Regional Planning Commission
- EDU** – Equivalency Dwelling Unit
- EMC** – Emergency Management Coordinator
- EOP** – Emergency Operations Plan
- EOP** – Emergency Operations Plan
- FEMA** – Federal Emergency Management Agency
- KOZ** – Keystone Opportunity Zone
- LERTA** – Local Economic Revitalization Tax Assistance
- MPC** – Pennsylvania Municipalities Planning Code (Act 247)

- MS4** – Municipal Separate Storm Sewer System
- MUTCD** – Manual on Uniform Traffic Control Devices
- NPDES** – National Pollutant Discharge Elimination System
- NWI** – National Wetlands Inventory
- PABA** – Parkesburg Area Business Association
- PADCED** – Pennsylvania Department of Community and Economic Development
- PAC** – Parkesburg Action Committee
- PAWC** – Pennsylvania American Water Company
- PECO** – Philadelphia Electric Company
- PennDOT** – Pennsylvania Department of Transportation
- PHMC** – Pennsylvania History and Museum Commission
- SCORE** – Service Corps of Retired Executives
- SEPTA** – Southeastern Pennsylvania Transit Authority
- TCDI** – Transportation and Community Development Initiative
- TMACC** – Transportation Management Agency of Chester County
- TII** – Transportation Improvements Inventory
- TIP** – Transportation Improvement Program
- VPP** – Vision Partnership Program
- WCCCC** – Western Chester County Chamber of Commerce

