

London Grove Township Comprehensive Plan

*Setting the course for the future of
London Grove Township*



MARCH, 2011



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Chapter One:
Background/Planning Process

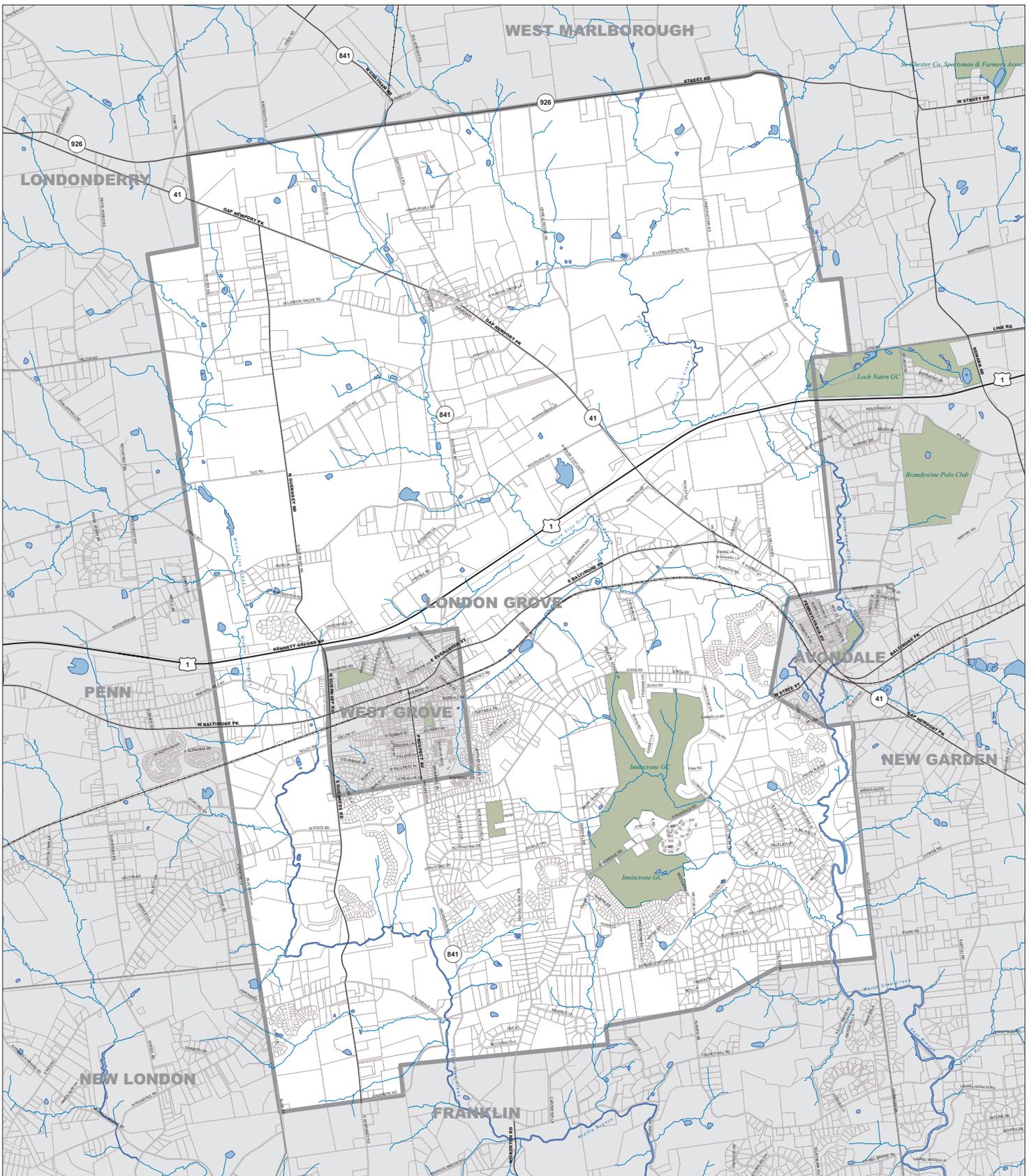
Chapter One provides general background information about London Grove Township, including its physical characteristics, population, and land use. Recent township history and issues to be addressed by the 2011 Comprehensive Plan are also described. The chapter also provides details concerning the process of preparing the Comprehensive Plan.

Physical Characteristics

London Grove Township is located in south-central Chester County, about forty-five miles southwest of central Philadelphia, Pennsylvania and about seventeen miles northwest of Wilmington, Delaware. The township contains just over 17 square miles (11,107 acres) of land area and measures just over 3½ miles east to west and about 5.4 miles from north to south. (Figure 1.1.1) The surrounding municipalities, listed clockwise starting from the north, are West Marlborough Township, New Garden Township, Avondale Borough, Franklin Township, New London Township, Penn Township, West Grove Borough, and Londonderry Township. The Borough of West Grove is located in the center-western portion of the township, with the township completely surrounding the borough's perimeter. London Grove Township contains the village of Chatham, located in the northern half of the township at the intersection of Route 841, West London Grove Road and Gap-Newport Pike (PA Route 41).

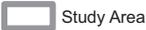
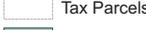
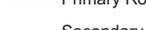
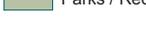
Prime farmland makes up over seventy percent of the township's soils, leading to the practice of agriculture historically and as today's predominant use of land. Historically, mushroom farming had been a major portion of agricultural production in the township, particularly during the early twentieth century. In recent years, mushroom farming has declined as significant new single-family detached residential developments have occurred. With the suburbs of Philadelphia and Wilmington, expanding into the area, London Grove Township's agricultural character has become severely challenged.

The township is in Pennsylvania's Piedmont Region and is part of the White Clay Creek watershed, a federally-designated Wild and Scenic River. The middle and east branches of this creek run northwest to southeast through the township. The White Clay Creek played an important role in shaping the topography of the township, which includes gently sloping hills, streams, and associated ponds and lakes. The creek branches have carved the most common incidences of steeply sloping land in the township and the township's designated one-hundred-year floodplain follows the creek's branches. Woodlands associated with the creek are a large part of the township's land cover.



February 2007

London Grove Township Comprehensive Plan BASE MAP

-  Study Area
-  Municipal Boundaries
-  Highway
-  Tax Parcels
-  Primary Roads
-  Parks / Recreation
-  Secondary Roads
-  Railroads



0 900 1,800 3,600 Feet



Figure 1.1.1

The municipality has two historically-significant highways: US Route 1, or Old Baltimore Pike, runs east-west through the middle of the township and PA Route 41, or Gap-Newport Pike, runs northwest-southwest through the northern two-thirds of London Grove Township. Historically, Old Baltimore Pike was the major transportation route to both Baltimore and Philadelphia. Today, US Route 1 is a limited-access principal arterial running through the middle of the township, with Old Baltimore Pike paralleling it to the south. The Gap-Newport Pike is the second oldest turnpike in the state and runs southeasterly to Wilmington, Delaware.

In 1858, the Baltimore Central Railroad was built alongside the original Baltimore Pike. The rail line is today's freight rail corridor running east-west through the center of the township, south of Old Baltimore Pike.

POPULATION

The 2000 United States Census reported that London Grove Township had a population of 5,265 residents, representing an increase of 1,343 persons (34%) from 1990. Major residential development in the township since 2000 has undoubtedly pushed the population higher.

While historically agricultural and now significantly residential in character, the township has heretofore not been a center for employment. Most residents commute to jobs elsewhere.

LAND USE

Historically, London Grove Township was predominantly agricultural, with crossroad settlements located along Gap-Newport Pike, Baltimore Pike, and the railroad line. The two largest settlements were West Grove and Avondale, which were located on the rail line. These two settlements split from the township in the late 1800s to form their own boroughs. Without commercial centers such as West Grove and Avondale, London Grove Township has remained largely agricultural and residential.

Currently, agricultural land uses are predominant in the northern half of the township, north of US Route 1. Residential uses in the township's northern half are primarily single-family detached dwellings located around the village of Chatham, along stretches of North Guernsey Road, and along PA Route 841.

Residential use is more prevalent in the southern half of the township largely in new residential developments in the center of the southern portion of the township. Pockets of agricultural land use however, are evident in the

southern half of the township.

Other important land use features include the Inniscrone Golf Club (located along East Avondale Road in the southern half of the township), a concentration of commercial properties near the intersection of PA Route 41 and East Baltimore Pike, and the Southeastern Chester County Refuse Authority (SECCRA) landfill in the northwest corner of the township. Except for the large Township-owned open space located between South Guernsey Road and Wickerton Road in the southern half of the township, open space is located in small pockets, primarily controlled by homeowners associations throughout the township. Institutional and industrial uses are also interspersed throughout the township.

Transportation

The important transportation routes that traverse the township, US Route 1 and PA Route 41, provide access to employment centers from the township and provide regional access into the township.

Since London Grove Township last updated their Comprehensive Plan, the Pennsylvania Department of Transportation (PennDOT) has conducted studies to address capacity, infrastructure and safety problems as well as mobility along PA Route 41 from the Delaware State line to the Lancaster County line. Potential solutions included bypasses of Avondale and Chatham that would traverse London Grove Township. These bypasses have proven to be controversial and are not being actively pursued.

The Township has made its own efforts to encourage travel by modes other than the automobile. Bicycle and pedestrian trails have been installed as part of new residential developments. A trail system is now part of the new London Grove Township Open Space and Greenways Plan, and is consistent with Landscapes2, the Chester County Comprehensive Plan.

Stormwater Management

As residential development has continued, stormwater management has become a critical issue for London Grove Township. Development increased hard surfaces within the township, making stormwater infiltration into the ground difficult. With several tributaries of the White Clay Creek having floodways in close proximity to developed neighborhoods, flooding became more frequent, serious, and damaging.

In an effort to protect the township's natural water resources and the health and welfare of London Grove residents and properties, the Township has

developed new standards for the management of stormwater and these have been applied through land development regulations. As more land has been developed, the Township has had the opportunity to test innovative stormwater management techniques.

Historic and Open Space Preservation

Widespread interest on the part of township residents in the conservation of natural resources and the preservation of the historic agricultural landscape has led to special efforts over the past decade. Of particular note have been initiatives to preserve historic buildings and sites in the township, as these resources have come under an increased threat from development activities. Acquisition of properties for permanent open space, promoting agricultural preservation through zoning, and the preservation of historic sites are some of the recent and ongoing efforts in the township. These efforts are a result of a private/public partnership.

London Grove Township and its residents recently demonstrated their commitment to the conservation of open space when, in May of 2006, London Grove Township residents voted “Yes” on a referendum to apply an Earned Income Tax at the rate of one quarter of one percent (.0025) on an annual basis. The tax income is to be used by London Grove Township to purchase land or interests in land, including easements and transferable development rights, for protection, preservation and conservation of open space uses in the Township.

Recent Planning Activities

London Grove Township’s previous comprehensive plan was adopted in 1992. The 2011 Comprehensive Plan preparation is a process of evaluating the current state of the township and providing updated goals and policies for growth management in the township to the year 2030.

London Grove Township’s Board of Supervisors has adopted the vision statement—*Preserving our rural heritage while embracing our new community*. This vision statement is outlined by a Mission Statement and several Strategic Priorities on which the township should focus.

Concurrent with the Comprehensive Plan preparation are an inventory of historic properties and buildings in the township conducted by the Historical Commission, implementation of the Greenways and Open Space Plan for the township, identification and preparation of a list of rare and endangered plants, and ongoing revision of subdivision ordinance-related stormwater management requirements based on lessons learned from monitoring existing

facilities. The London Grove Township Board of Supervisors has also prepared a Vision Statement that identifies priorities for the township as well as the key actors and actions necessary to address the priorities.

London Grove Township is a participant in Chester County's Vision Partnership Program. London Grove Township's 2011 Comprehensive Plan is being prepared under the terms of the Vision Partnership Program, including financial support from the county.

The 2011 Comprehensive Plan

The purpose in preparing a new Comprehensive Plan is fourfold. First, the data base for the township has been brought up to date. Chapter Two includes surveys of natural and cultural features, the current land use pattern, the road system, and the systems of public services and utilities; analyses and forecasts of population and housing; and an examination of the rate and types of change in the township over the last ten-to-fifteen years. Second, the Plan identifies the basic direction and structure recommended for the future of the township, derived from explorations of alternative scenarios for development and preservation. Third, the Plan specifies the goals, policies, and individual elements that will form the basis for development, conservation, and preservation in the municipality. Finally, the Plan lays forth a specific implementation strategy and program to aid London Grove Township in achieving the goals of the Plan.

A Comprehensive Plan for London Grove Township can provide local officials with a highly-effective planning tool that will support day-to-day decisions about the future so that they may be thoroughly rational and consistent and at the same time move the township in a desirable direction in terms of agricultural preservation, natural features protection, residential and commercial development, open space conservation, roadway corridor planning, traffic management, utilities and recreation facilities development, and fiscal balance.

A Plan that is fully responsive to the needs of the residents of the township needs to contain both long-range and short-range programs, balance local needs and perceptions with regional requirements and perspectives, and contain its own logic and strategy for implementation. A good Plan can also serve as a "road map" for London Grove Township, both in terms of informing and improving the process of reviewing and approving land development plans, and in projecting a coherent and mutually agreed-upon land use framework and visual image of the community.

A new Comprehensive Plan should serve as an everyday working document to

be referred to regularly in the review of development proposals and in the planning of long-range capital improvements. A Comprehensive Plan for London Grove Township needs to relate to and be coordinated with Landscapes, the Chester County Comprehensive Plan, but at the same time must reflect the unique characteristics and setting of the municipality and the point of view of its residents. The Comprehensive Plan must also be responsible to the requirements of the Commonwealth of Pennsylvania's Municipalities Planning Code (MPC) as to content and the procedure for the preparation and adoption of municipal comprehensive plans.

Comprehensive Planning Process

In recognition of the need to update the 1992 Comprehensive Plan and local interest in the location, pace, and character of recent and future development in the municipality, the Board of Supervisors of London Grove Township directed the creation of a Comprehensive Plan Steering Committee to guide the preparation of the Plan and oversee the work of a consultant.

Through the Plan preparation process, the Steering Committee met on a regular basis with the consultant. The Committee has had several critical roles to play, including the following:

- Monitoring progress on the Work Program Schedule, including scheduling and coordinating all Workshops and Public Information Meetings according to the Plan's Work Program Schedule;
- Providing information and ideas to the consultant and providing data/contacts/leads and direction to the consultant for upcoming tasks in the Work Program Schedule as the process was underway;
- Reviewing study products of the consultant, providing feedback to the consultant, and participating in the consensus-building process;

- Publicizing the Plan, encouraging community participation and media coverage, advertising specific Public Information Meetings and Public Hearings, and promoting the comprehensive planning process generally and the growth management ideas that emerged during the planning process.

Three Public Information Meetings were held during the course of the Plan preparation. The first Public Information Meeting, held in June 2007 at the completion of Phase A in the project, was an introduction to the process being undertaken and an opportunity for the Steering Committee and consultant to present the range of issues and choices to be examined in the overall Comprehensive Plan preparation process. The second Public Information Meeting occurred in September 2007 at the conclusion of Phase B. The focus of this meeting was to review the alternative concepts for the future that the Steering Committee had explored and an emerging framework for the future of London Grove Township. The third Public Information Meeting took place January 27th, 2009 in order to review the Draft Comprehensive Plan and Implementation Strategy.

The response of the public to the information and concepts presented was an important consideration in the decision-making of the Comprehensive Plan Steering Committee. These Public Information Meetings served to update local residents, business operators, landowners, and other interested parties on progress on the new London Grove Township Comprehensive Plan and elicited feedback on the ideas being put forward as part of the planning process.

Based on public feedback an additional public meeting was held on October 14, 2010 to discuss potential changes to the commercial districts and other sections that were found to be of concern. Suggested changes to the draft comprehensive plan were developed and discussed during subsequent meetings held on December 15, 2010 and February 2, 2011, at which the Township Supervisors approved setting a public hearing for final adoption of the Plan.

A Public Hearing was held on the Draft Comprehensive Plan on March 21, 2011, for adoption action by the Board of Supervisors of London Grove Township. The Public Hearing formal review process rounded out the extensive community participation program, including the three aforementioned Public Information Meetings. Community participation was a hallmark of the planning process, in order to fully inform residents and to create a strong consensus as to the most desirable and achievable common future for London Grove Township.

Comprehensive Planning Work Program

The Work Program Schedule (Figure 1.1.2) outlines graphically the Comprehensive Plan process that was followed, consisting of four distinct phases.

Phase A was primarily devoted to background data collection and the documentation of change in the township during the last ten-to-fifteen years. Tasks within this phase included a review of earlier planning documents and data, creating the base maps of the township for the study, an inventory of natural and cultural features and development limitations, documentation and forecasts of demographics and development activity, a land use field survey, and documentation of physical change.

As a foundation for the work in Phase B, Phase A concluded with the setting of preliminary goals and objectives for the Plan. Phase B itself incorporated a systematic exploration of a variety of planning issues and alternative development patterns. It culminated with the delineation of a framework for future development and preservation that synthesized the best planning ideas that had emerged through the work of the Steering Committee in the process.

The third phase, Phase C, focused on the actual preparation of the Comprehensive Plan and Implementation Strategy for London Grove Township. The Plan was prepared as a preliminary draft, reviewed by the Steering Committee, and revised to a final draft form that was ready for public review.

Phase D concluded the planning process and included a public review and hearings on the final draft of the Plan. Revisions were made based on those reviews and hearings and a final Plan was prepared for printing and public distribution.

Work Program Schedule

London Grove Township Comprehensive Plan

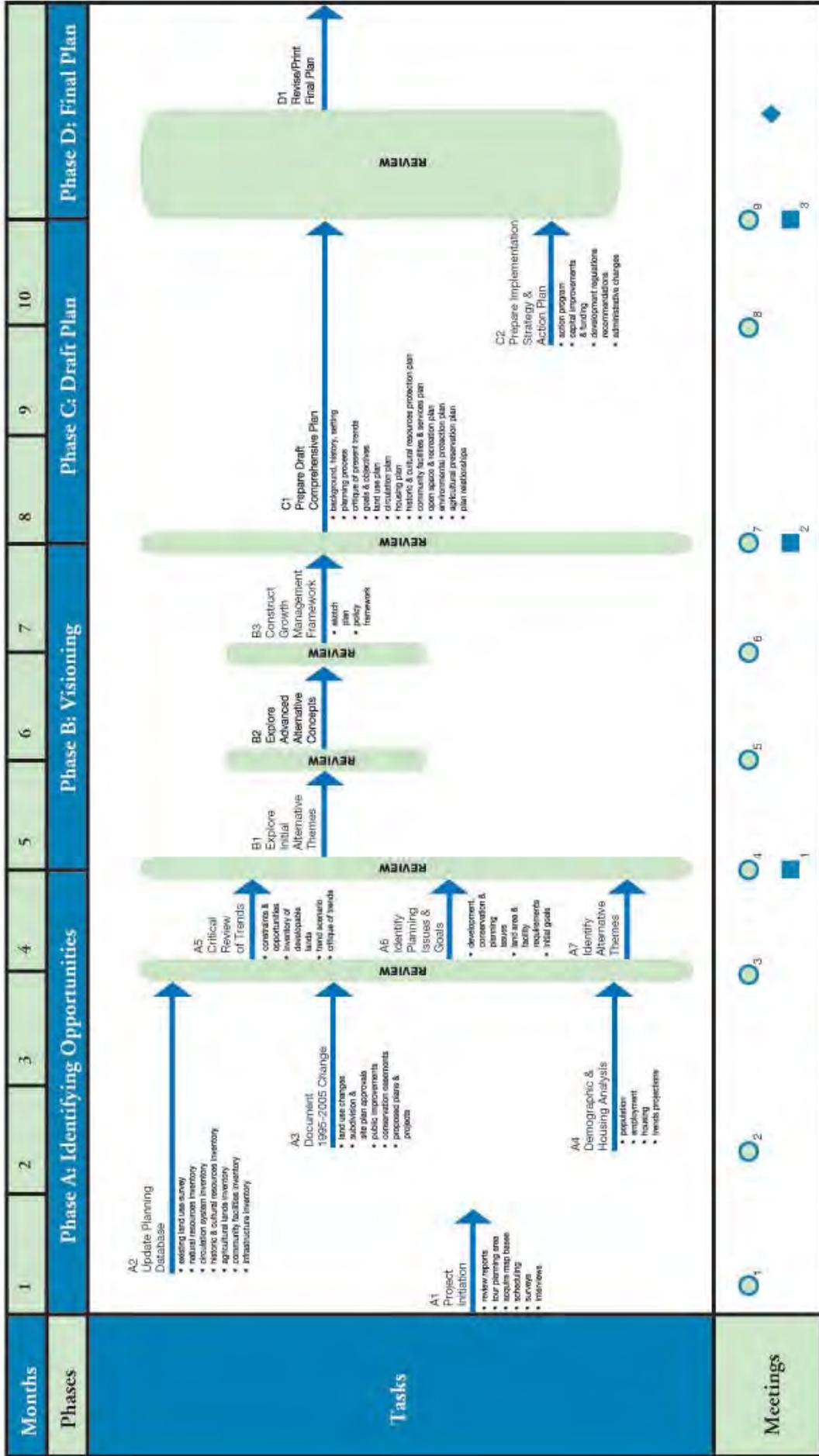
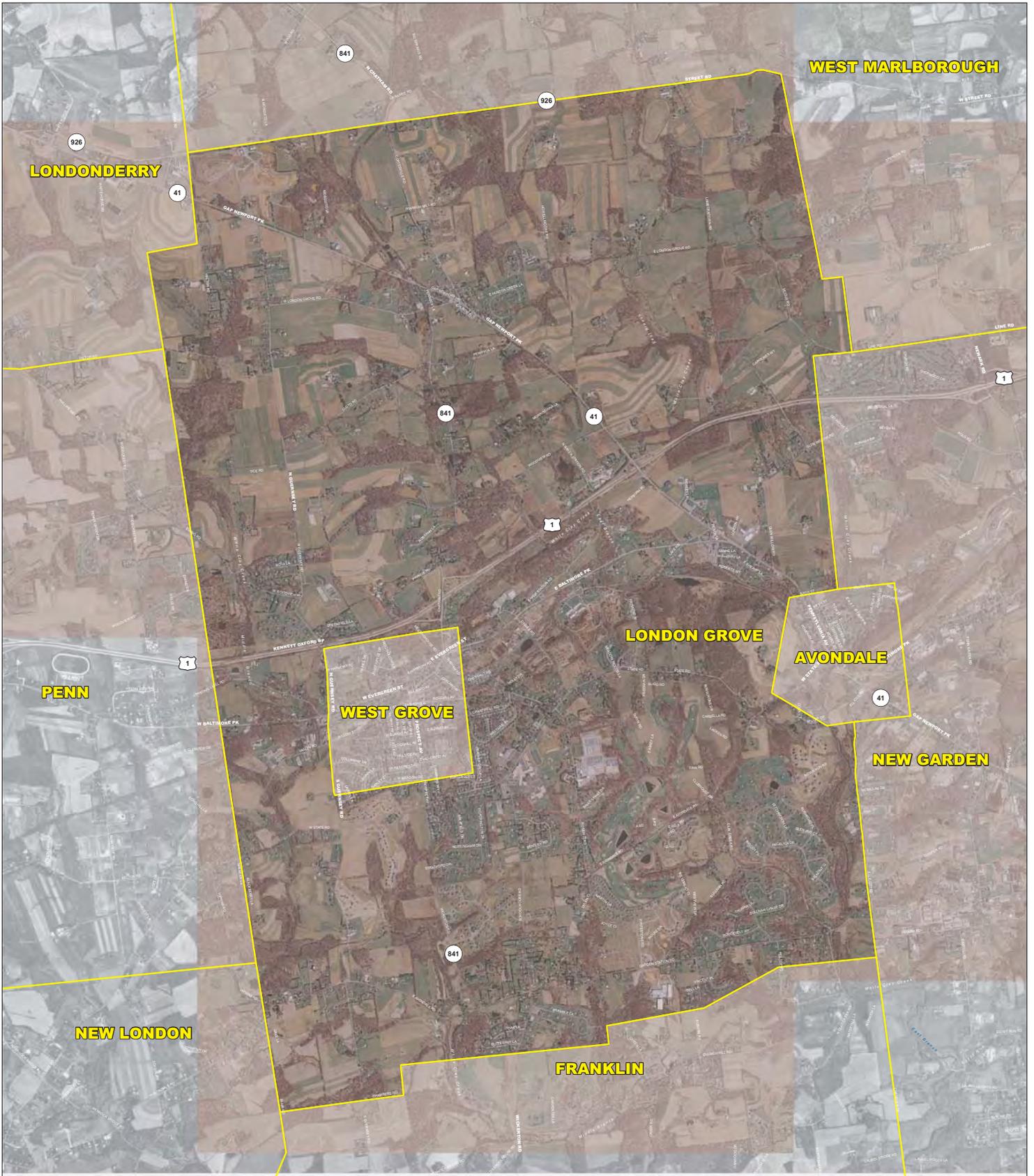


Figure 1.1.2



February 2007

**London Grove Township
Comprehensive Plan
AERIAL BASE: 2005**



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Figure 2.2.1

Chapter Two:
Existing Conditions

**SECTION 1:
INTRODUCTION**

SECTION 1: INTRODUCTION

**SECTION 1:
EXISTING CONDITIONS**

The purpose of this chapter is to analyze existing conditions in London Grove Township. In particular, this chapter seeks to develop a clear understanding of the township’s physical, demographic, social, and economic conditions, based on current circumstances and historical development. This analysis is intended to enable the municipal government and township residents to identify potential problems, to determine future needs, and to develop necessary policies and strategies to respond more effectively to future growth.

The material in Chapter Two is based on a series of background studies produced during the planning process. The chapter consists of eight sections in addition to this introduction: Existing Land Use; Pattern of Change; Natural Resources; Cultural, Historic, and Landscape Resources; Population, Housing, and Employment; Holding Capacity; Circulation; and Community Facilities.

The *Land Use* section provides a description of existing land use patterns and their implications for future development. The *Pattern of Change* section presents an analysis of recent development activity in the township. The *Natural Resources* section provides a summary of environmental factors that are capable of affecting the location and intensity of future development. *Cultural, Historic, and Landscape Resources* documents other environmental factors, some man-made, that are germane to consideration of prospects for new development in London Grove Township. The *Population, Housing, and Employment* section reviews selected socio-economic characteristics of residents and employers, and data on housing development. Included are population and housing forecasts. The *Holding Capacity* section describes the supply of vacant or otherwise easily-developable parcels of land in the municipality. The *Circulation* section assesses existing conditions regarding traffic and circulation, while the *Community Facilities* section analyzes services and facilities serving the township.

Much of the information concerning the subjects covered in this chapter is contained within maps associated with its individual sections. As a general orientation aid to the geography of the township and to the maps contained in Chapters Two and Three, Figure 2.1.1, Aerial, should be consulted.

Chapter Two:
Existing Conditions

**SECTION 2:
LAND USE**

SECTION 2: LAND USE

**SECTION 2:
LAND USE**

Using recent aerial photography, relevant planning documents, and focused field reconnaissance, a generalized full-color map of current land use in the township has been constructed (Figure 2.2.1) and a corresponding table of land use distribution has been derived (Table 2.2.1). The inventory of land use includes the traditional full range of suburban land uses, such as single-family and multi-family residential, commercial, institutional, recreational, industrial, and utilities, and major categories of non-urban uses, such as agriculture and woodlands.

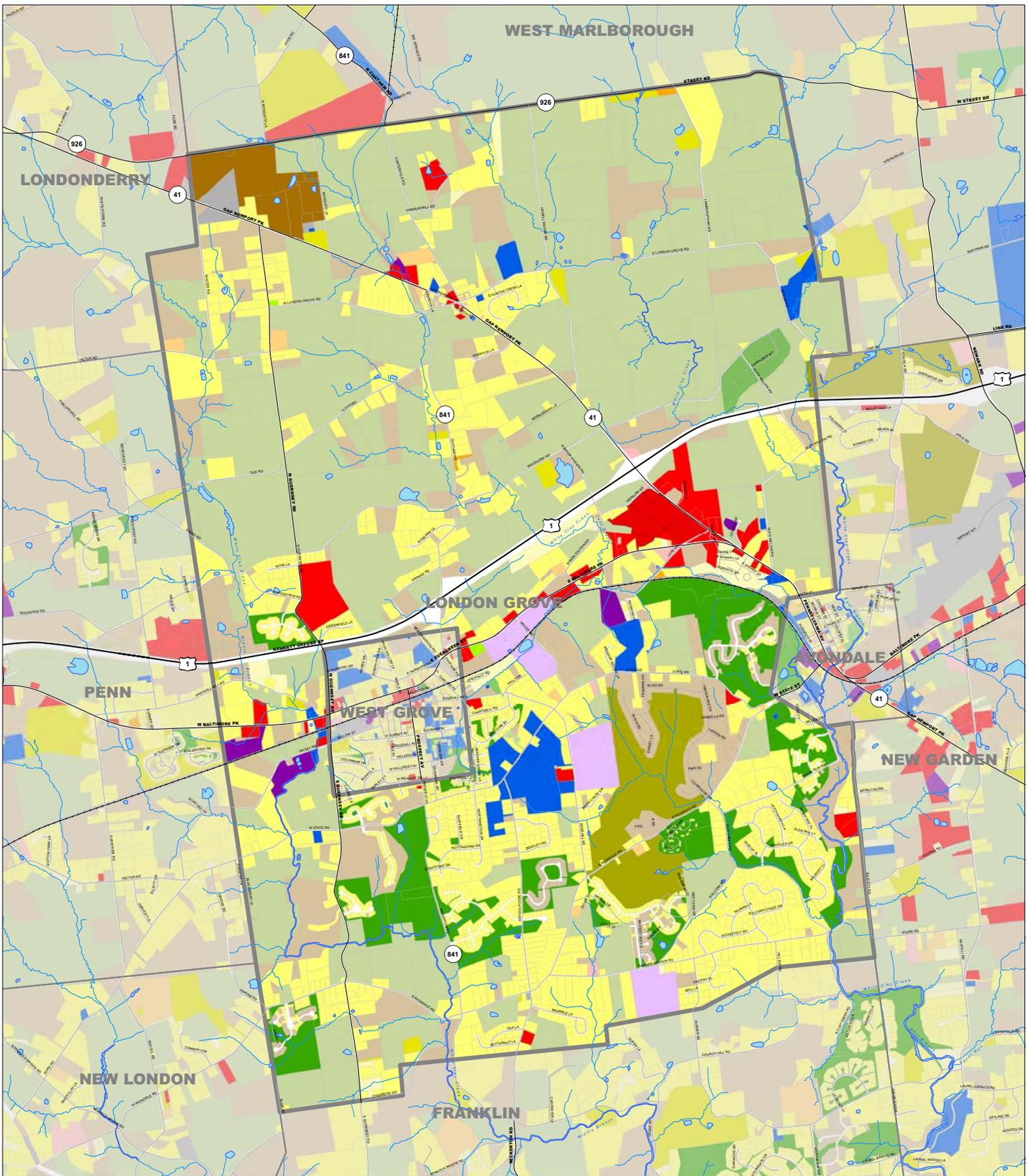
Table 2.2.1
Land Use Distribution in London Grove Township

Land Use Category	Acreage	Percent	Number of Parcels
Roads	511.01	4.60%	28
Agricultural	4,533.44	40.82%	171
Agricultural/Industrial	146.41	1.32%	5
Carriaging	53.09	0.48%	4
Cemetery	3.88	0.03%	3
Commercial	274.21	2.47%	69
Golf Course	277.37	2.50%	5
Industrial	51.86	0.47%	5
Institutional	185.00	1.65%	30
Landfill	133.58	1.20%	9
Open Space	589.15	5.30%	59
Recreational	2.39	0.02%	1
Residential	2,926.55	26.34%	2,134
Transportation	19.76	0.18%	9
Utilities	30.93	0.28%	7
Other	1,372.17	12.35%	486
Total	11,106.79	100.00%	3,025

The land use inventory documents the amount, pattern and intensity of utilization of land in London Grove Township. Based on this inventory, it is possible to evaluate the extent of land consumption, the compatibility of existing uses, and to predict the direction that future development may be expected to take in light of existing conditions. The inventory also makes apparent the remaining amount and location of land available for future development.

Residential Use (2,927 acres, 26 percent of total township land area)

Historically, London Grove Township has been an agricultural township. However, suburbanization of Wilmington, Delaware and Philadelphia, Pennsylvania have brought to the township an influx of residential uses. London Grove Township has quickly become a municipality with a



February 2009

London Grove Township Comprehensive Plan EXISTING LAND USE

Figure 2.2.1

- | | | |
|-------------------------|-------------------------|------------------------------------|
| Study Area | Institutional | Residential-Single Family Detached |
| Agricultural | Mixed Use | Residential-Single Family Attached |
| Agricultural/Industrial | Golf Course | Residential-Multi-Family |
| Cemetery | Open Space | Residential (Unspecified) |
| Commercial | Recreational | Transportation; Utilities |
| Industrial | Carriaging | Other |
| Landfill | Residential-Mobile Home | Commercial (Under Construction) |



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**SECTION 2:
LAND USE**

substantial area of single-family detached residential uses. The majority of residential land is widespread throughout the southern half of the township (south of the US Route 1 bypass). North of the US Route 1, residential uses are generally located at the intersection of PA Route 41 and London Grove Road, in Chatham Village. Additional pockets are found near the intersection of Chatham and Woodview Roads, along portions of N. Guernsey Road, and along Chatham Road, north of the intersection with Woodview Road.

Presently, London Grove Township supports predominantly single-family detached dwellings, which comprise 2,685 acres or 24 percent of land in the township. In contrast, only 35 acres, or less than one percent of township land, is in single-family attached dwellings. Typically, these types of dwellings are located adjacent to single family detached residential developments.

Multifamily residential uses totals 6 acres or less than one percent of township land. Such uses are associated with some mushroom operations and there are several small apartment buildings along Old Baltimore Pike. Mixed residential and commercial uses are found in Chatham, where some buildings historically contain dwelling units above retail stores.

Mobile home parks total 133 acres of land or one percent of London Grove Township. These uses are located along the south side of US Route 1 and southwest of the intersection of PA Route 41 and Baltimore Pike and adjacent to the western edge of the Borough of West Grove.

Commercial Use (274 acres, two percent of total township land area)

Commercial uses are concentrated along Old Baltimore Pike, between the Penn Township municipal line and the Borough of Avondale, with a few additional establishments along PA Route 41 (Gap Newport Pike) and at its intersection with London Grove Road in Chatham. Small amounts of commercial use are found elsewhere in the township.

Shopping center commercial development was recently constructed northwest of the intersection of Old Baltimore Pike and PA Route 41. This development, consisting predominantly of a home improvement center, supermarket, and large pharmacy, will add substantially to the total amount of commercial floor area in the township.

Institutional Use (185 acres, 2 percent of total township land area)

Institutional use in London Grove Township is concentrated in the southern half of the township between West Grove and Avondale, with a few institutional uses in Chatham and one parcel of institutional use along the northeast border with West Marlborough Township. This category includes churches, schools, cemeteries, senior housing, and government use. It also includes the holdings of the Stroud Foundation and the Chatham Acres

nursing center.

Industrial Use (52 acres, less than one percent of total township land area)

**SECTION 2:
LAND USE**

Industrial uses are mostly centrally located, along the rail lines that parallel Old Baltimore Pike. Other industrial use occurs along the abandoned railroad tracks near Chatham.

Recreational, Open Space, Carriaging, and Golf Course (922 acres, 8 percent of total township land area)

Each of these land uses is shown separately on the Existing Land Use map. Included are all publicly- and privately-owned park and recreation facilities and open space lands.

The majority of these lands are in the open space category, which includes both private and public open space lands, for a total of 589 acres or five percent of the total township land area. Privately-owned land in this grouping includes homeowner association (HOA) permanent open space that must remain undeveloped as part of subdivision and land development approvals. There are high concentrations of these HOA lands throughout the southern half of London Grove Township. Public or municipal open space totals 475 acres, not including the Innescrone Golf Club. The largest portion of this land is located along the western side of Wickerton Road (PA Route 841), just south of State Road. Portions of this site are in the process of being developed as active recreation areas.

In the northeastern section of the township is the Laurels at Landhope Carriaging Center. In total, this site comprises 53 acres.

The Innescrone Golf Club in the south-central portion of the township comprises the Golf Course land use category. The club was purchased in April of 2009 by London Grove Township. The Township hopes to operate the golf course in such a way that it can produce a revenue stream for the Township, provide additional spray capacity for sewage treatment, and incorporate community recreation programming on the land. The golf course occupies 277 acres or 2.5 percent of the total township land area.

Transportation, Utilities, and Landfill (695 acres, 6 percent of total township land area)

The transportation network in London Grove Township consists of highways, roads, and rail lines. The limited-access US Route 1 is centrally located in the township and runs east to west. PA Route 41 (Gap Newport Turnpike) runs northwest to southeast. Other important roadways include PA Route 841 (Chatham Road or Wickerton Road) and E. Baltimore Pike. North Guernsey Road also serves as an important north-south local road.

**SECTION 2:
LAND USE**

Other prominent transportation features include the railroad line that closely parallels Old Baltimore Pike between West Grove and Avondale. This line is used to transport freight, and was recently sold to the East Penn Railroad Company. Transportation uses involve approximately 20 acres of land, or less than one percent of the township.

The various township utility land uses include facilities for waste management, water supply, wastewater disposal, and power generation. A 17-acre tract owned by PECO Energy Company is located in the northwest corner of London Grove Township.

The Southeast Chester County Refuse Authority (SECCRA) owns the local 134-acre landfill located in the northwest corner of the Township, surrounding the PECO tract. The lined landfill is built to high standards. Nevertheless, this location will constitute a zone that requires monitoring in perpetuity. The monitoring will be for a breach of the liner by hazardous or toxic wastes or until such time as the contents of the landfill are mined and the overburden restored to soil.

In recent years, the Township has developed an advanced sewage treatment process that includes the use of treatment plants, lagoons to the southeast of East Avondale Road, and spray areas such as at the Inniscrone Country Club.

Agriculture, Agricultural Industrial and Other Land (6,052 acres, 54 percent of the total township land area)

Despite recent expansion of the residential land use category, agriculture remains the predominant use in the township. The majority of agricultural use is located within the northern half of the township. Mushroom farming continues in several agricultural-industrial properties located in the southern half of the township. Agriculture and agriculture-industry comprise 4,680 acres or 42 percent of the township.

Other land, totaling 1,372 acres or 12 percent of the total township land area, consists mainly of woodlands and other areas of natural constraints, such as found along the branches of the White Clay Creek. In other instances, land approved for residential use occurs as part of ongoing residential subdivision activity and is anticipated for future development.

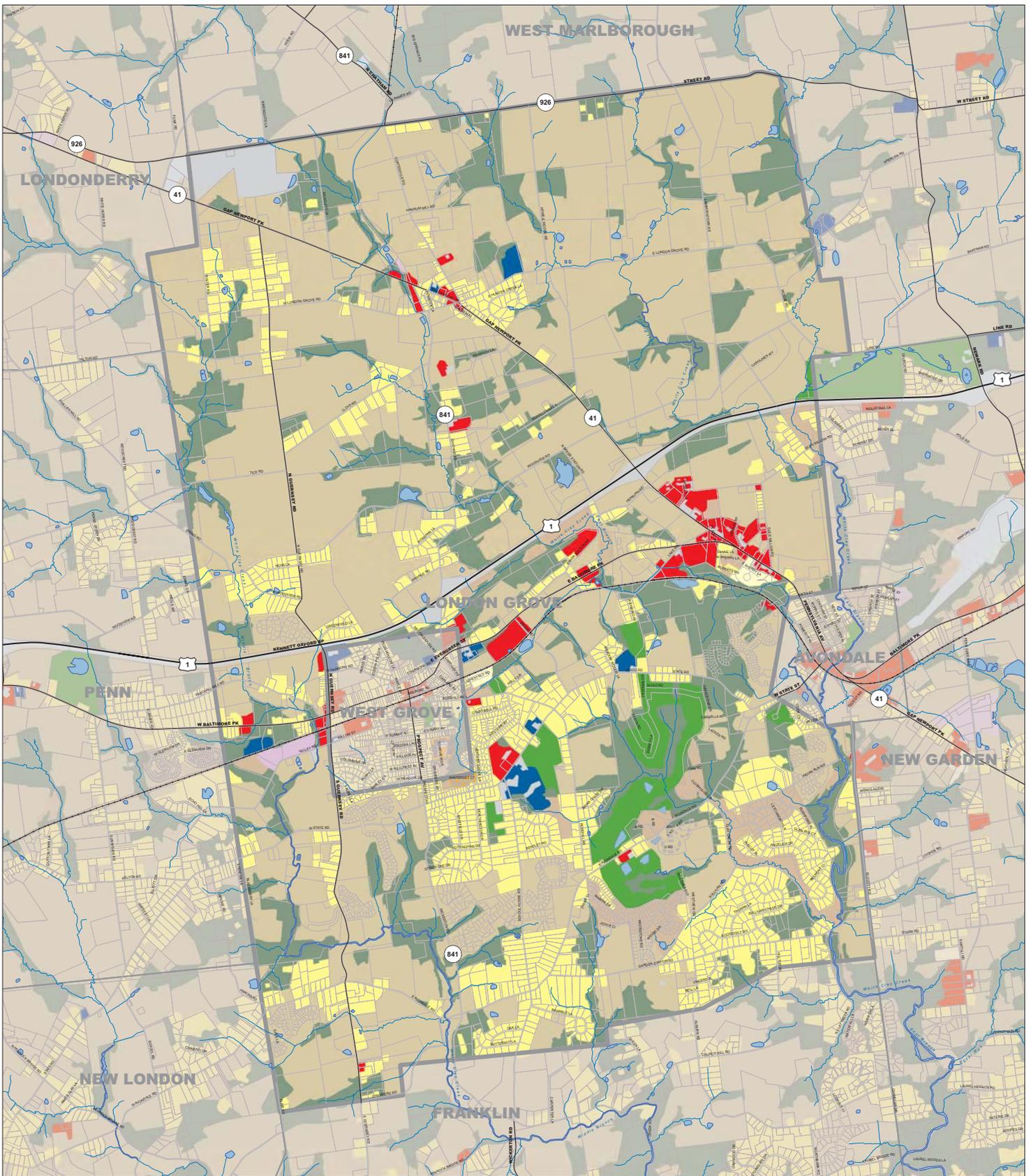
**SECTION 2:
LAND USE**

Land Cover

“Land cover” describes circumstances similar to land use, but with an emphasis on the distinction between lands in a natural or other vegetative state versus those in a developed state. The Land Cover map (Figure 2.2.2) illustrates the degree to which the township’s landscape is allocated to houses, buildings, parking, and other urban and suburban uses and how much is allocated to farmland, woodlands, etc.

The land cover inventory illustrates that much of the township remains as agricultural and woodland areas; less than half the township appears to be used for residential, commercial, industrial, and institutional use. This confirms that while the township has become increasingly more suburban in character, the landscape of the township is still primarily agricultural and woodlands.

Woodland areas represent approximately 2,500 acres of the township, or 23% of the township. This woodland cover throughout preserved and developed land gives way to a leafy and naturalized ambiance, and contributes to the water and air quality throughout London Grove Township.



January 2007

London Grove Township Comprehensive Plan LAND COVER: 2000

- | | |
|-------------------------------------|----------------------------|
| Study Area | Residential: Multi-Family |
| Agriculture | Residential: Mobile Home |
| Commercial | Transportation / Utilities |
| Community Services | Vacant |
| Manufacturing: Light Industrial | Water |
| Recreation | Wooded |
| Residential: Single-Family Detached | |



0 900 1,800 3,600 Feet

Figure 2.2.2

Chapter Two:
Existing Conditions

**SECTION 3:
PATTERN OF CHANGE**

SECTION 3: PATTERN OF CHANGE**SECTION 3:
PATTERN OF CHANGE**

Historically, London Grove Township was an agricultural community, with residential uses concentrated near West Grove, Chatham, Avondale, and the area extending between Avondale and West Grove along Old Baltimore Pike. At intersections and in occasional stretches along roadways, residences were constructed or small lots subdivided from adjacent farms. Since 1995, a new pattern of housing activity has emerged, with large parcels being developed for residential use, notably in the southern half of the township. (Figure 2.3.1) Demand for housing can be attributed to the presence of US Route 1 and access provided to employment centers closer to Philadelphia and to Wilmington. This new type of development became possible with the creation of the London Grove Township Municipal Authority and the construction of the township's first central Wastewater Treatment Plant.

Taken together, the new development constitutes a total of about 2,595 acres of land, with 23 percent of the total township area being converted from agriculture, woodlands, and vacant land to suburban uses over a twelve-year period. Of the recent development, residential development realized about 741 new housing units built on about 761 acres or 7 percent of the total township area, making the average rate of land consumption per residential unit around one acre. New residential development has also led to new non-agricultural uses, such as municipal recreation facilities and retail stores.

Single-family detached residential units accounted for the largest proportion of the recent development in the township. Between 1995 and 2007, this type of development occurred primarily in the southern half of the township. Along South Guernsey Road are two recent developments, the 106-unit Lamborn and 33-unit Stonecroft subdivisions. Each is comprised of detached single-family dwellings. In the southwest corner of the township, 50 single family detached units have been built in the Fox Chase development. Similar development has also occurred to the east of PA Route 841 north of Avondale Road: Medford Farms (100 units) and Briar Lea (42 units). One age-restricted development adjoining the Inniscrone golf course, Traditions at Inniscrone, consists of 160 units constructed between 2006 and 2007. Eighty-eight single-family attached dwelling units have been constructed to the south of East Avondale Road and to the immediate east of the golf course. South of Avondale is London Croft, a development built in 2005 with 45 single family-detached units. A new mobile home park, consisting of 72 units, Avonwheel Estates, was built in 2000 southwest of the intersection of PA Route 41 and East Baltimore Pike.

Despite the rapid pace of residential construction south of US Route 1, since 1995 relatively little development has occurred in the township north of US Route 1. Thirty-three single family detached units were completed between 2004 and 2005 in the Kent Farm development just north of US Route 1, off of

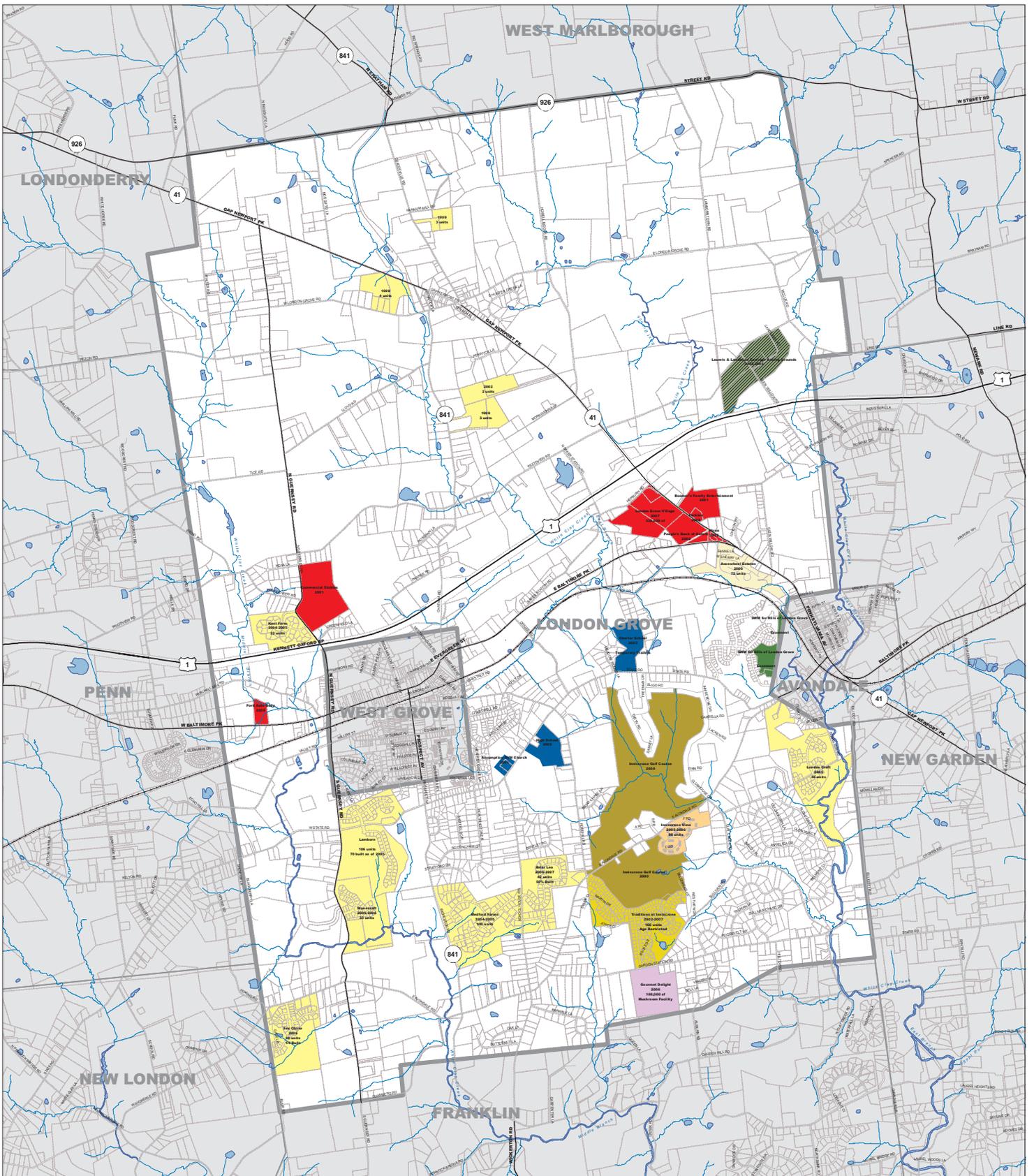
North Guernsey Road in the western part of the township. Also built in the north were a dozen single family detached residential dwellings in three different areas.

**SECTION 3:
PATTERN OF CHANGE**

Commercial development since 1995 has primarily occurred near US Route 1, in the middle of the township. South of this highway, along East Baltimore Pike, the Ford Auto Body shop developed part of their site in 2005. North of US Route 1, a 53-acre commercial stables parcel was developed.

The majority of commercial development has been focused along PA Route 41 between US Route 1 and Baltimore Pike. Since 2000, Boomers Family Entertainment, Perkin's, People's Bank of Oxford, and Wawa have been built. Currently, there is a 330,000-square-foot development under construction that will include a home improvement center and a supermarket.

Two open space/recreational sites have been established since 2000; a carriage racing grounds in the northeast portion of the township along Woodview Road and the 300-acre private Inniscrone Golf Club in the southern half of the township on East Avondale Road.



March 2007

London Grove Township Comprehensive Plan RECENT DEVELOPMENT 1999 TO PRESENT



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Figure 2.3.1

Chapter Two:
Existing Conditions

**SECTION 4:
NATURAL RESOURCES**

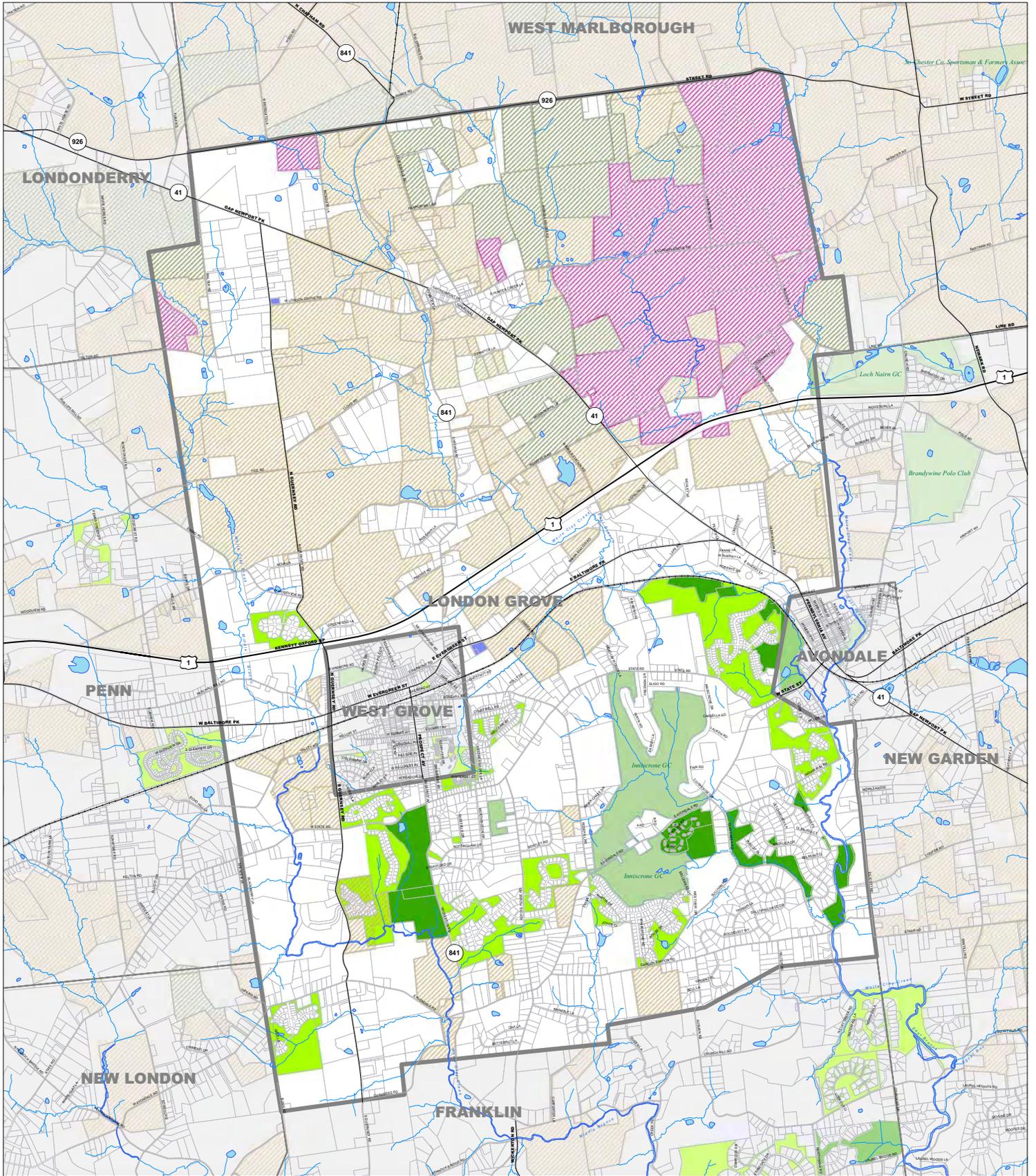
SECTION 4: NATURAL RESOURCES**SECTION 4:
NATURAL RESOURCES**

As part of the examination of existing conditions in the township, an inventory and analysis of various environmental factors was made. These factors are critical components in any consideration of future alternatives for growth and development as well as for conservation and preservation. It is important to note that some of these factors may impose constraints on development while others suggest opportunities for development. It is also possible for an environmental factor to represent both an opportunity and a constraint for development. Some of the most notable parcels with natural resources have been preserved through Home Owners Associations, Agricultural Easement, or Agricultural Security Areas. (Figure 2.4.1)

London Grove Township's natural landscape characteristics have been an important factor in determining its historical pattern of development. Areas of significant physical constraint — floodplains, wetlands, and steep slopes along the many White Clay Creek tributaries — have generally been less prone to be used for agriculture and less prone to be subject to development. These natural deterrents will continue to be constraints. Other factors, such as the presence of soils especially favorable to agriculture, have also been influential in determining the prevalence of agriculture in London Grove Township.

Several analysis maps were prepared delineating the township's natural resources. This series of interrelated, interpretive maps include Hydrology (Figure 2.4.2), Agricultural Soils (Figure 2.4.3), Steep Slope (Figure 2.4.4), and Woodlands (Figure 2.4.5), and this series has permitted the identification of areas requiring preservation, areas requiring conservation, and areas available for development within the township. Areas requiring preservation include creeks, streams, floodplains, and other lands that are generally undevelopable due to physical characteristics or statutory regulations. Areas in need of conservation include fragile environmental areas such as wetlands, steep slopes, woodlands, and prime agricultural lands. These valuable resources should be protected or conserved due to the environmentally- and economically-sensitive nature of these areas and to their importance to the community. Natural resource information was combined and synthesized to illustrate the relative level of development constraints affecting various areas of London Grove Township and summarized into a Composite Constraints map (Figure 2.4.6) for this Comprehensive Plan.

Other factors should be kept in mind when considering the issues of resource protection. First, areas in need of conservation also include a variety of man-made factors, discussed in Section 5 of this chapter. These resources include historic sites and scenic features. Second, for areas not requiring special efforts toward preservation or conservation, there remain other relevant



October 2009

London Grove Township Comprehensive Plan LAND PRESERVATION

- Study Area
- Home Owners Association Parcels
- Parks / Recreation
- Agricultural Easements
- Open Space
- Agricultural Security Areas
- Cemeteries
- Parcels with LandTrust Easements



0 900 1,800 3,600 Feet

Figure 2.4.1

**SECTION 4:
NATURAL RESOURCES**

factors that make lands more or less suitable for development. These factors include the availability of water and sewer service (or the prospect of their availability), road accessibility, and the structural ability to be able to build on the land.

Hydrology

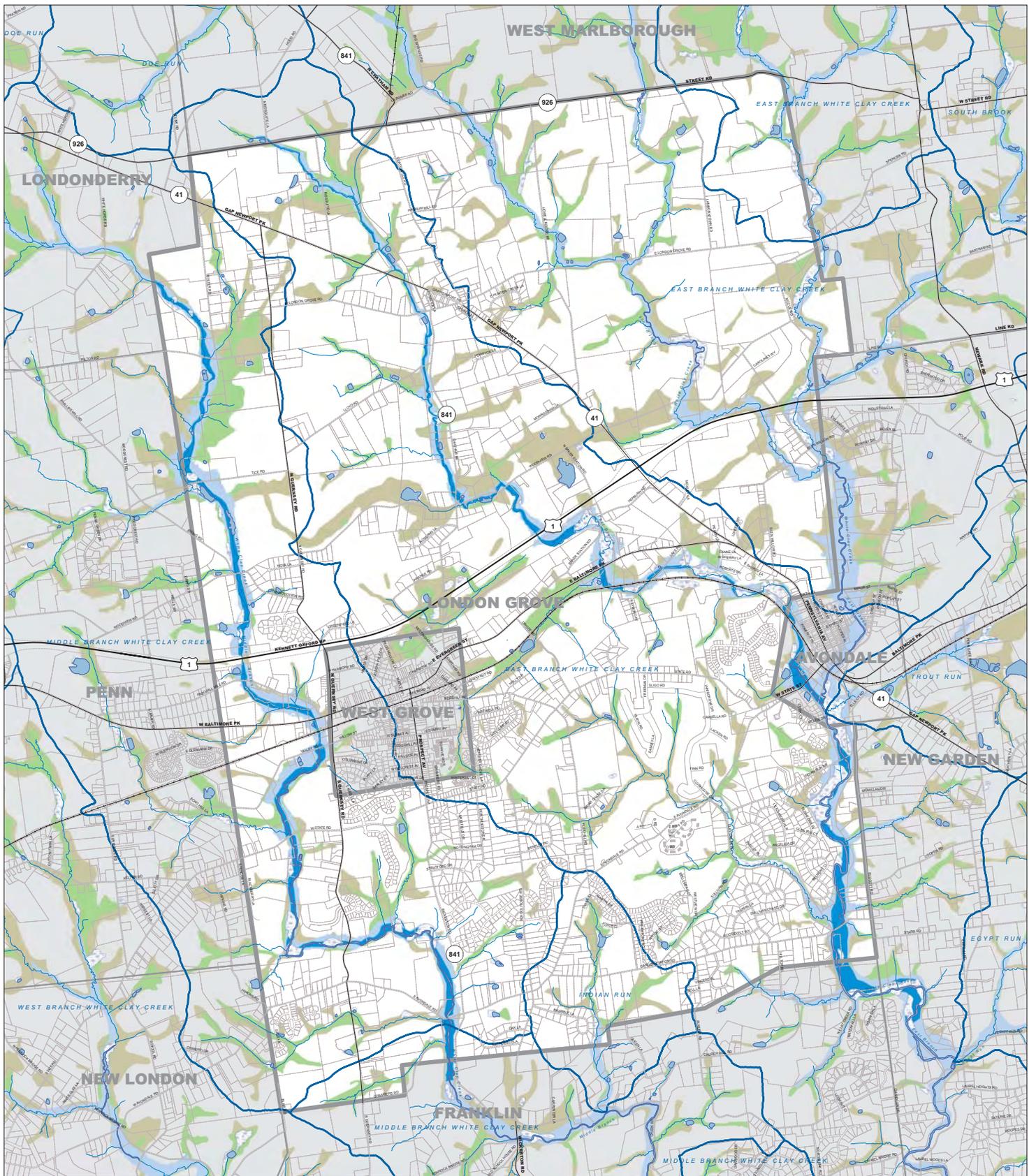
London Grove Township is roughly bounded to the east and west by the East and Middle branches of White Clay Creek. (Figure 2.4.2) The headwaters of the East Branch of the White Clay Creek, noteworthy for their ecological significance, are located within West Marlborough, New London, and London Grove Townships. The major drainage divides between the creeks lies toward the west of the township, extending from the northwest through West Grove and to the southeast.

In consideration of future development in the township, these drainage patterns are significant in the analysis of stormwater runoff as well as in planning for sanitary sewers. Other hydrologic characteristics contribute strongly to delineating areas that are available for development and those that are constrained for development. Of major concern are flood prone zones adjacent to bodies of water, and wetlands.

Development in floodplains is hazardous to life and property, not only for prospective development sites but in existing developed areas downstream that may be subjected to unexpected changes in stream channel location or in flood heights and velocities. The 100-Year Floodplain areas shown in the Composite Constraints map have been identified by the Federal Emergency Management Agency (FEMA) under the National Flood Insurance Program.

The most extensive floodplains occur in lowland areas, where watercourse gradients are less and landscape profiles are wider than on hillsides. Floodplain soils are generally found adjacent to the stream network. These soils historically have been eroded, transported, and deposited by floodwaters and generally indicate an area susceptible to flooding. These and other flood-prone areas are shown on the Flood Hazard Boundary Maps for London Grove Township, as published by FEMA.

Wetlands are among our most valuable resource areas because they control flooding, improve water quality, and support a wide variety of animal and plant species. Wetlands are characterized generally by a high water table, poor drainage, and some degree of surface ponding during the year. Most hydric soils qualify as wetlands if they support predominantly hydrophytic vegetation. Wetlands are regulated by the U.S. Army Corps of Engineers and the Pennsylvania Department of Environmental Protection. Essentially, no development activity may occur in a wetland area without a permit. The permit process requires an investigation of development alternatives. Mitigation may be required if development is to proceed; creation of new



February 2007

London Grove Township Comprehensive Plan HYDROLOGY

Figure 2.4.2

-  Study Area
-  Rivers & Streams
-  Lakes
-  Wetlands
-  100 yr Floodplain
-  Hydric Soils
-  Hydric Soil Inclusions
-  Floodway
-  Watersheds



0 900 1,800 3,600 Feet

wetlands may be required to replace those disturbed or destroyed by development activity.

**SECTION 4:
NATURAL RESOURCES**

Most hydric soils also qualify as wetlands. A hydric soil is one that in its undrained condition is flooded, ponded, or saturated long enough during the growing season to develop anaerobic conditions that favor the growth and regeneration of hydrophytic vegetation.

Geology & Soils

Soils information is a vital component of any natural resource evaluation because soil characteristics indicate the inherent suitability of an area for development, agriculture, or other land uses. The principal source of soils data for the township is the Agricultural Land Preservation Board.

In general, soils are a very complex mixture of various amounts of weathered rock, minerals, organic matter, water, and air. Through the action of climate, plants and animals on these geologic materials, soils are formed over long periods of times.

The general soil areas in a locality are called soil associations. Each soil association shown in the Soil Survey of Chester and Delaware Counties is a unique natural landscape, consisting of one or more major soils and some minor soils that occur together and have similar origins. In each association the major and minor soils occur in a distinctive pattern, and each association is named after its major component soils. The Soil Survey's General Soils Map provides a broad perspective of the soils' characteristics in the study area and can form the basis for determining general future land use designations, but the map does not show the type of soil found at a specific site. For information on soils found at a specific location, the detailed photo-map sheets in the Soil Survey of Chester and Delaware Counties must be consulted.

All soils within soils associations have been analyzed with respect to their suitability for residential, commercial, industrial, or other development. The characteristics of the soil in any given location are, in themselves, prime determinants of what that land is best suited for under what conditions. The main characteristics considered are soil depth, degree of slope, internal drainage, freedom from flooding, type of parent material, and stoniness. When these same soil characteristics are analyzed in conjunction with the related features of a site — slope, vegetation, geology, etc. — an even more complete picture emerges of what would be appropriate uses. In London Grove Township, much of the township is categorized as Prime Agricultural Farmland Soils.



January 2007

London Grove Township Comprehensive Plan AGRICULTURAL SOILS

-  Study Area
-  Prime Agricultural Farmland Soils
-  Agricultural Capability Class 1, 2 and 3 Soils



0 900 1,800 3,600 Feet

Figure 2.4.3

**SECTION 4:
NATURAL RESOURCES**

Except for the floodplain and wetland areas, the dominant soil types in London Grove Township are classified into two associations. The Glenelg-Manor-Chester is formed from the gneisses, schist, and quartzite that underlie the majority township. The second association is the Hagerstown-Conestoga-Guthrie soils that overlie the limestone and marble of the Cockeysville Formation located southeast of the US Route 1 and PA Route 41 interchange and north of US Route 1 along Woodview Road, and west of Chatham Road along the Middle Branch of the White Clay Creek. Both associations are unusual in their formation characteristics, being sedimentary soils directly derived from the ancient parent rock. There were no periods of glaciations or sedimentation transporting overburden to them during their formation.

Suitability for On-Lot Sewage Disposal

Soils have a natural assimilative capacity, meaning that the physical and chemical attributes of the soil allow for the removal of nutrients and infectious disease organisms from solutions passing through them. The efficiency in which this is accomplished depends upon five factors: slope, soils infiltrative capacity, soil depth, soil texture, and soil moisture conditions.

- Slope influences retention time, or the length of the time that a solution remains in the soil before it enters either the ground or surface water systems. An increase in slope can result in a rapid lateral movement of water through the soil providing insufficient time for improvement of water quality. The water, still rich in nutrients and pathogenic organisms, is then added to the surface or ground water system, causing bacterial pollution and nutrient buildup.
- Infiltrative capacity is the ability of solutions to enter the soil column from the surface. For reconditioning of water to take place, the solution must filter into and through the soil column.
- Soil depth, like slope, influences retention time and can be a limiting factor to the proper renovation of sewage effluent. Shallow soils offer little retention time for water renovation before the solution leaves the soil column. Bacteria laden and nutrient rich effluent may enter the ground water as a pollutant.
- Soil texture refers to soil particle alignment and particle size, which can influence the degree and rate of renovation of effluent. A second element of soil texture that must be considered is the percentage of large rock fragments within the soil. Stoniness can be so extensive that there would be insufficient soil surface area for the adequate reconditioning of effluent.
- Soil moisture is an important factor in the renovation of waste water, with permeability being a measure of the ability of water to move through a soil. The rate of movement through a saturated soil is referred to as the percolation rate. Soils with restricted permeability can cause ponding of

**SECTION 4:
NATURAL RESOURCES**

effluent at or near the surface resulting in a health hazard.

A seasonally high water table is the periodic saturation of soil to a level near the surface (eight to thirty-six inches) as the result of slow permeability. High and seasonally-high water table conditions result in holding effluent at or near the surface. In addition, excessive rainfall can result in the flow of the effluent directly into a stream system.

Chester-Glenelg soil associations are moderately deep and moderately well drained, and are generally suitable for on-lot sewage disposal systems. Nonetheless, some portions of the township have soil limitations for subsurface disposal systems. Included are lands unsuitable for on-lot sewage disposal because they are in a floodplain or have hydric soils, and lands that are severely limited for on-lot sewage disposal on account of a seasonal high-water table.

Topography

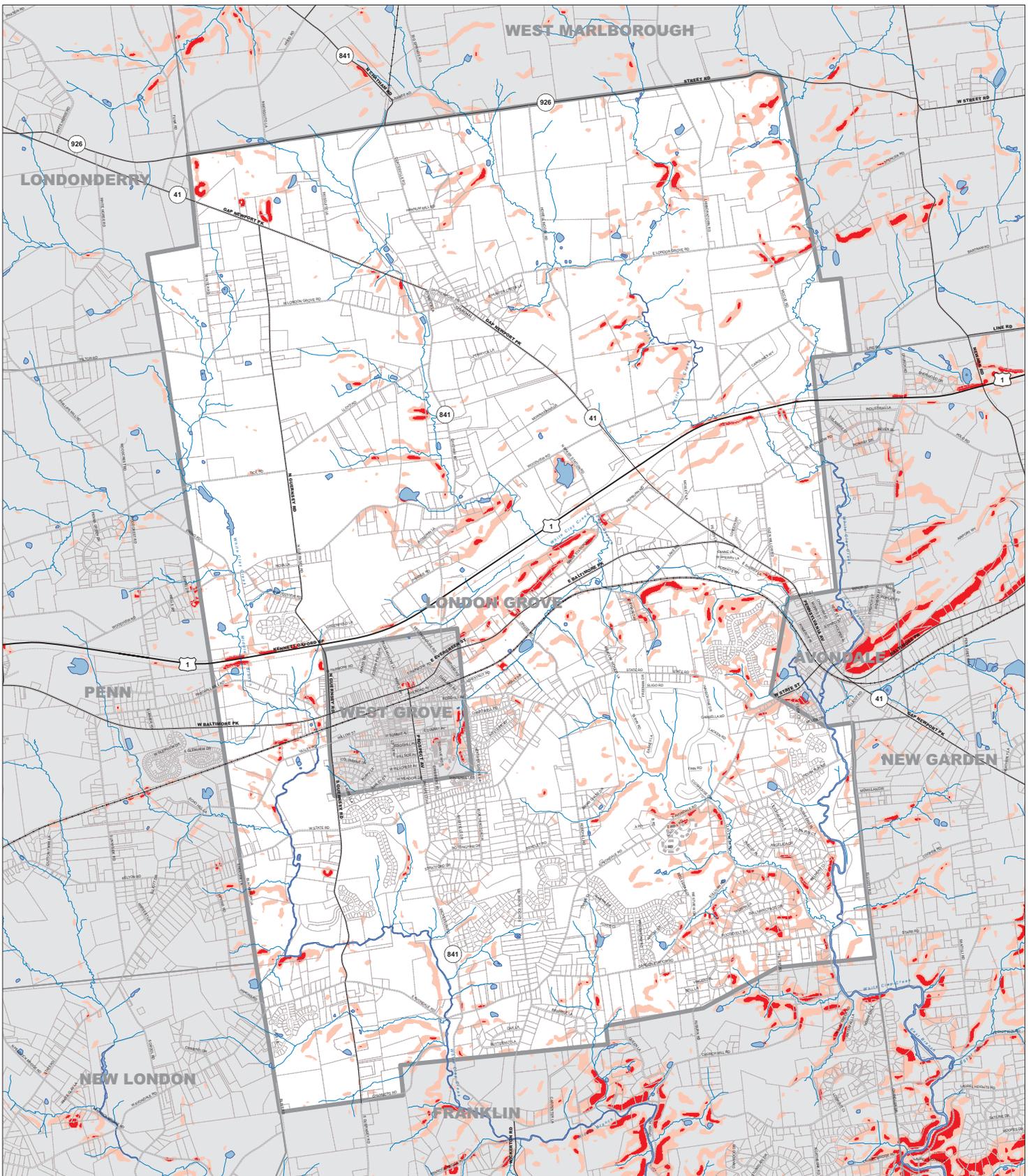
London Grove Township is predominantly a gentle rolling upland terrain with average slopes less than 8 percent. It is also interspersed with headwaters and feeder streams of the East and Middle Branches of White Clay Creek. Few steep slopes are found north of West Grove and this is reflected in the shallow gradient of the headwaters. The valley bottoms along the Cockeysville Formation are typically open and broad, in contrast to the narrow valleys framed by steeper slopes along the creeks south of West Grove.

In Figure 2.4.4, Steep Slope, several stretches of hills with slopes greater than 25 percent are shown as being centrally located within the township between US Route 1 and East Baltimore Pike. A series of rolling hills ranging from 15 percent to beyond 25 percent are concentrated along the surroundings lands of the White Clay Creek. This terrain feature is especially prominent toward the southeast corner of the township.

Vegetation and Wildlife

Dense hardwood forests once covered the township, but land clearance for farming, commercial purposes, and other development has eliminated much of this virgin woodland. Today, the remaining woodlands consist mostly of second and third growth mixed deciduous forest. These woodland areas generally are associated with the wetter, low-lying areas of the township along creeks and streams and adjoining steeply-sloped areas. (Figure 2.4.5)

Many species of plants and animals may be found in the township's three main types of habitat — open field or pasture, forest, and wetlands (wetlands



January 2007

London Grove Township Comprehensive Plan STEEP SLOPE

- Study Area
- Areas of Very Steep Slope (> 25%)
- Areas of Moderate Slope (15 to 25%)



0 900 1,800 3,600 Feet

Figure 2.4.4



January 2007

London Grove Township Comprehensive Plan WOODLANDS

-  Study Area
-  Woodlands



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Figure 2.4.5

**SECTION 4:
NATURAL RESOURCES**

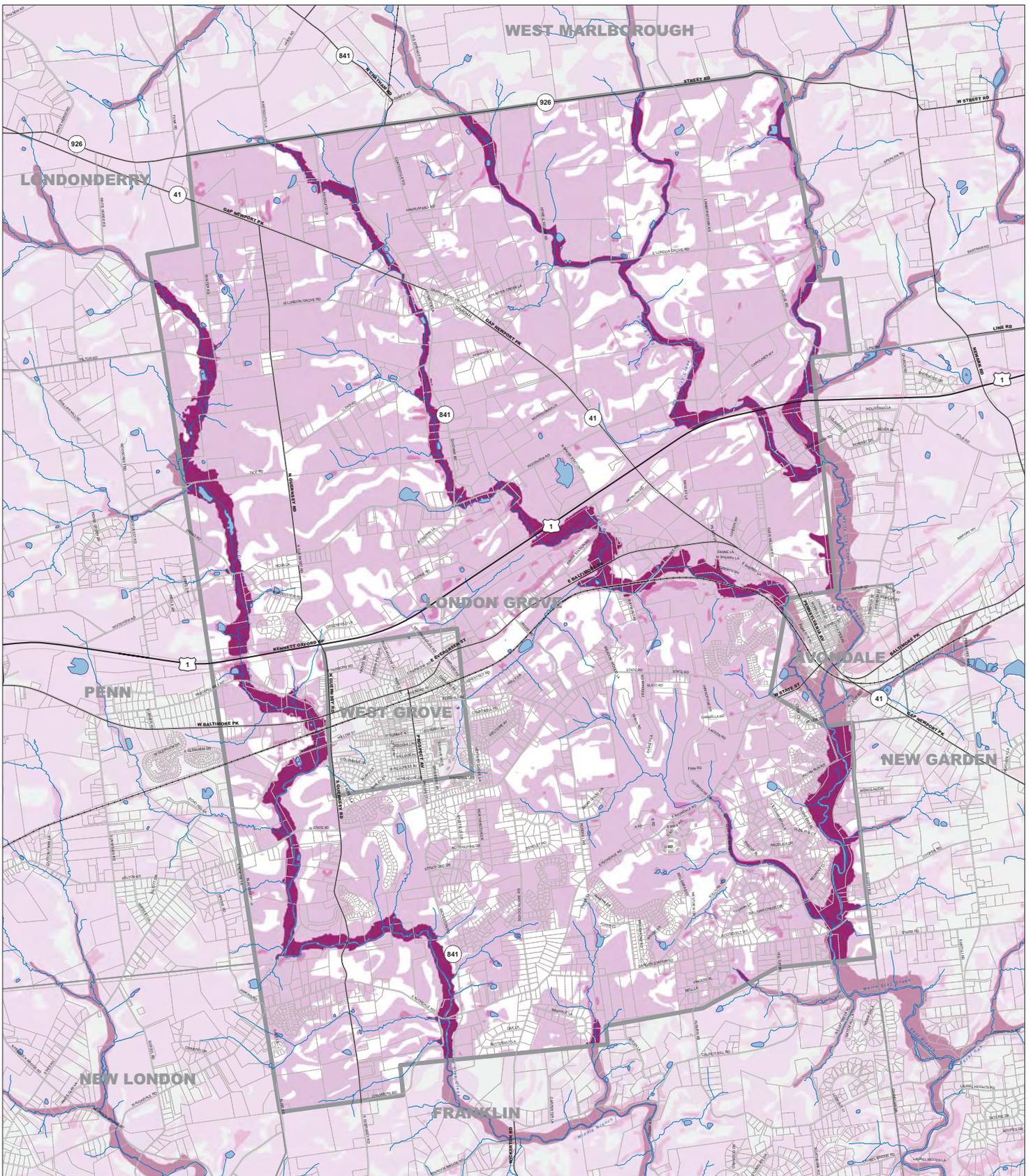
include streams, springs, ponds, and meadows). Although some species have adapted to more than one habitat, other flora and fauna have adapted to very specific needs and conditions, and are critically dependent upon particular habitat types. Plant communities that are degraded by alterations on the land and invasion of alien species into London Grove Township include: Forests, younger woodlands, wetlands (including swamps, marshes, and seeps), transitional habitats (including edges, hedgerows, thickets, and old fields), and open lands (including meadows, fields, heavily managed communities, and roadsides).

The recent *Botanical Survey of London Grove Township Including Identification of Exceptional Natural Areas and Rare Plant Species Sites 2007* has identified twenty-one Exceptional Natural Areas (ENAs) determined by assigning a Coefficient of Conservatism to the botanical survey. These ENAs are defined as native, plant-dominated plant communities composed of relatively intact species. Generally speaking, man-made features are considered disruptive to natural habitats, but some, such as farm fields, pasture, hedgerows, and tree lines, offer important food and cover sources. Some minimally-managed, man-made landscapes can even be considered an ENA. This report also identifies twelve plant species that are of special concern as designated by the Pennsylvania Natural Diversity Index (PNDI).

Composite Constraints

The preceding natural resource information was combined and synthesized to illustrate the relative level of development constraints affecting various areas of London Grove Township. (Figure 2.4.6) Areas with very severe constraints are generally precluded from future development due to flooding, while very steep slopes and wetlands pose severe constraints for most development. These areas may be most suitable for farming, recreational use, and wildlife habitat. Areas of prime agricultural soils or slopes between fifteen and twenty-five percent have moderate constraints for development.

The effect of the prominence of prime agricultural soils in London Grove Township has been strongly felt in the delineation of the Composite Constraints map. Most of the extent of the township ends up indicated on this map as having moderate constraints, reflecting the fact that fifty-five percent of the area of the municipality is classified as having prime agricultural soils.



March 2007

London Grove Township Comprehensive Plan COMPOSITE CONSTRAINTS

-  Study Area
-  Level 1: 100 yr Floodplain
-  Level 2: Wetlands & Steep Slopes (> 25%)
-  Level 3: Hydric Soils, Moderate Slopes (15 to 25%), Prime Farmland & Woodlands
-  Level 4: Slight



0 900 1,800 3,600 Feet

Figure 2.4.6

Chapter Two:
Existing Conditions

**SECTION 5:
CULTURAL, HISTORIC, AND
LANDSCAPE RESOURCES**

SECTION 5: CULTURAL, HISTORIC, AND LANDSCAPE RESOURCES

**SECTION 5:
CULTURAL, HISTORIC,
AND LANDSCAPE
RESOURCES**

Natural Landscape

The natural landscape of London Grove Township is important in understanding the township’s historical development. Both opportunities and limitations of the landscape have been instrumental in shaping the township’s settlement patterns, transportation corridors, economic livelihood, and community character, and attributes of the landscape continue to shape the township today. The most significant landscape features include the White Clay Creek and the geologic formations.

White Clay Creek: London Grove Township is located among the rolling hills of southern Chester County within the White Clay Creek Watershed. This creek, a tributary to the Christina River, branches throughout the township as well as forming the eastern boundary of the township. This stream network is the most significant landscape feature giving shape to the township’s natural character. Historically, the White Clay Creek watercourse was the location of early industry such as water powered mills that supported the township’s agricultural economy.

Cockeysville Marble and Wissahickon Schist Formations: These two geologic formations produce the majority of potable drinking water and the highest yields. Unfortunately, the Cockeysville Formation is uniquely susceptible to the introduction and transport of pollutants as fissures and channels are frequently close to the surface. Since the source of drinking water for many residents is wells, the protection of these geologic formations is important.

Cultural Landscape

The cultural landscape of London Grove Township also plays a part in understanding the township’s historical development. Some of the most significant cultural landscape features include farms and quarries, as well as other features.

Farms: Tracts of land within the township have been used for several generations for agricultural purposes. London Grove Township is rapidly undergoing development, yet several farms remain. Many of these farms and other properties however, are no longer used for horse and mushroom farms, nurseries, orchards and contract farming and many fields are fallow. The result is highly visible open space that is an integral part of the Township’s landscape and agricultural heritage. This is particularly true in the northeast

section of the Township, where virtually all of this land is potentially a part of a London Grove Agricultural Historic District.

**SECTION 5:
CULTURAL, HISTORIC,
AND LANDSCAPE
RESOURCES**

Quarries: The township includes three quarries. Originally created for the quarrying of rock, these quarries have latterly been utilized by township residents as swimming holes. Their locations are north of Roseann Lane to the west of PA Route 841, south of Woodview Road and east of PA Route 841, and southeast of Lake Road.

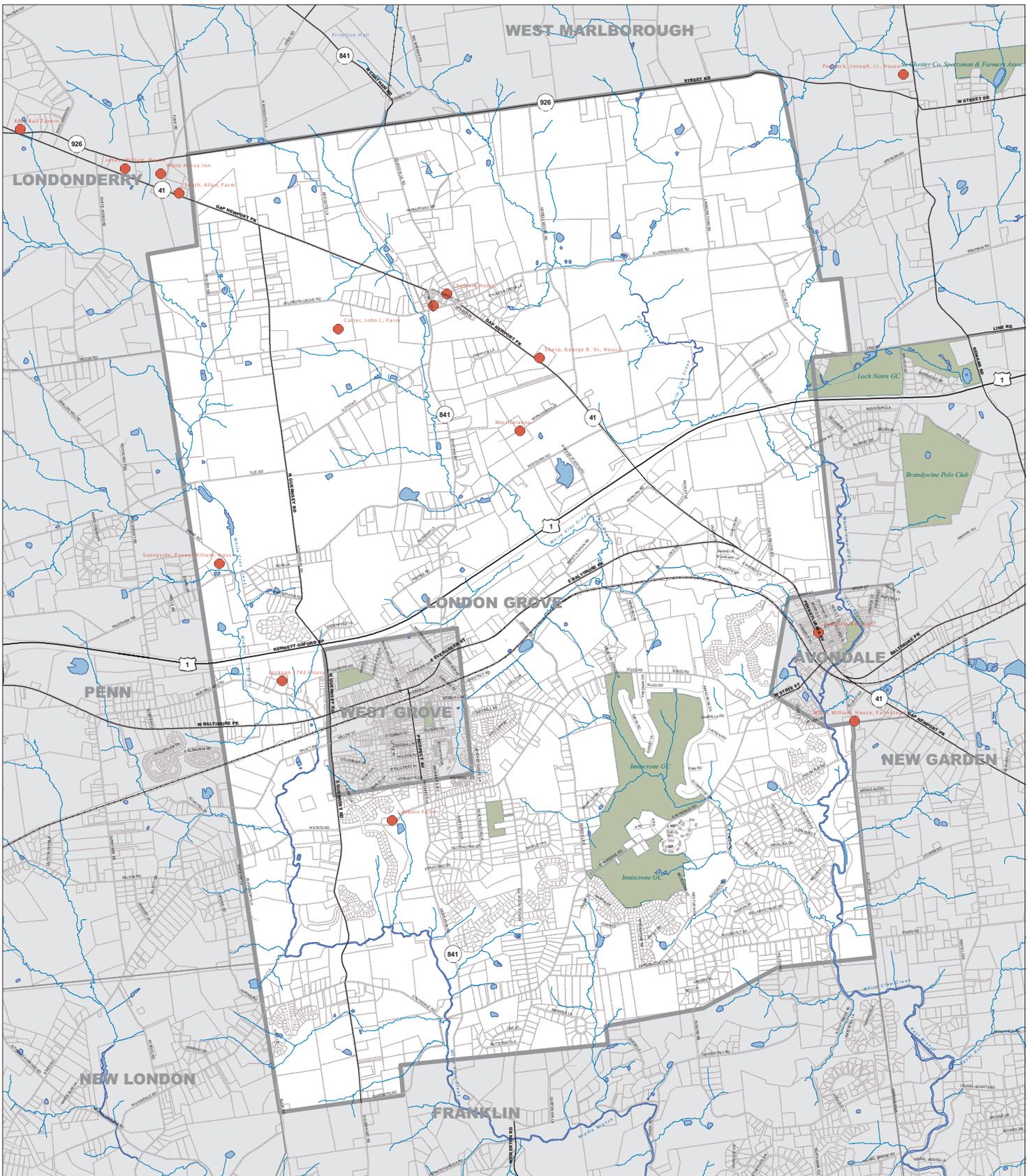
Mushroom Farming: Mushrooms have been grown in this part of Chester County for generations. The historic mushroom houses and mushroom activities (harvesting and festivals) have long been a source of identity and livelihood for many residents within London Grove Township. While mushrooming has evolved into a highly industrialized business, the historic aspects of mushrooming are still remembered in London Grove Township.

Boy Scouts Property: Located near the Borough of Avondale, a property has been in use as a Boy Scouts' retreat for many years. While minor modifications, including the construction of cabins, utilities, and roads have altered the landscape, the property is highly valued by township residents as a key component of the community.

Golf Course: The Inniscrone Golf Club is an 18-hole, daily-fee golf course located on 287 acres. The golf course, which is part of a residential development, opened for play as a private golf club in 1999, but is currently open to the public. Owing to its prominence in the landscape of the southern half of the township and its highly manicured grounds, the golf course is a highly-prized feature of the township. The golf club has taken on another role in the township by being grounds upon which township-treated sewage effluent can be sprayed to infiltrate and irrigate the soils of the community.

Settlement Pattern and Historic Resources

London Grove Township was formed in 1723 from lands that William Penn sold to the London Company in 1699. By 1718, the London Company had laid out a number of large rectangular tracts on a survey, one of which was settled and named London Grove. Many of the first settlers here were members of the Religious Society of Friends and included families such as Pusey, Pennock, Jackson, Swain, Star and Flower. Those early settlers built their homes out of brick and stone and many of them still stand today as examples of early colonial architecture. Many of these historic properties have been recognized as eligible to be included on the National Register. (Figure 2.5.1)



February 2007

London Grove Township Comprehensive Plan HISTORIC RESOURCES

- Study Area
- National Register Eligible



0 900 1,800 3,600 Feet

Figure 2.5.1

SECTION 5: CULTURAL, HISTORIC, AND LANDSCAPE RESOURCES

The Township's first settlement was located on an old Native American trail that later became known as the Gap-Newport Pike. The community grew from around an inn that was built to provide a rest stop for the wagoners hauling wheat from Lancaster County to the flour mills and port of Newport, DE. The first inn, the Halfway House, named because its location along the Gap-Newport Pike, was built in the very early 1700's and is presently being used as a residence (on W. London Grove Road). Because the Pike was re-routed about 1740, a new inn was built at the present five-point intersection and was known as the Sign of William Pitt in 1772 and later, the Chatham Hotel. In 1763, Thomas McKean, a signer of the Declaration of Independence and the second Governor of Pennsylvania, purchased the hotel and two adjacent large tracts of land. A small community formed around the inn and became known as Chatham. A post office may have been established here as early as 1804, being one of the earliest in Pennsylvania.

As a crossroads village on an important commercial route, the small town began to prosper. By 1833 investors were selling off building lots, which would help create the village that exists today. The Pomeroy Newark railroad line was built through the town in 1873 and spurred the establishment of businesses and factories there. The village provided for all of the needs of its residents and the surrounding farming community. Besides the hotel, a church, post office, two general stores, wheelwrights, doctor's offices, a bakery, carriage factory, tannery and creamery were all located there. As the commercial and residential center of the Township, Chatham's prosperity was at its peak in the late 1800's. When the Pomeroy Newark railroad was abandoned and the Philadelphia & Baltimore line was built, the newer communities of West Grove and Avondale replaced Chatham as the commercial centers of the Township.

A Township with rich soils and abundant water resources, it is understandable that early settlers were attracted here to farm and build mills along the White Clay Creek's branches. An 1847 map lists 16 separate mill properties. Over the years, these mills used waterpower for many endeavors including, flour grinding, saw mills, nail cutting, tanning and a creamery. Many of those mills and miller's homes are still standing. The rich soils supported the growing of crops, orchards, and nursery stock and later, supported dairy farming and mushroom growing. Penn State established its Experimental Farm in the Township.

When suburban development became a trend during more recent decades, the historic agricultural landscape of London Grove Township was greatly modified. Former farm fields have been divided and filled in with new housing. Non-native horticultural plantings have been introduced within suburban developments. Natural woodlands have grown up in stream

**SECTION 5:
CULTURAL, HISTORIC,
AND LANDSCAPE
RESOURCES**

valleys, on steep slopes, and within preserved open spaces. Substantial upgrades to US Route 1 have provided access to the township from the region and also elevated development demands for large commercial sites in the vicinity of the US Route 1 and PA Route 41 interchange.

The spatial character of much of the township's landscape is now smaller in scale, and the opportunities for long, sweeping vistas are fewer. However, development practices such as the use of clustered subdivisions over the past few years have preserved open space along road corridors, streams, and edges of developments, helping to a degree to maintain a semi-rural atmosphere within the developed portions of the township.

The township's transition over the last couple of decades from a completely agricultural landscape to one that is partially a low density suburban landscape has significantly increased the municipality's population and altered much of its landscape character. In response to this population increase and change in character, the Township's current focus is on the preservation of specific historic areas, sites and resources, as well as on the preservation of the remaining agricultural heritage and its associated open space.

Chapter Two:
Existing Conditions

**SECTION 6:
POPULATION, HOUSING, AND
EMPLOYMENT**

SECTION 6: POPULATION, HOUSING, AND EMPLOYMENT**SECTION 6:
POPULATION, HOUSING
AND EMPLOYMENT**

Population forecasts are considered an essential part of planning for future growth, in that they can be translated into approximations of the future need for housing, community facilities, and other forms of development. Many factors are taken into account in making population forecasts, but these factors are constantly subject to change. The longer the time period of the forecasts and the smaller the present population, the less reliable the forecasts may turn out. For instance, forecasts for individual municipalities are less valid than are those for a large region or for the entire nation and five-year forecasts usually are more valid than fifteen- or twenty-year forecasts.

Population Trends

Population trends between 1970 and 2000 for London Grove Township, Chester County, and State of Pennsylvania are shown in Table 2.6.1. Over the thirty years, the township grew by 2,156 individuals. Concurrently, Chester County's population increased by 155,755 residents, and Pennsylvania experienced an increase of 487,145 residents.

In Tables 2.6.2 and 2.6.3, population trends for the nine-municipality area that includes London Grove Township and the adjacent municipalities that share a border with it (West Grove Borough, Penn Township, New London Township, Franklin Township, New Garden Township, Avondale Borough, West Marlborough Township, and Londonderry Township) are presented for the period between 1980 and 2000. From 1990 and 2000, the nine-municipality area grew more than twice as fast as the county (37.78 percent versus 15.17 percent). In contrast, the growth rate for the State of Pennsylvania over the same period was 3.36 percent while London Grove Township's growth rate was 34.24 percent. The township's total population in 2000 was 5,265 residents.

New London Township achieved the highest growth rate between 1990 and 2000, with an increase of 68.43 percent. In terms of absolute change, New Garden Township experienced the highest growth in resident population for the same period, with an increase of 3,653 residents. The only municipality to lose population in the study area during the 1990s was West Marlborough Township, with a loss of 1.72 percent of its population, translating into a decline of fifteen residents from 1990 to 2000.

**SECTION 6:
POPULATION, HOUSING
AND EMPLOYMENT**

**Table 2.6.1
Population Trends, 1970 to 2000**

	1970	1980	1990	2000
London Grove Township	3,109	3,531	3,922	5,265
Chester County	277,746	316,660	376,396	433,501
Pennsylvania	11,793,909	11,863,895	11,881,643	12,281,054

Source: Pennsylvania State Data Center

**Table 2.6.2
Population Trends, 1980 to 2000**

	1980	1990	2000
London Grove Township	3,531	3,922	5,265
Avondale Borough	891	954	11,08
Franklin Township	1,920	2,779	3,850
Londonderry Township	1,293	1,243	1,632
New Garden Township	4,790	5,430	9,083
New London Township	1,312	2,721	4,583
Penn Township	1,888	2,257	2,812
West Grove Borough	1,820	2,128	2,652
West Marlborough Township	941	874	859
Nine Municipality Study Area	18,386	22,308	30,736
Chester County	316,660	376,396	433,501
Pennsylvania	11,863,895	11,881,643	12,281,054

Source: U.S. Census Bureau, 1990 & 2000 Decennial Censuses
and Chester County Planning Commission Census 2000 Information Sheet

**SECTION 6:
POPULATION, HOUSING
AND EMPLOYMENT**

**Table 2.6.3
Population Change, 1980 to 2000**

	1980-1990		1990-2000	
	Number	Percent	Number	Percent
London Grove Township	391	11.07%	1,343	34.24%
Avondale Borough	63	7.07%	154	16.14%
Franklin Township	859	44.74%	1,071	38.54%
Londonderry Township	-50	-3.87%	389	31.30%
New Garden Township	640	13.36%	3,653	67.27%
New London Township	1,409	107.39%	1,862	68.43%
Penn Township	369	19.54%	555	24.59%
West Grove Borough	308	16.92%	524	24.62%
West Marlborough Township	-67	-7.12%	-15	-1.72%
Nine Municipality Study Area	3,922	21.33%	8,428	37.78%
Chester County	59,736	18.86%	57,105	15.17%
Pennsylvania	17,748	0.15%	399,411	3.36%

Source: U.S. Census Bureau, 1990 & 2000 Decennial Censuses

Age Characteristics

The population of London Grove Township has generally been younger than both Chester County and Pennsylvania through the 1980s and 1990s, with a greater percentage of the township’s population being under the age of forty-four in the year 2000. During the twenty-year period from 1980 to 2000, the 25-to-44 years-of-age group was about one-third of the total township population, reflecting a young family profile for this community (Tables 2.4 and 2.5).

**Table 2.6.4
Population by Age Groups, 2000**

	LONDON GROVE TOWNSHIP		CHESTER COUNTY		PENNSYLVANIA	
	NUMBER	%	NUMBER	%	NUMBER	%
Age Groups						
0-4	438	8.3%	29,330	6.77%	725,516	5.9%
5-14	927	17.6%	65,661	15.15%	1,693,825	13.8%
15-24	598	11.4%	53,010	12.23%	1,595,429	13.0%
25-44	1,708	32.4%	131,623	30.36%	3,515,992	28.6%
45-64	1,138	21.6%	103,200	23.81%	2,830,035	23.0%
65-74	264	5.0%	27,128	6.26%	973,985	7.9%
75+	192	3.6%	23,549	5.43%	946,272	7.7%
TOTALS	5,265	100.0%	433,501	100.0%	12,281,054	100.0%

Table 2.6.5
Population by Age Groups, 1990

**SECTION 6:
POPULATION, HOUSING
AND EMPLOYMENT**

	LONDON GROVE TOWNSHIP		CHESTER COUNTY		PENNSYLVANIA	
	NUMBER	%	NUMBER	%	NUMBER	%
Age Groups						
0-4	313	8.0%	27,972	7.43%	797,058	6.7%
5-14	578	14.7%	51,227	13.61%	1,543,462	13.0%
15-24	485	12.4%	52,542	13.96%	1,681,065	14.1%
25-44	1,311	33.4%	127,985	34.00%	3,657,323	30.8%
45-64	838	21.4%	75,693	20.11%	2,373,629	20.0%
65-74	261	6.7%	24,881	6.61%	1,070,021	9.0%
75+	136	3.5%	16,096	4.28%	759,085	6.4%
TOTALS	3,922	100.0%	376,396	100.0%	11,881,643	100.0%

Housing Units

A housing inventory for 1990 and 2000 for London Grove Township, the nine-municipality area, county, and state is presented in Table 2.6. The table compiles data by structural type, number of occupied/vacant units, and average household size.

According to the 2000 census, London Grove Township had 1,698 dwelling units, with 391 units added since 1990. The majority of these housing units were single-family detached units, which in 2000 comprised 85.5 percent of all housing units. During the 1990s, the number of single family detached units increased by 431 units, reflecting, in part, substitution of mobile homes and single family attached units by single family detached units. Mobile homes declined in number by 77 units over the period and single-family attached units declined by 9 units.

Table 2.7 tracks all new residential units constructed between 2000 and 2005 for the nine-municipality study area and county. Six hundred and fifty-nine additional units were built in London Grove Township alone over the six-year period. The greatest increase occurred in Penn Township, with 1,108 new units added, and the fewest additional units were achieved in the Borough of Avondale, where only four units were built. New multi-family housing constructed for this period occurred only in Penn and New Garden Townships. Of the 22,597 additional units in Chester County, 3,288 (14 percent) of them were constructed within the nine-municipality area.

**SECTION 6:
POPULATION, HOUSING
AND EMPLOYMENT**

**Table 2.6.6
Housing Inventory, 1990 & 2000**

London Grove Township	1990		2000	
	Number	Percent	Number	Percent
Structural Type				
Single-Family Detached (units)	1,020	78.0%	1,451	85.5%
Single-Family Attached (units)	55	4.2%	46	2.7%
Two to Four Family Buildings (units)	28	2.1%	63	3.7%
Five or more Family Buildings (units)	7	0.5%	23	1.4%
Mobile Homes (units)	192	14.7%	115	6.8%
Other	5	0.4%	0	0.0%
TOTALS	1,307	100.0%	1,698	100.0%
Total Occupied Housing Units	1,272		1,633	
Total Vacant Housing Units	35		65	
Average Household Size (persons)	2.94		3.12	

Nine Municipality Study Area	1990		2000	
	Number	Percent	Number	Percent
Structural Type				
Single-Family Detached (units)	5,812	74.8%	8,229	79.5%
Single-Family Attached (units)	270	3.5%	539	5.2%
Two to Four Family Buildings (units)	420	5.4%	526	5.1%
Five or more Family Buildings (units)	336	4.3%	335	3.2%
Mobile Homes (units)	835	10.7%	728	7.0%
Other	99	1.3%	0	0.0%
TOTALS	7,772	100.0%	10,357	100.0%
Total Occupied Housing Units	7,441		9,988	
Total Vacant Housing Units	331		369	
Average Household Size (persons)	2.85		2.99	

SECTION 6:
POPULATION, HOUSING
AND EMPLOYMENT

Table 2.6.6 (Continued)
Housing Inventory, 1990 & 2000

Chester County	1990		2000	
Structural Type	Number	Percent	Number	Percent
Single-Family Detached (units)	84,667	60.7%	101,669	62.1%
Single-Family Attached (units)	22,297	16.0%	27,258	16.6%
Two to Four Family Buildings (units)	7,675	5.5%	8,677	5.3%
Five or more Family Buildings (units)	18,377	13.2%	21,046	12.9%
Mobile Homes (units)	5,235	3.8%	5,030	3.1%
Other	1,346	1.0%	93	0.1%
TOTALS	139,597	100.0%	163,773	99.9%
Total Occupied Housing Units	133,257		157,905	
Total Vacant Housing Units	6,340		5,868	
Average Household Size (persons)	2.73		2.65	

Pennsylvania State	1990		2000	
Structural Type	Number	Percent	Number	Percent
Single-Family Detached (units)	2,631,356	53.3%	2,935,248	55.9%
Single-Family Attached (units)	922,165	18.7%	940,396	17.9%
Two to Four Family Buildings (units)	501,335	10.2%	515,543	9.8%
Five or more Family Buildings (units)	568,326	11.5%	595,314	11.3%
Mobile Homes (units)	251,864	5.1%	258,551	4.9%
Other	63,094	1.3%	4,698	0.1%
TOTALS	4,938,140	100.0%	5,249,750	99.9%
Total Occupied Housing Units	4,495,966		4,777,003	
Total Vacant Housing Units	442,174		472,747	
Average Household Size (persons)	2.57		2.48	

Table 2.6.7
New Residential Units, 2000-2005

**SECTION 6:
POPULATION, HOUSING
AND EMPLOYMENT**

Total 2000-2005	General Housing	Mobile Homes	Multi-Family Units	Total
London Grove Township	584	75	0	659
Avondale Borough	4	0	0	4
Franklin Township	214	5	0	219
Londonderry Township	107	11	0	118
New Garden Township	707	34	76	817
New London Township	327	7	0	334
Penn Township	742	39	327	1,108
West Grove Borough	8	1	0	9
West Marlborough Township	18	2	0	20
Nine Municipality Study Area	2,711	174	403	3,288
Chester County	19,006	1,170	2,421	22,597

Source: Chester County Planning Data Sheet

Population Forecasts

Population projections were developed for the planning period 2010 to 2030. The following projections were based on information available during the development of the comprehensive plan, in late 2007 and 2008. With any population projection study, a range of findings are sought to yield an average or median projection as an accurate depiction of growth. Several projection alternatives were developed during the planning process resulting in high, medium and low growth scenarios. Population growth is cyclical, influenced by economic and demographic factors. The range of population projections for London Grove Township is as follows.

The Chester County Planning Commission has prepared municipal population forecasts for 2030. By 2030, London Grove Township's population is forecast by Chester County to be 9,200 residents. (Table 2.6.8, Alternative 1)

Table 2.6.8's *Alternative 2* takes the Chester County population forecasts for the nine-municipality area (referred to earlier in this section) and applies that same rate per decade between 2000 and 2030 to the London Grove Township 2000 population. The results show that around 8,872 people would live in London Grove Township by the year 2030.

Alternative 3 takes the Chester County population forecasts for the municipalities immediately surrounding London Grove Township (Franklin,

**SECTION 6:
POPULATION, HOUSING
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Londonderry, New Garden, New London, and Penn Townships) and applies the rate of anticipated growth per decade to the 2000 London Grove population. This projection reveals that around 9,295 people would live in London Grove Township by the year 2030.

In *Alternative 4*, the actual annual growth rate for the nine-municipality area from 1990 to 2000, 42.75% per year compounded annually, is projected out over thirty years, from 2000 to 2030, on London Grove Township's starting population of 5,265. The resultant 2030 population for the township is about 15,315 people.

In *Alternative 5*, the population growth rate forecast for Chester County as a whole for the same decades, 2000 to 2030, is applied to the 2000 London Grove Township starting population of 5,265. The resultant 2030 population for the township is about 6,945 people.

After review of these Chester County Planning Commission-based alternative forecasts, Comprehensive Plan Steering Committee members expressed concern, stating that, in most cases, the 2010 population forecasts were actually less than what the group collectively felt was the current 2007 population. To revise the 2000-2030 population forecasts, a new 2010 estimate was made, based on recent housing development statistics, yielding a 2010 population of 7,192. (Table 2.6.9) Population forecasts were recalculated based on this new 2010 population estimate and new alternatives were developed and are shown in Table 2.9.

Alternative 1R takes the new township population estimate for 2010 and applies the Chester County-generated growth rate for the nine municipality area for the next two decades to reach a forecast population for the township of 9,531 residents by 2030.

Alternative 2R applies the forecast growth rate for Chester County as a whole for the decades of 2010-2020 and 2020-2030 and applies that to the township, yielding a 2030 population forecast for London Grove Township of 8,505 persons.

Alternative 3R applies the Chester County-generated growth rate for the surrounding townships (Franklin, Londonderry, New Garden, New London, and Penn Townships) for the decades of 2010-2020 and 2020-2030 and applies that to the township, yielding a 2030 population forecast for London Grove Township of 9,711 residents.

Alternative 4R utilizes anticipated growth as assumed by Pending and Proposed development in the township if built out in its entirety by 2030 and

**SECTION 6:
POPULATION, HOUSING
AND EMPLOYMENT**

with no other development occurring. A rate of population growth was determined by taking the anticipated units, multiplying it by the average number of persons per unit (3) and dividing that by 23 years (the number of years between 2007 and 2030). That rate was applied to the 2010 population of 7,192, yielding a 2030 population forecast for London Grove Township of 14,754 individuals.

**Table 2.6.8
Initial Alternative Population Forecasts for London Grove, 2010-2030**

		2000	2010	2020	2030	Percentage Change 2000-2030
Alternative 1:	Chester County Planning Commission	5,265	6,870	8,090	9,200	74.74%
Alternative 2:	Nine Municipality rate (2000-2010, 2010-2020, 2020-2030)	5,265	6,694	7,901	8,872	68.50%
Alternative 3:	Surrounding Township rate* (2000-2010, 2010-2020, 2020-2030)	5,265	6,883	8,250	9,295	76.54%
Alternative 4:	Nine Municipality 1990's rate (42.75% per decade)	5,265	7,516	10,729	15,315	190.89%
Alternative 5:	Chester County rate (2000-2010, 2010-2020, 2020-2030)	5,265	5,872	6,412	6,945	31.90%

* Surrounding townships include: Franklin, Londonderry, New Garden, New London and Penn

**Table 2.6.9
Revised Alternative Population Forecasts for London Grove Township,
2010-2030**

		2000	2010	2020	2030	Percentage Change 2000-2030
Alternative 1R:	2010-2020 & 2020-2030 Nine Municipality rate	5,265	7,192	8,488	9,531	81.02%
Alternative 2R:	2010-2020 & 2020-2030 Chester County Rate	5,265	7,192	7,853	8,505	61.54%
Alternative 3R:	2010-2020 & 2020-2030 Surrounding Twp. Rate	5,265	7,192	8,619	9,711	84.45%
Alternative 4R:	2010-2020 & 2020-2030 P&P development rates built-out between 2003-2030	5,265	7,192	10,973	14,754	180.23%

Housing Units to be Constructed

Based on the revised alternative population forecasts discussed above, including a prospective township 2030 population of between 8,505 and 14,754 residents, an estimate of the number of housing units to be constructed over the planning period has been formulated. (Table 2.6.10) Four rates of population growth are used; a “low” estimate of 8,500 residents, a “medium” estimate of 9,531 residents, a “high” estimate of 9,711 residents, and a “highest” estimate of 14,754 residents. The population estimate is not a policy of London Grove Township rather, it is a tool with which to “test” the Comprehensive Plan and its ability to accommodate the potential future condition of the township.

**SECTION 6:
POPULATION, HOUSING
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The table assumes that 96.7 percent of the population will live in households, that the average number of persons per household will be 3.0, that vacancies will comprise 3.8 percent of the total housing stock, and that there will be a modest need to replace some of the existing housing stock over the planning period. (Figures used are consistent with the Federal Census for London Grove Township for 1980, 1990, and 2000, and area population and housing trends.)

Applying the method used in the table, the total number of new housing units to be constructed in the township from 2000 to 2030, a twenty-three year period, could range from 935 to 2,540, with about 1,199 new units corresponding to a “medium” rate of population growth and 1,245 corresponding to a “high” rate of population growth. The medium figure translates into about 52 units per year, the “highest”, 110 units per year. Based upon the “medium” population forecast, the township may expect construction of new housing units over the planning period to be at a slower pace than recent history. In contrast, the “highest” population forecast (which assumes that the Pending and Proposed development will be fully realized) means that the township may expect construction of new housing units over the planning period to be at a pace very similar to that of recent history.

**Table 2.6.10
Housing Units to be Constructed, 2000-2030**

	Low	Medium	High	Highest
Population Projection, Year 2030	8,505	9,531	9,711	14,754
Population in Households (96.7)	8,224	9,216	9,391	14,267
Persons per Household	3	3	3	3
Occupied Housing Units	2,741	3,072	3,130	4,756
Vacant Units (3.8%)	108	121	124	188
Total Housing Units Required	2,850	3,194	3,254	4,944
Existing Stock, Year Round Housing Units, 2000	1,698	1,698	1,698	1,698
Net Additions to Housing Stock	1,152	1,496	1,556	3,246
Replacement of Existing Stock (3%)	51	51	51	51
Conversions (1%)	-17	-17	-17	-17
Total Housing Units to be Constructed, 2000-2030 (30 years)	1,220	1,563	1,624	3,314
Average Number of Housing Units to be constructed per year (2000-2030)	41	52	54	110
Total Housing Units to be Constructed, 2007-2030 (23 years)	935	1,199	1,245	2,540

**SECTION 6:
POPULATION, HOUSING
AND EMPLOYMENT****Employment Forecasts**

Employment trends and forecasts are important in planning for future growth. While population forecasts and housing data can be translated into approximations of the future need for housing units and land for new housing construction, employment forecasts for a given locale may be converted into estimates of potential demand for land for new commercial and industrial establishments. Both kinds of forecasts may give clues as to the future need for varying kinds of community facilities and services.

Employment forecasts have been completed by the Chester County Planning Commission. However, forecasting future employment is more difficult than forecasting population due to many factors influencing employment at the national, regional, and local levels. Unlike population changes, which generally tend to be more gradual and relatively predictable, employment forecasts may vary widely due to broad forces such as foreign trade, world economics, politics, military conflicts, national monetary policies, demographic trends, and social forces. Local factors such as labor force availability, land prices, transportation networks, and local political climate also play an important role in determining employment levels. Sources of current employment data often vary. At the federal level, the Bureau of Labor Statistics (BLS), the Bureau of Economic Analysis (BEA), and the Bureau of Census all provide data on current employment; however, the methods and sources of the data vary among different agencies, producing different sets of results.

The Chester County Planning Commission estimates that the number of persons employed in establishments in London Grove Township in 2000 was 1,612, based on Bureau of the Census data. By 2020, Chester County estimates that 2,170 persons will work in London Grove Township, an increase of 558 jobs (Table 2.11). Based on the County-generated data for the 2000 to 2020 period, some 927 new jobs could be added in the township for the thirty-year period, 2000 to 2030.

These numbers underscore just how difficult it is to forecast employment trends for townships. The impact of the arrival of one significantly-sized development in London Grove Township could propel the number of local employees much higher than the increase forecast by Chester County for the planning period.

SECTION 6:
POPULATION, HOUSING
AND EMPLOYMENT

Table 2.6.11
Employment Forecast,
London Grove Township, 2010-2020

	Trend	Forecasts		
	2000	2010	2015	2020
London Grove Twp.	1,612	1,822	2,006	2,170

	2000-2010		2010-2015		2015-2020	
	Number	Percent	Number	Percent	Number	Percent
London Grove Township	210	13.03%	184	10.10%	164	8.18%

Source: Chester County Community Profile

Chapter Two:
Existing Conditions

**SECTION 7:
HOLDING CAPACITY**

SECTION 7: HOLDING CAPACITY**SECTION 7:
HOLDING CAPACITY**

The analysis of population and employment trends and projections in Section 6 is intended, in part, to provide some rough estimates of the demand for land for new residential and commercial uses over the planning period. These estimates of demand for land may be compared to the supply or *holding capacity* of vacant or otherwise easily-developable parcels in the community.

On the demand side, Table 2.6.10 from Section 6 suggests that as many as 2,540 dwelling units could be constructed in the township from 2007 to 2030. From 1995 to 2007, 741 residential units were built in London Grove Township, using 762 acres of land, for an average rate of land consumption of about 1 acre per unit. Assuming future development occurred in a similar manner to recent development, the forecast 2,540 new dwelling units would consume 2,540 acres. For nonresidential development, the 927 new jobs forecast (see Section 6) would require about 50 acres of land, using some rough estimates of intensity of employment (employees per acre) for a mix of office, business park/industrial, and retail uses. All together, new development over 23 years, 1997 to 2030, might require some 2,600 acres of land.

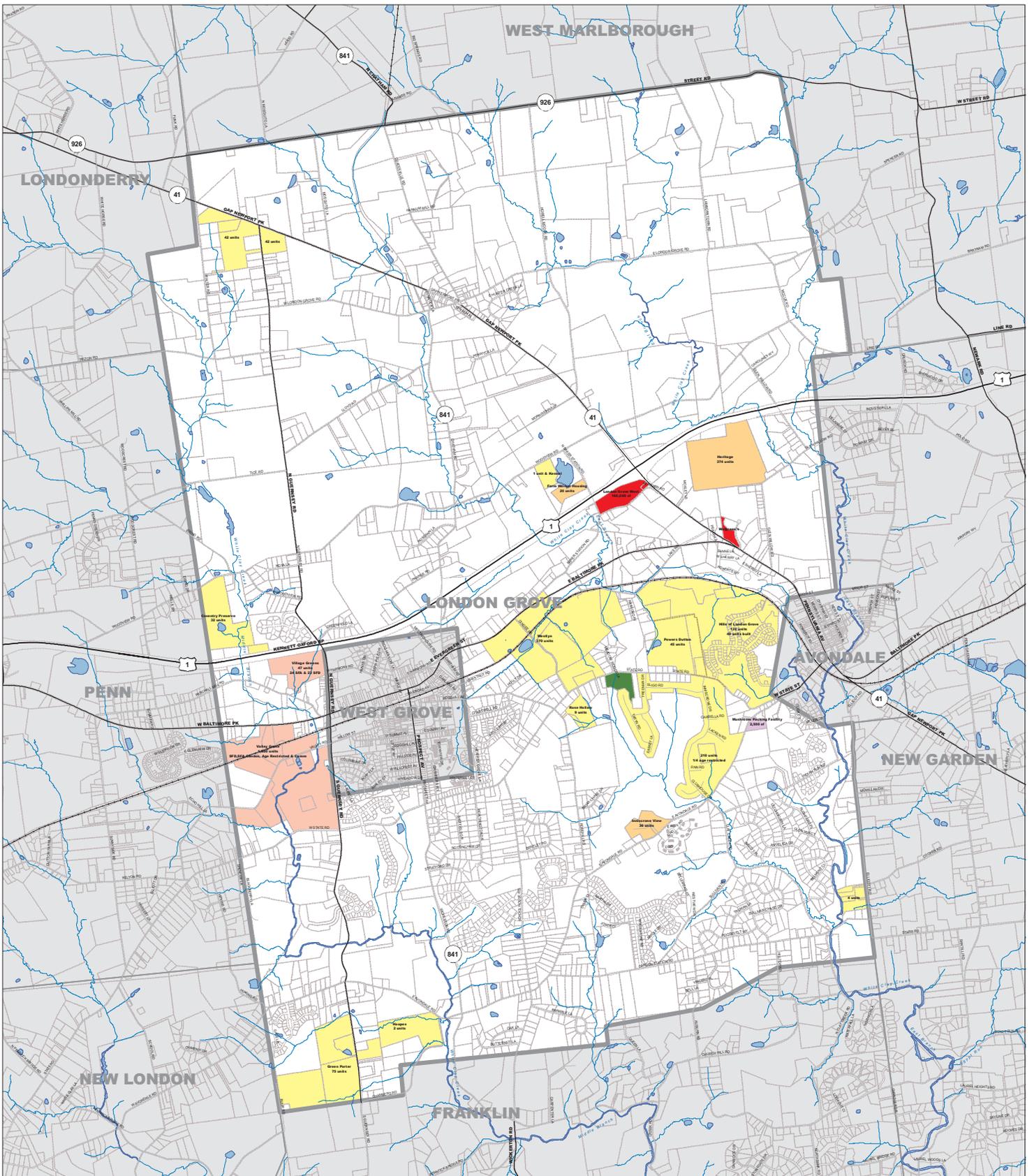
On the supply side, there are about 1,400 acres of vacant land in the township and some 4,600 acres of agricultural lands. Even if lands within these two categories are constrained for development on account of the presence of floodplains, wetlands, or steep slopes, in very rough terms the amount of new development forecast for the township may be accommodated in the remaining undeveloped acreage. But the total 2,600 to 3,600 acres required to accommodate 2,540 new dwelling units and 927 new jobs will translate into developmental impacts on lands currently classified as agricultural.

The above holding capacity analysis assumes that there will be no significant change in the intensity of future development (2007-2030) from recent development (1995-2007). However, known Pending and Proposed development represents a markedly different density of construction when compared with recent development, with Pending and Proposed development to be built at a rate of 2.65 dwelling units per acre. (Figure 2.7.1) Given a density of 2.65 dwelling units per acre, 2,540 units would consume 959 acres of land. Assuming that nonresidential development were to occur in a manner similar to that presented above, total development in the township, 2007 to 2030, would consume about 1,000 acres.

This analysis underscores the significance of the intensity of future residential development in determining a future rate of land consumption. If intensities

**SECTION 7:
HOLDING CAPACITY**

are low, such as the 1 dwelling unit per acre rate cited above, then a demand level of 2,540 units could have a broad, direct impact on the extensive agricultural area of the township north of US Route 1. If, on the other hand, intensities are about 2½ times the base 1 dwelling unit per acre rate (such as the 2.65 dwelling units per acre implied by the Pending and Proposed development), then future demand levels of 2,540 units may be accommodated on the 1,400 acres of land currently classified as vacant.



April 2007

London Grove Township Comprehensive Plan PENDING & PROPOSED DEVELOPMENT

- Study Area
- Agricultural/Industrial
- Commercial
- Residential-Single Family Attached
- Residential-Single Family Detached
- Mixed Use
- Open Space



0 900 1,800 3,600 Feet

Figure 2.7.1

Chapter Two:
Existing Conditions

**SECTION 8:
CIRCULATION**

**SECTION 8:
CIRCULATION****SECTION 8: CIRCULATION**

A region's transportation system has a direct influence on the location and intensity of development. For London Grove Township, the establishment of early area transportation routes and improvements to the road network serving the municipality over the years have been important determinants for growth.

One of the region's most important highways, US Route 1, crosses east-west through the middle of the township, providing superb regional access to this locale and spurring development in London Grove Township. Regional drivers utilize this limited-access highway to reach employment centers and residential communities between Wilmington and Philadelphia. The township is also traversed by PA Route 41 (Gap Newport Pike), an important highway connecting municipalities between Gap, Pennsylvania and Newport, Delaware.

Apart from these highways, other important roads in the township connect London Grove Township with adjacent municipalities. Baltimore Pike crosses the southern half of the township and was the historic route between Baltimore and Philadelphia. State Road connects London Grove Township to its neighbors to the east, Avondale Borough and New Garden Township, and to the west into Penn Township. Street Road, State Route 926, runs along the northern border of the township and provides to connections to neighboring municipalities. Connections within the township and to adjacent municipalities are aided by the four bridges that cross US Route 1. PA Routes 41 and 841 cross US Route 1, as do Guernsey Road and Glen Willow Road, mentioned below.

There are, as well, a handful of other historic roadways that still serve the township. These include E. London Grove Road, Woodview Road, Rosehill Road, E. Avondale Road, School House Road, and the aforementioned Guernsey Road and Glen Willow Road. Many minor streets have been constructed over the last few decades in conjunction with new residential developments.

This circulation analysis provides a description of the basic road network of London Grove Township. The jurisdictional and functional classifications of the various segments of the road network and traffic demands on major roads are of particular concern. The analysis focuses on those roadways that provide for continuity of travel within and through the township as opposed to subdivision streets that have the primary purpose of providing access to residences.

**SECTION 8:
CIRCULATION****Functional Classification**

State, township, and private roadways comprise the circulation component of the community. There are six functional classifications within the general road network: Expressway, major arterial, minor arterial, major collector, minor collector, and local. US Route 1 is the only expressway in the township and PA Route 41 is the only major arterial.

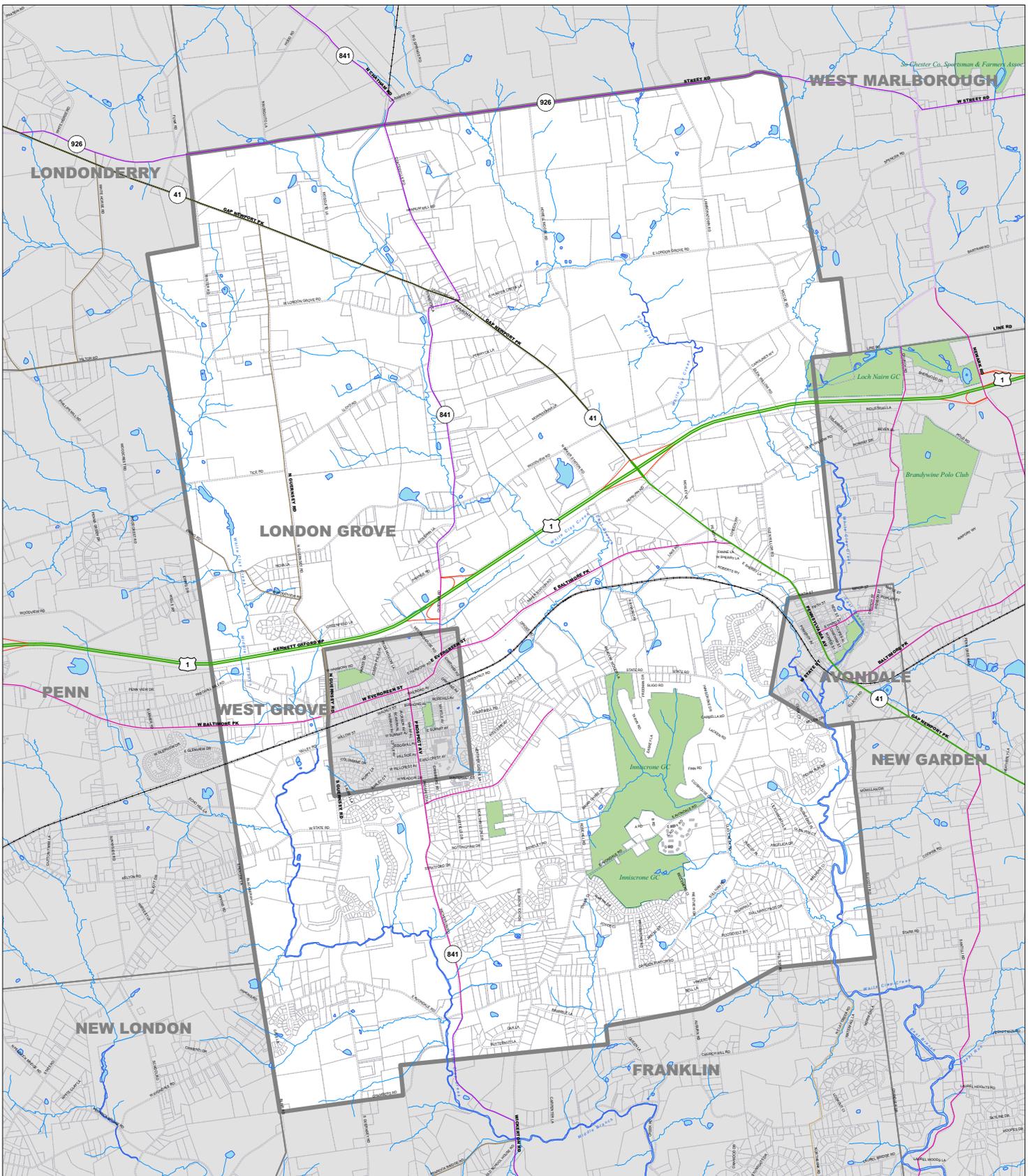
The most recent road functional classification for the township was made by the Pennsylvania Department of Transportation in 2004. (Figure 2.8.1) Roadways in London Grove Township, other than local roads, were classified as follows:

- Expressway – US Route 1
- Major Arterial – PA Route 41
- Major Collector – PA Route 841, south of US Route 1 and north of State Road;
 - State Road, west of Rose Hill Road.
 - Old Baltimore Pike
 - Route 926, Street Road
- Minor Collector – PA Route 841, south of Chatham and south of State Road;
 - E. Avondale Road, east of Rose Hill Road;
 - New Garden Station Road, west of Sullivan Road.

According to PennDOT's 2001 AASHTO Greenbook, the difference between a Major Collector Road and a Minor Collector Road is that, generally, Major Collector serves larger towns or areas that generate traffic and connects them to intracounty travel corridors, while Minor Collectors serve smaller, lower volume communities and locally-important traffic generators and links them with their rural hinterland.

Jurisdictional Classification

Most of the major roads in London Grove Township are State Highways. (Figure 2.8.2) The following roads are under the jurisdiction of the Commonwealth of Pennsylvania and are controlled and maintained by the Pennsylvania Department of Transportation (PennDOT): US Route 1, PA Route 41 (Gap Newport Pike), PA Route 841 (Chatham Road), North



August 2007

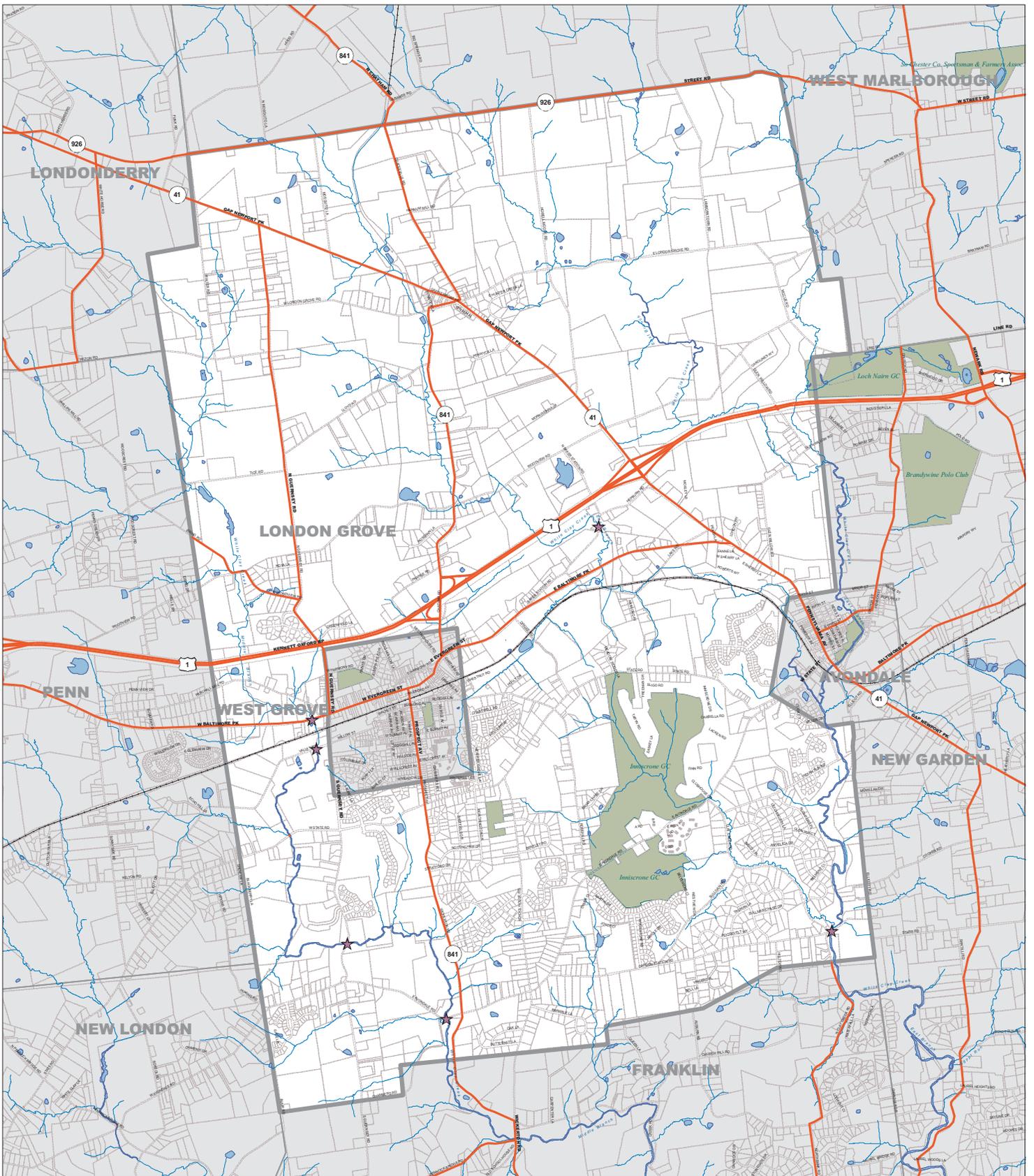
London Grove Township Comprehensive Plan ROADWAY FUNCTIONAL CLASSIFICATION

- Study Area
- Rural Principal Arterial-Other
- Urban Other Principal Arterial
- Urban Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Urban Collector
- Rural Local
- Urban Local
- Ramp
- Railroads



0 900 1,800 3,600 Feet

Figure 2.8.1



April 2007

London Grove Township Comprehensive Plan ROADWAY JURISDICTIONAL CLASSIFICATION

-  Study Area
-  State Roads
-  Railroads
-  County-Owned Bridges



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Figure 2.8.2

**SECTION 8:
CIRCULATION**

Guernsey Road and Baltimore Pike.

With the exception of a few private roads, all other roadways in the municipality are under the jurisdiction of London Grove Township. In total, there are roughly fifty-two miles of Township Roads and fifteen miles of State Highways in the township. London Grove Township receives a stipend from the Commonwealth of Pennsylvania for roadway maintenance, with the Liquid Fuels Tax contributing approximately \$180,000 toward local road improvements in 2007.

Traffic Volumes

Average Daily Traffic (ADT) counts that have been compiled by the Delaware Valley Regional Planning Commission (DVRPC). Counts were taken over a number of years by PennDOT and other entities and are not comprehensive; some routes have recent counts, other roads have only very old counts, and some roadway links have no counts at all.

The highest volumes of traffic in the township, by far, are experienced on the four-lane US Route 1, with ADTs in the order of 25,000 to 28,000 vehicles per day from the late-1990s to 2005. PA Route 41 (Gap Newport Pike) had ADTs about half those of US Route 1. Baltimore Pike and Chatham Road had ADTs in the 5,000 to 7,000 range, and State Road had ADTs in the order of 4,000 to 5,000 vehicles per day.

With the recent rapid pace of development in London Grove Township, its environs, and south-central Chester County in general, a reasonable expectation might be that traffic volumes in and around the township would be growing significantly. The Delaware Valley Regional Planning Commission numbers for certain routes seem to reflect traffic growth, although not necessarily substantial increases, but a bold growth trend for traffic generally is not apparent from the DVRPC figures.

Roadway Improvements

At present, there are several small roadway improvements being planned within the township. (Figure 2.8.3) Chester County will replace a bridge on Valley Road just west of West Grove Borough. The bridge crosses over the middle branch of the White Clay Creek. The Township is in the process of studying various intersections for potential improvements. Improvements include the possibilities of new traffic controls such as signals. Intersections currently being analyzed include:

- N. Guernsey Road and Baltimore Pike

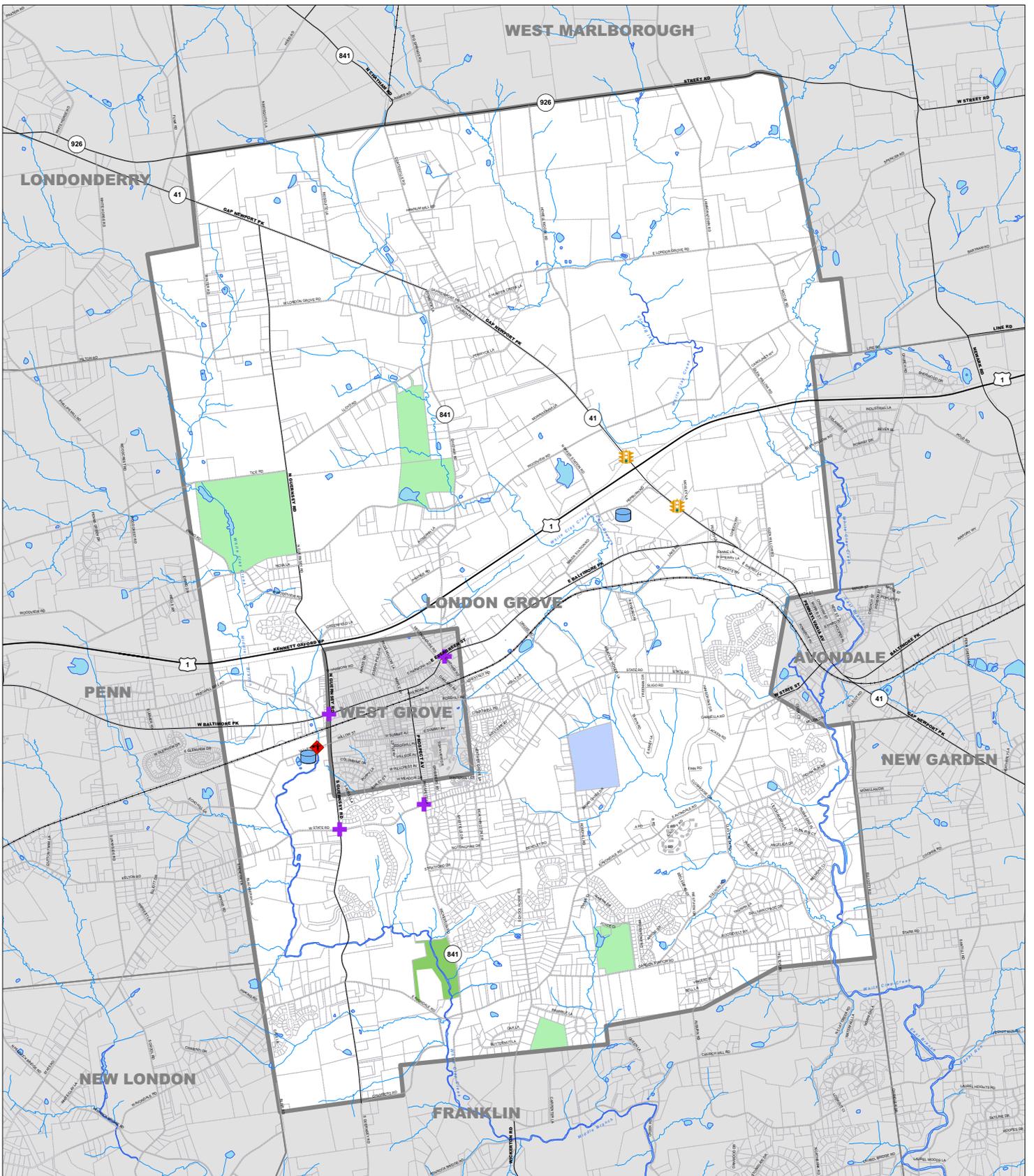
- S. Guernsey Road and W. State Road
- Prospect Avenue and State Road
- Route 41 and Old Baltimore Pike

**SECTION 8:
CIRCULATION**

New traffic signals also have been installed at the intersection of PA Route 41 with the southbound US Route 1 off-ramp/on-ramp, and at the intersection of PA Route 41 and Hepburn Road.

Public Transportation

The Transportation Management Association of Chester County (TMACC), a broad based organization that fosters cooperation between the public and private sectors of Chester County to identify, evaluate and analyze significant transportation issues; and to serve a leadership role in the development and implementation of solutions, offers one bus route that services the township. The SCCOOT line, a service of the TMACC, is a partnership with the Southern Chester County Organization on Transportation, a joint committee of the Southern Chester County Chamber of Commerce and the Oxford Area Chamber of Commerce, runs from Oxford to West Chester via Longwood Gardens. Stops exist in Avondale and West Grove Boroughs. Service is available Monday through Saturday and runs approximately hourly from 7 am to 7 pm.



April 2007

London Grove Township Comprehensive Plan PENDING & PROPOSED PUBLIC IMPROVEMENTS

-  Study Area
-  Lagoon & Future Plant STP
-  Spray Area
-  Recreational
-  County Bridge Replacement
-  Intersection Improvement
-  Tank
-  Traffic Signal



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Chapter Two:
Existing Conditions

**SECTION 9:
COMMUNITY FACILITIES**

SECTION 9: COMMUNITY FACILITIES

**SECTION 9:
COMMUNITY FACILITIES Township and Other Public and Private Facilities**

London Grove Township owns a Township Building, on Rosehill Road, to house municipal administrative functions. (Figure 2.9.1) This building is shared with a private business that occupies the north side of the building. The Township also owns a property on PA Route 41 where road maintenance equipment is stored.

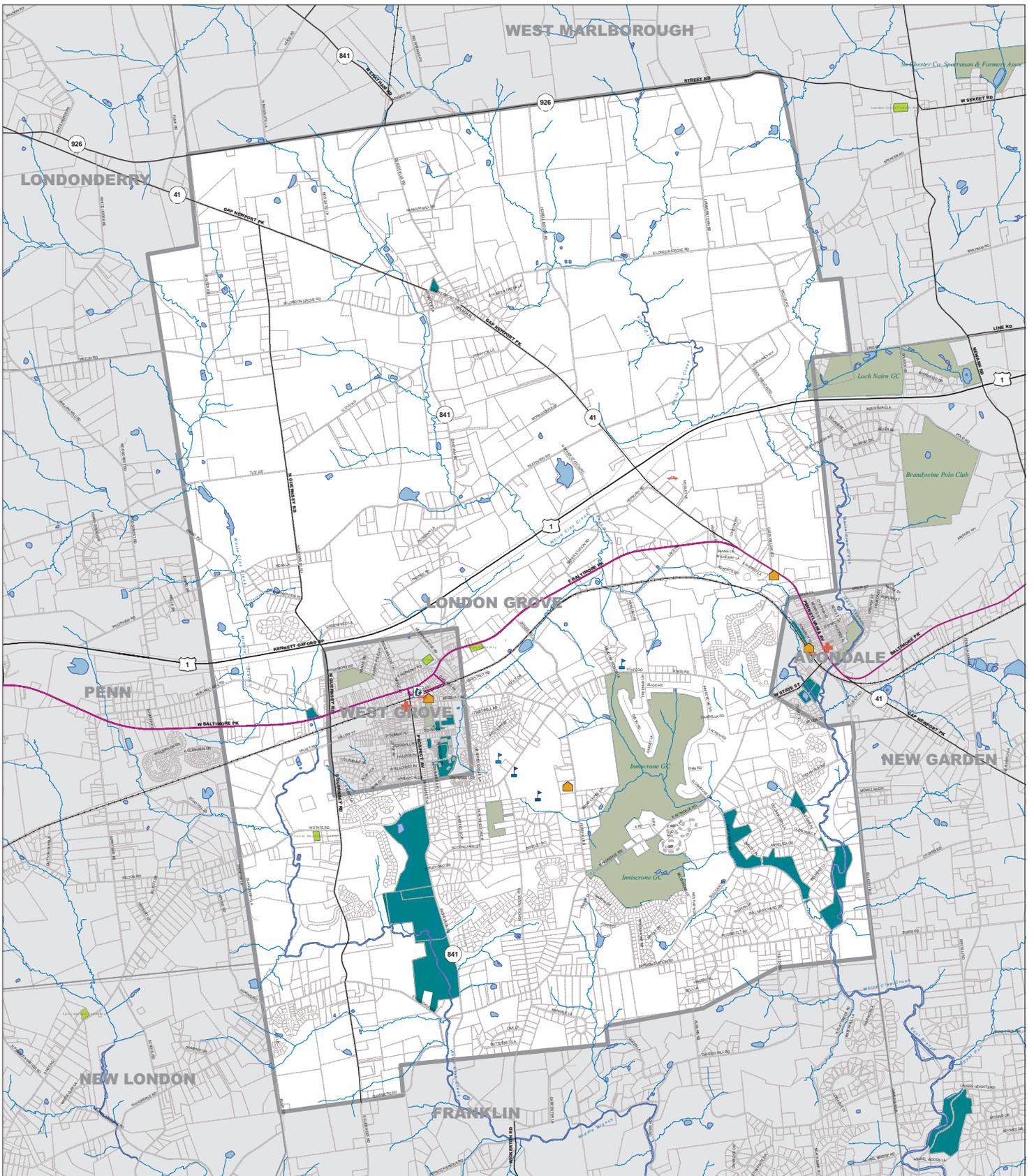
London Grove Township recently began planning for a community park, the first-ever park in the township. A community task force has been working with a consultant to develop a conceptual plan for the park, located on the west side of PA Route 841 (Wickerton Road) between State Road and Avondale Road. The park parcel is currently 85 acres and 40 additional acres is expected to be added to that total in the near future.

The Pennsylvania State Police provide police services in London Grove Township and has barracks in London Grove Township on PA Route 41, south of US Route 1. Fire, rescue, and emergency medical services (EMS) are provided in London Grove Township by two volunteer companies, the West Grove Fire Company and the Avondale Fire Company. Both companies are located conveniently to London Grove Township. Advanced Life Support services are provided by Southern Chester County EMS, which operates out of multiple locations, including the Jennersville Regional Hospital in Penn Township, and Avondale Firehouse in Avondale Borough.

The township is within several different zip codes, including West Grove 19390, Avondale 19311, Chatham 19318 and Landenberg 19350. The nearest public library is Avon Grove Library, located on Rose Hill Avenue in the Borough of West Grove.

Private institutions in the township include five churches and two private schools. The schools exist along State Road, the Assumption of the Blessed Virgin Mary (ABVM) and the Avon Grove Charter School (K-12). A golf course, the Inniscrone Golf Club is located in the southern half of the township.

Residences and businesses in the township receive trash collection services through private contractors.



March 2007

London Grove Township Comprehensive Plan COMMUNITY FEATURES

- | | | |
|----------------------|---------------------|----------------------|
| Study Area | Municipal Buildings | Bus Route |
| Municipal Boundaries | Police Stations | Parks / Recreation |
| Highway | EMS Stations | Municipal Open Space |
| Primary Roads | Public Libraries | Cemeteries |
| Secondary Roads | Public Schools | |
| Railroads | Private Schools | |



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Figure 2.9.1

Schools

**SECTION 9:
COMMUNITY FACILITIES**

London Grove Township forms part of the Avon Grove School District, which also includes Avondale Borough, West Grove Borough, Franklin Township, London Britain Township, New London Township, and Penn Township. The Avon Grove High School (grades 9-12) is located on State Road in the southern half of London Grove Township. The Fred S. Engle Middle School (grades 6-8) is located on School House Road in the township. Both the Penn London Elementary School (K through 2) and the Avon Grove Intermediate School (grades 3 through 6) are located on Jennersville Road in Penn Township.

Built in 2002, the newest of the facilities is Avon Grove Intermediate School in Penn Township. The Avon Grove High School is the oldest facility and was built in 1957. Penn London Elementary School, located in Penn Township, underwent a renovation in 2002 after its 1991 construction date. The Fred S. Engle Middle School (grades 6-8) was built in 1970. In the 2007-2008 school year, the Fred S. Engle Middle School is the only school in the Avon Grove School District that is not over capacity.

**Table 2.9.1
School Attendance**

School Name	Grades	Rated Pupil Capacity	2007-2008 Enrollment
Penn London Elementary	K-2	900	1,068
Avon Grove Intermediate	3-6	1,650	1,676
Fred S. Engle Middle	7-8	978	872
Avon Grove High	9-12	1,500	1,826

Source: Preliminary Official Statement for \$9,930,000 Chester County General Obligation Bonds, Series A of 2007

Water Service

The London Grove Township Municipal Authority purchases water from Chester Water Authority (CWA). The water is sourced from the Octoraro Reservoir on the Octoraro Creek and the Conowingo Pool of the Susquehanna River. Both sources are in the Susquehanna River Basin. The water is treated and pumped at the CWA Octoraro Treatment Plant. The 2006 Water Quality Report states that in 2006 this facility produced an average of 34 million gallons of drinking water each day.

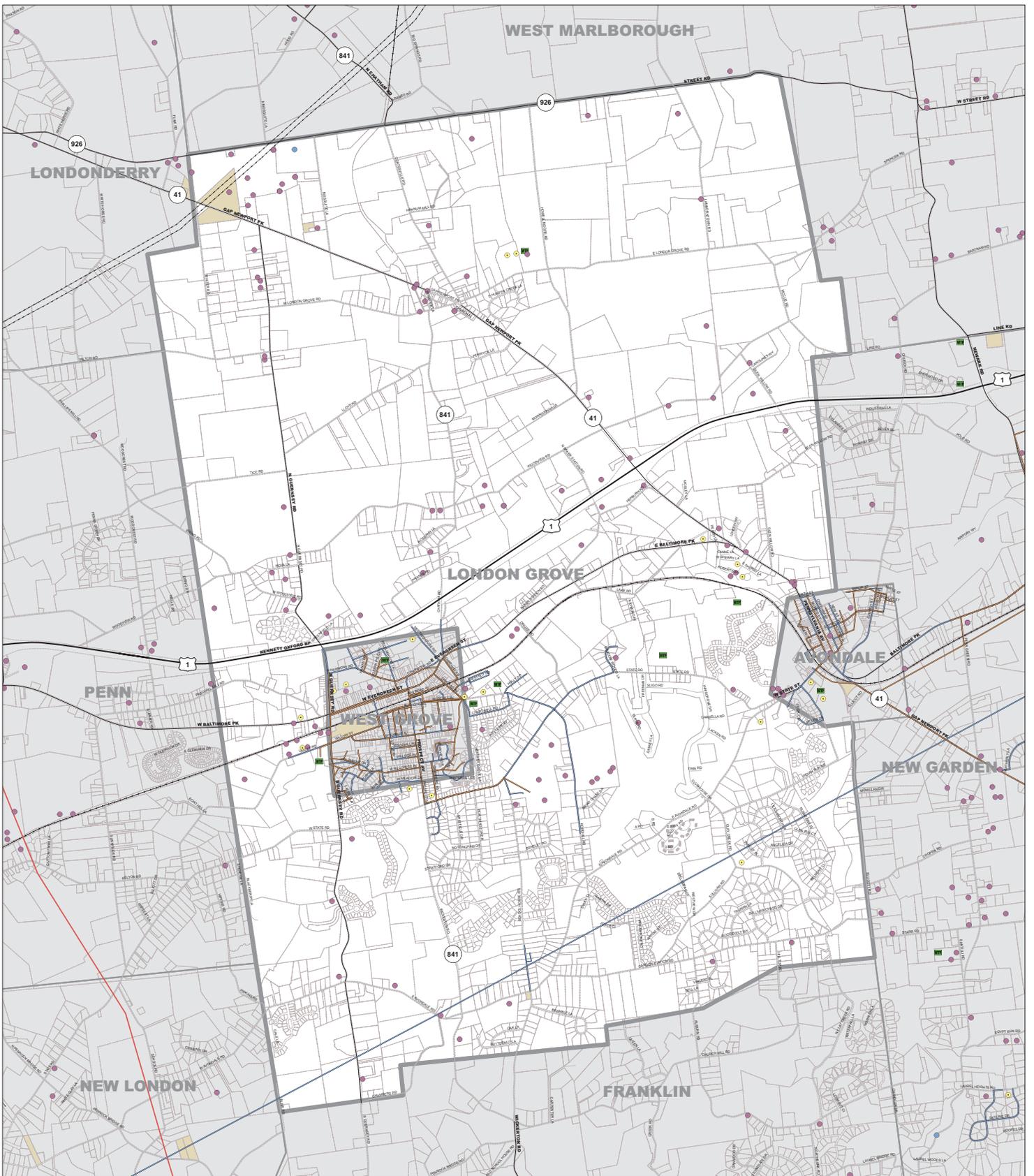
Sewer Service

**SECTION 9:
COMMUNITY FACILITIES**

Existing public sewer service in the township is provided by the London Grove Township Municipal Authority (LGTMA). (Figure 2.9.2) The system has 243,000 gallons per day (GPD) capacity with a current flow of 90,000 GPD. Wastewater Treatment Plant #1 is a lagoon treatment and spray irrigation system that is designed to treat domestic sewage and apply treated effluent to lands in the township known as Inniscrone. Wastewater for the system is generated by the residents of the township south of US Route 1.

The London Grove Township Municipal Authority (LGTMA) wastewater system has six lagoons and 46.44 acres of Primary Spray Area. In addition, effluent can be sprayed on the 72.36 acres of golf course, as requested, to maintain the fairways and greens of the Inniscrone facility. An operations agreement allows the golf course the first option on using available water. If they do not want it and the Township cannot store it for later use, then the Township can apply treated effluent to the Primary Spray Area. In fact, the Primary Spray Area can accommodate applications of all treated effluent and so the golf course functions as a secondary spray area. Irrigation rates for Primary and Secondary Spray Areas were established in conjunction with the Department of Environmental Protection and are set forth in the Township's approved Act 537 Plan.

The lagoon treatment and spray irrigation system consists of the following components, processes, and operations: Influent Flow Meter, Comminutor, Secondary Treatment Lagoons (2 total), Lift Station, Filtration, Disinfection, Storage Lagoons (4 total), Lagoon Level Control System, and the Spray Irrigation Areas. Sewage is conveyed to Wastewater Treatment Plant #1 by gravity sewers and pumping stations as required. There are currently 8 pumping stations within the LGTMA's service area. The LGTMA is currently in the process of negotiating with a private developer for a second wastewater treatment plant on the recently acquired 57.2 acres (formally the Conard Pyle Property) acquired by the LGTMA with a proposed capacity of 607,000 GPD.



April 2007

London Grove Township Comprehensive Plan UTILITIES

- Gas Lines
- Electrical Lines
- Water Lines
- Sewer Lines
- Utility-Owned Parcels
- Sewer Facilities
- Water Facilities
- Spring
- Well



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Figure 2.9.2

Chapter Three:
Growth Management Plan

**SECTION 1:
GENERAL INTRODUCTION**

SECTION 1: GENERAL INTRODUCTION

**SECTION 1:
GENERAL
INTRODUCTION**

The Growth Management Plan is intended as a guide for future growth and land development as well as land conservation in London Grove Township. Several months of background research and analysis, monthly meetings with the London Grove Township Comprehensive Plan Steering Committee, focused surveys, and Public Information Meetings described in Chapter One, form the basis for the Plan. It reflects not only a comprehensive set of goals and policies for development and conservation, but also attempts to embody shared community wants and aspirations.

The Growth Management Plan is composed of several elements pertaining to land use, circulation, housing, community facilities, utilities, conservation, and environmental protection. Prior to discussion of the elements, Section 2 presents a summary of goals, objectives, and policies upon which the Plan has been structured. The remainder of the chapter develops the components of the recommended development pattern for London Grove Township.

The Growth Management Plan represents a guide to be followed by London Grove Township, other public and quasi-public organizations, citizens, and by private developers in order to address important issues and problems related to the township's overall development. Many of these problems and issues are interrelated, so that effective resolution of one cannot take place without simultaneous efforts to resolve others.

An especially significant aspect of the Growth Management Plan is the close coordination and mutual-reliance between the Land Use Plan (Section 3) and Circulation Plan (Section 4). The character of the land use concepts outlined in Section 3 is closely tied to the circumstances and potentials of the road network, and the recommended circulation improvements respond to and advance the framework for development embodied in the Land Use Plan. (Figure 3.1.1)

The Land Use Plan is also closely linked to the Cultural, Historic, and Landscape Resources Conservation Plan (Section 7). The community's expressed desire to retain an identity as an agricultural place and a local focus on the importance of London Grove Township's historic landscape and resources have strongly influenced the shape of the Land Use Plan.

Other mandatory planning processes, such as requirements for municipalities to complete Act 537 sewage facilities plans, are fundamental in the presentation of the various elements of the Growth Management Plan.

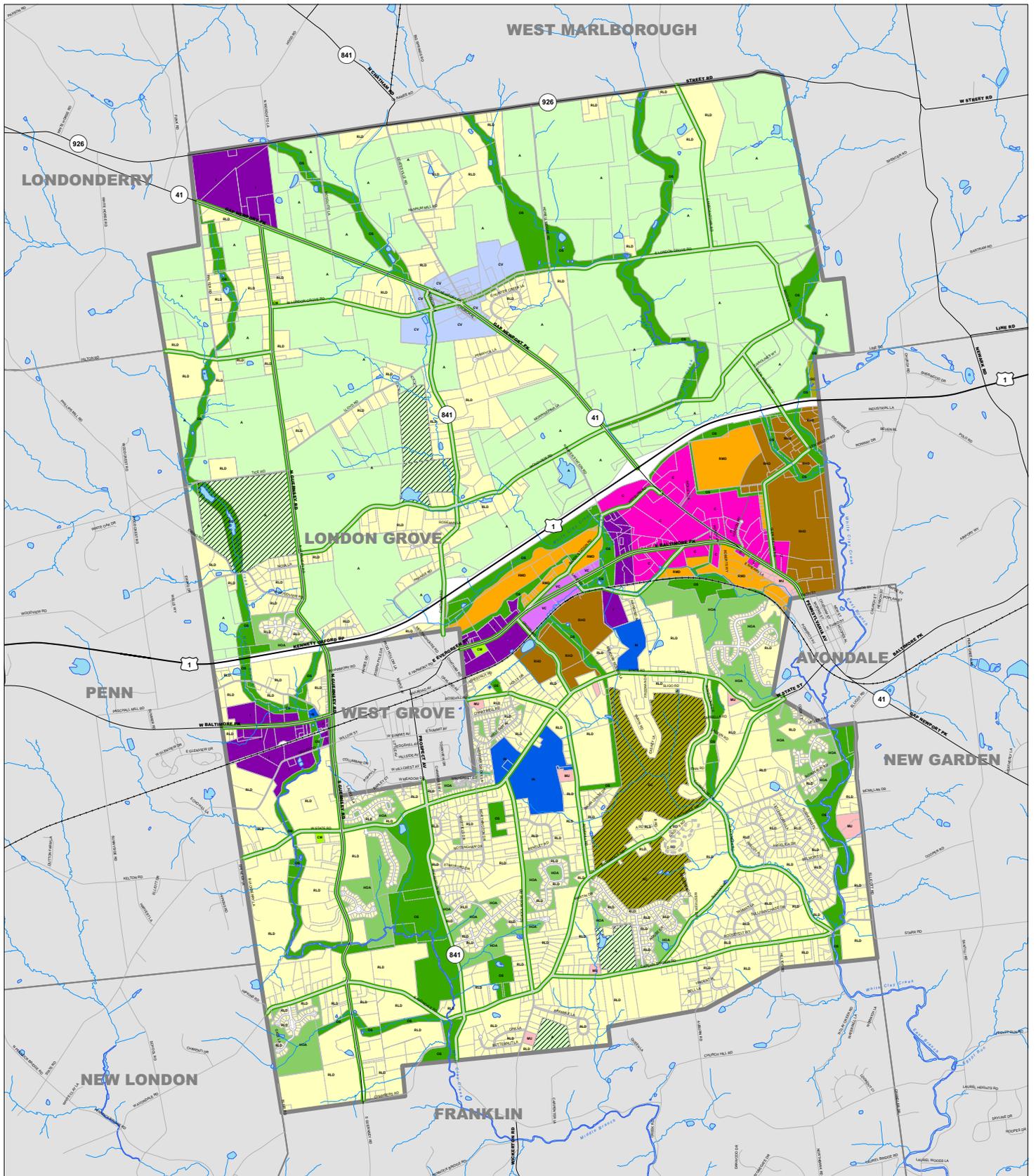
**SECTION 1:
GENERAL
INTRODUCTION**

The Growth Management Plan is focused on the location, character, and timing of future development. In particular, the Plan proposes that future development be directed to locations and in a manner that allows the phasing-in of specific transportation and water and sewer service systems improvements. The incremental processes of development are also primary concerns of the Plan with reference to natural resource protection and open space conservation.

The Growth Management Plan provides opportunities for growth. Under Pennsylvania statutory law, the right of approval for subdivision and land development is (with limited exceptions) exercised by municipalities, and not, for example, by counties, as it often is in some neighboring states.

Under Pennsylvania case law, all municipalities must provide land development opportunities for all reasonable uses. The only alternative to providing growth opportunities in all municipalities is through the joint municipal planning and zoning provisions of the Pennsylvania Municipalities Planning Code, whereby two or more municipalities can, through shared efforts and actions, produce joint development ordinances and limit growth to a few locations within the combined area of the participating municipalities.

While London Grove Township may want to consider opportunities for intermunicipal planning and pursue them in the coming years, this Growth Management Plan for London Grove Township must be mindful of the central role of individual municipalities in approving and providing for growth in Pennsylvania.



December 2009

London Grove Township Comprehensive Plan LAND USE PLAN

Legend

- | | | |
|----------------------------------|-------------------------------|-------------------------------|
| Study Area | Village Commercial | Home Owners Association |
| Agriculture | Chatham Village | Parks, Open Space & Greenways |
| RLD Residential - Low Density | MU Mixed Use / Local Service | GC Golf Course |
| RMD Residential - Medium Density | Institutional | CM Cemetery |
| RHD Residential - High Density | Industrial / Light Industrial | Spray Fields |
| Commercial | | |



0 900 1,800 3,600 Feet

Figure 3.1.1

Chapter Three:
Growth Management Plan

**SECTION 2:
GOALS, OBJECTIVES, AND
POLICIES**

SECTION 2: GOALS, OBJECTIVES AND POLICIES

**SECTION 2:
GOALS,
OBJECTIVES
AND POLICIES**

A. Development Pattern

GOAL: Achieve a future overall development pattern that is responsive to the economic, social, and cultural needs of residents of London Grove Township and that considers the realities of regional trends.

GOAL: Preserve and enhance the physical characteristics that make the Township a distinctive and identifiable locale, while at the same time provide for the needs of existing and prospective residents.

GOAL: Ensure that development occurs in ways that minimize degradation of natural and cultural environments.

GOAL: Encourage development to take place in an efficient and logical manner, and in ways that minimize short- and long-term costs to the public and private sectors.

Objective: Conserve London Grove Township’s farmland and rural landscape.

Objective: Designate areas for growth that are adequate and appropriate to accommodate expected development and that can be served over the planning period by central water and sewer systems, by the existing network of roads, and by other public services.

Objective: Accommodate non-residential development in areas where this kind of use is already established and where it supports other goals of the plan.

Objective: Accommodate prospective development that will result in the creation of substantial acreage of permanent and contiguous open space and significant publicly accessible areas.

Objective: Locate community facilities at strategic locations within the township to meet existing and future needs.

Objective: Promote development strategies that reduce the township’s carbon footprint.

Policies:

1. The Township should consider directing commercial activity to a location

**SECTION 2:
GOALS,
OBJECTIVES
AND POLICIES**

south of the US Route 1 and PA Route 41 interchange area and Evergreen Village.

2. The Township should consider maintaining the present character of Chatham village as a place for residences and limited commerce.
3. The Township should consider limiting the amount and intensity of any uses outside of the area to the south of the US Route 1 and PA Route 41 interchange area.
4. The Township should consider enacting development regulations to ensure compatibility between adjacent land uses and to effect transition zones between potentially incompatible uses.
5. On tracts undergoing residential development, the Township should consider promoting the concept of residential clustering for a more efficient use of land and infrastructure, preservation of natural and historic resources, and creation of usable open space and recreation lands.
6. The Township should consider promoting the formation of permanent open space throughout the community, the creation of a local system of trails, and the establishment of publicly-accessible areas at selected locations.
7. The Township should consider setting carbon budgets for new development.
8. The Township shall consider providing for a variety of types of commercial areas, including small scale local shopping areas and larger scale regional commercial areas.

B. Natural Resource Protection

GOAL: Protect and enhance environmentally-sensitive areas of London Grove Township.

Objective: Protect groundwater, floodplains, streams, wetlands, mature woodlands and specimen trees, steep slopes, ridge lines, scenic viewsheds, wildlife habitat, and other environmental features of London Grove Township.

Objective: Continue state-of-the-art stormwater management programs and ordinances that advance best management practices in light of the needs of the township.

Objective: Determine appropriate areas for additional open space acquisition.

**SECTION 2:
GOALS,
OBJECTIVES
AND POLICIES**

Policies:

1. The Township should consider enforcing regulations in order to ensure that development in areas of environmentally-sensitive resources is undertaken in a manner that minimizes their destruction or impairment.
2. The Township shall consider enforcing regulations to restrict the construction of any structures for residential, commercial, industrial, or institutional use in floodplains.
3. The Township shall consider supporting the Chester County Health Department in its responsibility to ensure the integrity of private sewage treatment and disposal systems and shall support efforts to affect system upgrades or connection to public systems, as required, to prevent environmental degradation.
4. The Township should consider mandating the submission of comprehensive environmental assessment statements with applications for approval of substantial land developments.
5. The Township should consider developing and enacting new regulations to protect woodland and riparian areas and areas with rare or endangered plant species.
6. The Township should consider creating a municipal land trust.
7. The Township should consider implementing a septic system management program, compliant with regulations of the Department of Environmental Protection, and enact a sewage management ordinance for individual and community on-lot sewage disposal systems.

C. Economic Base

GOAL: Encourage opportunities for existing and new businesses in the township.

Objective: Identify opportunities for development and redevelopment in the township.

Objective: Locate businesses and employment centers within major transportation corridors, particularly the US Route 1 and PA Route 41 corridors, in order to maximize accessibility for employees and clients and limit traffic impacts on residential areas.

**SECTION 2:
GOALS,
OBJECTIVES
AND POLICIES**

Objective: Enhance commercial concentrations that are key elements in the municipality’s tax base and that serve residents of the township and surrounding municipalities.

Objective: Recognize potential markets for local businesses, including those within mixed-use districts.

Objective: Encourage office development to the township in areas designated for such use in the Land Use Plan.

Policies:

1. The Township should consider directing new consumer-oriented service businesses primarily to the area south of the US Route 1 and PA Route 41 interchange area, while at the same time ensuring the compatibility of all commercial activities with the character of the community.
2. The Township should consider enforcing performance standards with respect to noise and traffic and generally good planning practice in commercial and mixed-use areas in order to ensure compatibility with adjacent and neighboring uses and to maintain a setting that anticipates and accommodates subsequent development.
3. The Township should consider facilitating the emergence of farmers’ markets and farm stands for the sale of locally-grown food.
4. The Township should consider preparing a traffic study for the area south of the US Route 1 and PA Route 41 interchange that includes the identification of road improvements to yield better traffic flow and pedestrian safety improvements.
5. The Township should consider preparing a Small Area Plan for the area centrally located on Old Baltimore Pike, between West Grove and Avondale that identifies the location and market for small scale commercial and residential uses within this area.

D. Transportation

GOAL: Achieve a safe, efficient, and pleasant transportation system that is compatible with the historic, natural and rural contexts of London Grove Township and that will best serve all types of trips.

Objective: Encourage, via roadway system design, traffic generated by new

**SECTION 2:
GOALS,
OBJECTIVES
AND POLICIES**

local developments and by intermunicipal and regional traffic to use arterial roads and discourage dispersion of this traffic into residential neighborhoods.

Objective: Identify roadway corridors, segments, and intersections with safety problems, along with methods of eliminating these deficiencies.

Objective: Minimize costs (construction, maintenance, social, and environmental) associated with the development of new and revised roadway segments.

Objective: Identify and generally set priorities for projects that are appropriate for inclusion on DVRPC's Transportation Improvement Plan (TIP) and PennDOT's Twelve-Year Highway Program.

Objective: Encourage priority projects that expand upon the trail system in the township, as identified in the London Grove Township Trail System Map.

Policies:

1. The Township should consider directing new commercial and higher-intensity residential uses to the area south and east of the US Route 1 and PA Route 41 interchange.
2. The Township should consider encouraging interconnection and road linkages as part of the development process through the Subdivision Land Use Development Ordinance.
3. The Township should consider reviewing all development proposals for appropriate vehicular access in keeping with the road classification system.
4. The Township should consider supporting upgrading of roads and intersections where increasing traffic and/or dangerous conditions warrant circulation system improvements.
5. The Township should consider working with state, county, and other local municipalities toward resolving regional traffic problems.
6. The Township should consider adoption of transportation impact fees on new development, under the terms of PA Transportation Act 209.
7. The Township should consider identifying specific locations for traffic calming.
8. The Township should consider working with Chester County and New

**SECTION 2:
GOALS,
OBJECTIVES
AND POLICIES**

Garden, London Britain, and Franklin Townships to implement the White Clay Creek Corridor Trail joint municipal plan.

9. The Township should consider adoption of trail design specifications for inclusion in the Subdivision and Land Use Development Ordinance.

Objective: Encourage opportunities for travel in London Grove Township by means other than private automobiles, including bicycle and pedestrian transportation, paying particular attention to links among open space and recreational amenities within and adjacent to the township.

Objective: Promote bicycle- and pedestrian-friendly roadway and trail planning and design.

Policies:

1. The Township should consider continuing to work to develop a network of community trails in accordance with the London Grove Township Trail System Map.
2. The Township should consider encouraging ride-sharing among local residents.
3. The Township should consider supporting low-cost physical improvements to new roads and roads undergoing upgrading to accommodate bicyclists.

E. Community Facilities and Services

GOAL: Provide public services, facilities, and utilities in the most cost-effective and environmentally-sensitive manner, taking into account the existing and future needs of the community.

Policies:

1. The Township should consider the review of all development proposals to determine their probable effects on public service systems, including schools, emergency services, utilities, recreation, and administrative services, and shall consider approval of such proposals only when they are consistent with the Comprehensive Plan.
2. The Township and London Grove Township Municipal Authority (LGTMA) should consider planning for expansion of central sewage system capacities and extensions of the areas of central water and sewer service in

accordance with the Land Use Plan.

**SECTION 2:
GOALS,
OBJECTIVES
AND POLICIES**

3. The LGTMA shall consider monitoring the collection lines and pumps of the London Grove Township sewage treatment plant system and should direct needed upgrading of system components to reduce inflow and infiltration into transmission lines and to maintain system efficiency.

4. The Township shall consider supporting the Chester County Health Department in its responsibility to ensure the integrity of private sewage treatment and disposal systems and shall support directives to property owners to upgrade such systems, where needed, to protect the health of the community.

Objective: Direct development to areas that currently receive or are planned to receive central water and sewer service.

Objective: Maintain services and facilities that are consistent with the development pattern envisioned for London Grove Township.

Objective: Secure and provide funding for fire and emergency management services, including ambulances.

Objective: Provide an adequate supply and mix of accessible parks, playgrounds, and other recreation facilities, both active and passive, to serve the existing and projected population of London Grove Township.

Policies:

1. The Township should consider continuing to implement the development of a network of pedestrian paths through open space and along roadway and utility corridor areas designated in the Comprehensive Plan and London Grove Township Trail System Map.

2. The Township should consider continuing to work toward the creation of open space linkages from residential neighborhoods to significant open space and natural areas in the township and beyond its borders, including designated park and recreation areas.

3. The Township should consider promoting the concept of residential clustering for a more efficient use of land, conservation of natural resources, and creation of usable open space and recreation lands.

4. The Township should consider promoting the development of open space buffers in newly-developed areas that will serve as recreational amenities.

**SECTION 2:
GOALS,
OBJECTIVES
AND POLICIES**

5. The Township should consider providing development incentives to encourage private conservation, development, and/or maintenance of open space land.
6. The Township should consider financial contributions in support of fire and ambulance companies and the Avon Grove Public Library.
7. The Township should consider the creation of a stormwater management authority for the maintenance and management of current facilities and for design guidance of proposed facilities.
8. The Township should consider investigating municipal park standards in accordance with the National Recreation and Park Association and compare township facilities with those standards, making a commitment to meet unmet standards in an identifiable timeframe.
9. The Township should consider addressing sewage issues in Chatham Village and commit to a plan of action that does not create a demand for an expanded housing or commercial base.

Objective: Provide a community center with programming to meet the needs of all age groups.

Objective: Acquire additional open space resources within the township in accordance with the Parks and Recreation Board's Open Resources Plan.

Policies:

1. The Township should work with developers and property owners to gain dedication of open space, secure open space set-asides, and obtain fee-in-lieu agreements as part of the ongoing development process.

F. Housing

GOAL: Provide for a diversity of housing opportunities, in harmony with existing development, future needs, and the historical and natural environments.

Objective: Facilitate a range of housing types, sizes, and price levels to respond to changing housing needs and to provide housing for various stages of the life cycle, household configurations, and income levels.

Objective: Ensure a high level of housing quality, both for new construction

and for the existing housing stock.

**SECTION 2:
GOALS,
OBJECTIVES
AND POLICIES**

Objective: Maintain the character of existing residential neighborhoods.

Objective: Create workforce housing within the township to allow quality housing opportunities for agricultural workers.

Objective: Provide for the housing needs of elderly and disabled residents.

Policies:

1. The Township should consider conserving the existing housing stock of the municipality to maintain its residential character, neighborhood identities, and housing affordability.
2. The Township should consider guiding development of “infill” housing that is compatible with the structural types, scale, and neighborhood physical patterns of the built-up areas of the community.
3. On tracts undergoing residential development, the Township should consider promoting the concept of residential clustering for a more efficient use of land and infrastructure, preservation of natural and historic and archaeological resources, and creation of usable open space and recreation lands.
4. The Township should consider, with the assistance of the County, monitoring the available sources of federal and state funding for housing rehabilitation, low- and moderate-income housing construction, and infrastructure improvements, and shall consider participation in these programs.
5. The Township shall continue to enforce its building and housing codes.
6. The Township should consider development incentives that would lead to the creation of workforce housing and housing appropriate for elderly and disabled residents.
7. The Township should consider policies that reduce the carbon footprint of the township.

G. Agricultural Resources

GOAL: Preserve productive farmland in the township for agricultural use.

**SECTION 2:
GOALS,
OBJECTIVES
AND POLICIES**

Objective: Minimize scattered suburbanization, which causes conflicts with farming, such as additional vehicular traffic and land use incompatibilities.

Objective: Protect farming operations from incompatible, non-farming-related uses.

Objective: Encourage local participation in the “Clean and Green” Act (preferential tax assessment), the PACE program (purchase of development rights), and Chester County Agricultural Land Preservation Board (ALPB) and private land preservation activities.

Objective: Support locally grown food initiatives.

Policies:

1. The Township should consider specifying those portions of the municipality, outside of designated growth areas, that are intended primarily for agriculture, in conformance with the Land Use Plan.
2. The Township shall consider directing residential, commercial, and industrial uses to designated growth areas.
3. Working together, the Township and the London Grove Township Municipal Authority shall direct central sewer, water, and road system improvements to facilitate residential, commercial, and industrial development only within designated growth areas.
4. The Township should consider enacting effective agricultural zoning for those portions of the municipality intended primarily for agriculture.
5. The Township should consider enacting appropriate development regulations to ensure logical and effective transitions between agricultural and non-agricultural uses.
6. The Township should consider changes to its Transfer of Development Rights (TDR) provisions, as well as other innovative land preservation techniques, to encourage their use by landowners and developers.

H. Historic Resources Protection

GOAL: Protect and enhance historically- and culturally-significant areas and features of London Grove Township.

Objective: Develop processes and programs that preserve the character and

integrity of historic and cultural resources.

**SECTION 2:
GOALS,
OBJECTIVES
AND POLICIES**

Objective: Maintain the context and character of historic sites, road corridors, and landscapes.

Objective: Raise public awareness of London Grove Township’s rich historic legacy.

Policies:

1. The Township should consider devising and implementing special controls over development in areas of historic- and culturally-valuable resources to minimize their destruction or impairment and promote their sensitive reuse and maintenance.
2. The Township should consider applying a historic district overlay in the township’s zoning ordinance to encompass the entire township.
3. The Township should consider a variety of techniques, including density bonuses, revised development standards, limited tax or sewer tap-in fee abatements, fee-in-lieu amendments, additional use opportunities, additional area and bulk considerations, and historic overlay district creation to promote historic resource protection objectives.
4. The Township should consider historic preservation techniques for Chatham village and the Agricultural Historic District, including completion of a nomination for inclusion on the National Register of Historic Places.
5. The Township should consider achieving Certified Local Government (CLG) status from the National Park Service.
6. The Township should consider initiating preservation, aesthetic, and/or interpretive improvements to the A.U.M.E. cemetery, historically known as the “Solomon’s Temple” cemetery.
7. The Township should consider taking steps to implement recommendations of the Wise Preservation Planning report to protect farmsteads.
8. The Township should consider the purchase of threatened historic resources for adaptive reuse.
9. The Township should consider preserving and protecting historic resources located on Township properties, including the Hughes limekilns and quarry, the Lamborn springhouse, and the archaeological site on the

Community Park property.

**SECTION 2:
GOALS,
OBJECTIVES
AND POLICIES**

10. The Township should consider strengthening the current historic preservation ordinance by adding and/or strengthening provisions for the following: denial of demolition to the extent permitted by law, demolition by neglect, historic resource impact studies (including provisions for pre-development site walks), historic landscape protection, including historic trees and scenic vistas, protection of historic cartways, and protection for historic resources listed on or eligible for the National Register of Historic Places.

11. The Township should consider ensuring coordination among various Township planning and approval entities, including codification of a process as part of Township policy.

I. Aesthetics

GOAL: Protect London Grove Township’s aesthetic assets and enhance its image.

Objective: Identify roadways with particularly strong visual characteristics as well as scenic vistas that are worthy of special preservation efforts.

Objective: Encourage well-designed retail, commercial and residential development in the area south of the US Route 1 and PA Route 41 interchange, and the area centrally located on Old Baltimore Pike, to be developed as small scale neighborhood commercial area.

Objective: Protect and enhance the natural resource amenities of properties undergoing development or redevelopment.

Policies:

1. The Township should consider developing and enforcing regulations governing development in harmony with the natural landscape, including maintenance of existing and planting of new trees and other vegetation, retention of topsoil, landscaping of setbacks, and perpetuation of views.
2. The Township should consider the adoption of special corridor frontage development standards for road corridors in residential areas and Evergreen Village that would protect historic sites and vistas, require setbacks for new development, limit the frequency of driveways, and mandate landscaping and tree planting along property frontages for new developments.
3. The Township should consider completing new landscaping regulations as

an amendment to the Subdivision and Land Use Development Ordinance.

**SECTION 2:
GOALS,
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J. Identity

GOAL: Establish a clear identity for London Grove Township in the minds of its residents and its visitors.

Objective: Facilitate the development of usable and recognizable community facilities and places to assemble.

Objective: Make visitors aware of their presence in London Grove Township.

Policies:

1. The Township should consider working toward the creation of additional places in the community for township-wide events.
2. The Township should consider adding markers, gateways, and other wayfaring aids for visitors that identify arrival in and departure from London Grove Township.
3. The Township should consider creating and adopting design guidelines for inclusion in the Subdivision and Land Use Development Ordinance that pertain to specific identity areas identified in the Land Use Plan.
4. The Township should consider preparing a Small Area Plan for Chatham village that identifies public investments that would promote the identity and improve the vitality of the village.

K. Planning

GOAL: Put in place a variety of approaches, mechanisms, and tools appropriate for dealing with the challenges and opportunities posed by growth, development, and redevelopment.

Objective: Continue to coordinate planning between London Grove Township and neighboring municipalities.

Objective: Continue to coordinate planning activities with Chester County, the Avon Grove School District, and other area institutions including, but not limited to, the Delaware Valley Regional Planning Commission, and State and Federal agencies.

Objective: Develop a quantifiable approach to become increasingly more

environmentally sustainable.

**SECTION 2:
GOALS,
OBJECTIVES
AND POLICIES**

Policies:

1. The Township should consider preparing updated zoning and subdivision and land development ordinances to implement the recommendations of this Comprehensive Plan.
2. The Township shall consider working with Chester County, the Commonwealth of Pennsylvania, the Avon Grove School District, DVRPC, and with other local municipalities toward resolving regional planning issues.
3. The Township should consider review of traffic issues associated with new development on a project by project basis as development occurs through the Subdivision and Land Development process.
4. The Township should consider preparing a Small Area Plan for the area centrally located along Old Baltimore Pike, midway between West Grove and Avondale, and centered near the intersection of Old Baltimore Pike and Lake Road.
5. The Township should consider preparing a Small Area Plan for Chatham village.
6. The Township should consider adoption of an Environmental Advisory Commission to advise the Board of Supervisors on issues of sustainability.
7. The Township should consider adoption of “green” construction codes which should be certified by a third party rating system such as the U.S. Green Building Council’s (USGBC) Leadership in Energy and Environmental Design (LEED) Green Building Rating System.
8. The Township should consider adoption of construction and demolition construction codes.
9. The Township should consider supporting locally grown food initiatives through allowing farm stands in agricultural areas and supporting the existence of farmers’ markets in the township.

Chapter Three:
Growth Management Plan

**SECTION 3:
LAND USE PLAN**

SECTION 3: LAND USE PLAN

**SECTION 3:
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The Land Use Plan (Figure 3.1.1) ties together all the elements that make up the London Grove Township Comprehensive Plan. It thus becomes the primary reference against which land use decisions, as well as decisions on major public expenditures, can be measured for the next ten to twenty years. The Land Use Plan is concerned with the proposed location, intensity, and amount of different uses. It strives to be in harmony with trends affecting economic development in the township and its environs, the county, and the region, while mirroring the values, needs, and expectations of the residents of London Grove Township.

The Land Use Plan, as well as the other specific elements of the Growth Management Plan, is oriented toward planned development of London Grove Township through 2030, and reflects population and local employment growth, a balanced land-use mix, conservation of natural and cultural resources, and efficient utilization of the existing local road network and servicing systems. The Growth Management Plan is based upon a 2030 township population of around 12,000 persons, and an increase of about 1,800 housing units above the present inventory.

The Land Use Plan seeks to strike a balance between the desire to conserve open space and preserve agricultural heritage on the one hand, and the necessity to accommodate future growth within the township on the other. The Plan directs development to the southern half of the township, where development has occurred strongly over the last two decades and where supportive infrastructure exists. The southern half of the township, in general, will have new low-density residential development similar to recent trends. A series of parks, open space, greenways, and institutional uses will support the residential use. The township's primary commercial area is centrally-located within the township, south of the US Route 1 and PA Route 41 interchange. A secondary commercial area, Evergreen Village, will emerge and be centrally located along Old Baltimore Pike, between the prior location of Dingee Road and Lake Road. This area will be a walkable, pedestrian scale shopping area that will focus on providing neighborhood services to local residents. The northern half of the township will generally be kept agricultural. The existing residential uses and a system of parks, open space, and greenways will complete the picture for the northern half of the township.

The Land Use Plan contains a combination of ideas for residential, commercial, community mixed-use, village mixed-use, institutional, and agricultural uses described in the following subsections.

Parks, Open Space, and Greenways

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A system of open space is designated throughout the township.

- Environmental resource protection, natural areas retention and conservation, including stream courses, floodplains, wetlands, steep slopes, and woodlands;
- Historic resource protection, including conservation easements within Chatham Village and identified sites and other historic resources;
- Greenways along appropriate open space and stream corridors;
- A network of trails connecting destinations;
- Recreational lands, including playing fields, parks, public and civic space, trails, and the existing Innescrone golf course;
- Deed-restricted permanently undeveloped lands, part of land development approvals;
- Agricultural lands.

Residential

Residential densities are, relatively speaking, somewhat higher close to the Route 41 corridor and remain low throughout the rest of the township.

High Density Residential (5 or more dwelling units per acre), should be located in areas already zoned for high density residential development. The areas designated high density residential are located east of Route 41 and south of the proposed Evergreen Village. High density residential is also permitted within the Interchange Commercial (I-C) zoning district.

Medium Density Residential (2-5 dwelling units per acre), which allows a mix of small-lot, single-family detached and single-family attached (twins, townhouses, etc.) dwellings. Medium density residential is located north of Old Baltimore Pike and Baker Station Road near the proposed Evergreen Village. Medium density residential is also located northeast and southwest of Route 41 where it intersects with US Route 1.

Low Density Residential (0.5-2 dwelling units per acre), indicates single-family detached dwellings in a form similar to many of the developments of the last decade. These are widespread in the southern half of the township and

exist where found currently in the north.

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- Maintained neighborhood character in all existing residential areas;
- Low-density residential development on many of the remaining undeveloped parcels in the southern half of the township, in a clustered form, in combination with extensive areas of open space;
- Opportunities for new medium- and medium-high density residential development in association with Evergreen Village.

Commercial Area South of Route 41 and Route 1 Interchange

This commercial area consists of land zoned I-C- Interchange Commercial and C- Commercial, and represents the most intensive commercial and retail area in the Township. Commercial and office development will be located on both sides of PA Route 41 south of Route 1. This is a unique location in the township, clearly identifiable as a major retail and commercial shopping area.

Village Mixed-use

Village Mixed-Use includes small-scale retail, residential, and office uses compatible with the existing Chatham Village. Renovations, adaptive re-use, and façade improvements to existing buildings emphasize the historic character of the village.

- Enhanced Chatham Village character through preservation and restoration of existing properties.

Evergreen Village

Evergreen Village will be a walkable, pedestrian scale shopping area located along Old Baltimore Pike and centered near Old Baltimore Pike and Lake Road. This area will be a local shopping destination providing neighborhood services and specialty items. The design of Evergreen Village will maintain the small town character already established in London Grove Township.

- Scale and style of the commercial area will support the current character of the Township.

Institutional

Institutional uses are designated throughout the township, primarily in the southern half.

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- Retained London Grove Township Building on Rosehill Road;
- Retained schools and existing institutional uses located throughout the township.

Agricultural

Agriculture remains the predominant land use throughout the area north of US Route 1. The character of existing farmsteads, fields, and related uses will be retained, using a set of appropriate development regulations.

- Maintained agricultural areas in the northern half of the township;
- Potential of important agricultural settings in the southern half of the township.

Industrial/Light Industrial

Industrial/Light Industrial uses are designated for areas highly-accessible for trucks and other vehicular traffic.

- Maintained existing industrial parcels along Old Baltimore Pike and the railroad line;
- Additional industrial uses along Old Baltimore Pike and the freight rail line between West Grove Borough and Lake Road.

Parks, Open Space, and Greenways

The open space system forms a framework for the Land Use Plan and links its other uses together. Based as it is on existing natural features such as floodplains associated with the White Clay Creek and its tributary stream courses, the system can be said to be at least partly established already. For example, in many instances floodplain, wetlands, and steep slope regulations administered by the Township and by Chester County, the Pennsylvania Department of Environmental Protection, U.S. Army Corps of Engineers, and U.S. Environmental Protection Agency already prohibit or restrain development in these areas. The Land Use Plan incorporates these significant natural resource areas, including woodlands, together with deed-restricted permanent undeveloped lands, greenways, and recreational lands to create the open space system for the community.

The continuous, interconnected, permanent open space network is intended to

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serve several purposes: 1) to conserve areas of environmentally-sensitive and culturally-valuable resources; 2) to provide for private open space and recreational space needs of the residents of residential developments; 3) to establish a framework for a township-wide trail system for walking, hiking, and cycling; 4) to preserve views along road corridors; 5) to create sites where public recreational facilities may be developed; 6) to provide appropriate buffers, where possible, between areas of incompatible land use; 7) to maintain and enhance wildlife habitat; and 8) to provide a greenway with trail between West Grove and Avondale.

Natural-feature corridors, combined with projected linear buffers and greenways, are an important feature of the Land Use Plan. As well as the primary mechanism to protect township natural resources, these areas may offer additional long-term benefits to the community, such as the control of potential stormwater flood damage and maintenance of stable groundwater levels.

Regulations governing land development are extremely important in helping to ensure the protection of environmentally-sensitive and culturally-valuable lands and in creating the important buffers and greenways. Zoning alternatives such as residential clustering, which concentrates a tract's potential development on a small portion of the overall property, leaving the remaining area as permanent open space, are significant implementation tools. A primary means by which the protection of environmentally-sensitive and culturally-valuable lands and the creation of important greenways and buffers would be achieved is the use of residential cluster development zoning provisions by landowners, in combination with existing and potential new development regulations.

Through various means, most particularly through the residential land development process, London Grove Township may become the beneficiary of lands to be permanently preserved as open space, potentially developed as new parkland, or to be held as part of a long-term land bank for future park development and open space needs. The permanent open space system offers an opportunity to expand open space and recreational opportunities in the township, and is intended to be complementary to existing local recreational facilities.

Residential Uses

The housing element of the London Grove Township Growth Management Plan (see Section 5 of this chapter) explains in detail the intended locations for residential use, incorporating a gradation of densities. Distinctions among residential categories are made according to gross density limits rather than by specific housing types to increase flexibility in responding to natural site

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conditions, recreational needs, and market demands for a range of housing types and site sizes. On newly-developing tracts, it is intended that this flexibility should lead toward open space conservation, as well as the opportunity for development of a range of housing types to meet the needs and desires of the present and future residents of the township.

In general, low density development is proposed for most of the areas of the township intended to be residential, reflecting the present generally single-family detached dwelling character of the township and reinforcing this quality into the future. Lands generally adjacent to the commercially zoned lands along Route 41 are designated for medium/high density residential use and are physically convenient to the commercial areas, while providing a transition to the low density residential areas that predominate south of US Route 1.

Residential “infill” may be a factor over the planning period. “Infill” describes the sensitive integration of new dwellings into the township’s existing fabric and encompasses the addition of compatible residential development on appropriate parcels. For example, the current supply of large-lot, single-family detached residential dwellings may form the basis for small two- and three-lot subdivisions over the planning period.

Evergreen Village

Unlike the highway oriented commercial zoned lands along Route 41 and Route 1, Evergreen Village is to be a walkable, pedestrian scale shopping area that provides neighborhood services to local residents. Evergreen Village is proposed to be centrally located on Old Baltimore Pike, midway between West Grove and Avondale, and be centered near the intersection of Old Baltimore Pike and Lake Road. Another important feature of the Evergreen Village is its close proximity to the railroad corridor which allows many possibilities for future rail transportation.

The vision of the area is to be a local shopping destination where residents can get specialty items, go to restaurants, as well as get everyday services. Small professional offices will be located in this area as well. There would also be an opportunity to include residential apartments or condos above retail establishments. A smaller scale shopping area promoting locally oriented businesses will create an identifiable and recognizable place in the Township.

Buildings will be designed in Evergreen Village to blend with the Township’s current residential scale and style. Buildings will be no taller than three stories and use construction materials characteristic of the Township and of Chester County. It is envisioned that the area will be developed to support the

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small town character already established in London Grove Township. Design elements found in nearby neighborhood scale shopping areas will be incorporated into the design of Evergreen Village to give the area its own individuality. Service roads and shared entrances are recommended to minimize any traffic conflicts. Landscaping will be required to provide additional greenery, as well as to beautify parking areas, and to complement building designs to create an appealing and attractive area for patrons and Township residents. Additional features to beautify the area will include street trees, planters and street furniture as elements to bring color and personality to the shopping area. Due to close proximity of stream corridors and wetlands, sensitive design incorporating buffers and best management practices will be necessary to protect adjacent natural resources in the Evergreen Village area.

Accessibility and convenience throughout the Village will rely on a simple network of interconnected roads and sidewalks to link the entire Village. To allow for greater accessibility to Old Baltimore Pike and Evergreen Village, Dinglee Road should be improved and re-opened from State Road to Old Baltimore Pike. Re-opening the road would improve access for the residential areas from the southern side of the Township. Implementing an interconnected roadway network would allow for movement through the Village without residents having to only rely on using Old Baltimore Pike. On and off-street parking should also be available. Sidewalks, pedestrian pathways and crosswalks will line existing and new roads to promote a walkable, pedestrian friendly environment and encourage residents to frequent multiple shops. While sidewalks can act as social condensers, increasing the opportunities for lively exchange among pedestrians, on-street parking serves as support for pedestrians and shop front activity (getting in and out of vehicles, loading purchases, picking up passengers, etc.) and slows down street traffic. On-street parking brings patrons close to businesses, supporting retail functions. Various types of pathways will also provide linkages to adjacent residential areas. There is an existing bike path along Old Baltimore Pike which should be developed to incorporate bike paths throughout the Village. Future development and improvements to the existing rail corridor could in the future provide service to businesses in the area, and or possibly passenger rail service. Development of this rail could serve parcels currently zoned for industrial services.

Institutional Uses

Land area designated for institutional use in the Land Use Plan are parcels currently utilized for such uses, including the London Grove Township Administration Building on Rose Hill Road, the Avon Grove High School on State Road, the Fred S. Engle Middle School on School House Road, the

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Avon Grove Charter School on State Road, and cemetery on London Grove Road. These uses are projected to remain in their current locations through the planning period, with any facility expansions occurring within the existing sites.

Recreational Uses

Recreational uses are integral with the Land Use Plan's extensive Parks, Open Space, and Greenway areas. Recreational use of parts of these areas is discussed in detail in Section 6 of this chapter.

Chatham Village

Chatham village is a unique place in London Grove Township. A historic crossroads village on the road between Gap and Newport, Chatham was largely supplanted by West Grove Borough and Avondale Borough, which both grew into sizeable settlements along the railroad. Chatham village has retained several historic structures, and to some degree, some of the same retail, office, and residential uses consistent with small villages. With steady increases in traffic along PA Route 41, including truck traffic, the village ambiance has been undermined. Nonetheless, the crossroads of Gap Newport Pike, E. London Grove Road, and PA Route 841 forms a small cluster of buildings with a few shops, offices, and residences, together comprising a character that is unmatched elsewhere in the township.

Chatham village's special identity is something that London Grove Township would like to keep. An important goal of the Plan is to protect the village qualities of Chatham that make it a unique place. The Land Use Plan incorporates a CV-*Chatham Village* area, signifying a distinct village environment that should be preserved through the planning period.

The path of PA Route 41 (Gap Newport Pike) through the center of Chatham Village represents a particularly strong challenge to the continuity of a village character at this location. The character of a highway, emphasizing throughput of traffic versus that of a pedestrian-friendly village, underscores the conflicts that will continue at this location. In order to control traffic effects on the village and to keep vehicle speeds down on this roadway, the Township should pursue installation of a series of traffic calming measures that could include tree plantings, textured and colored paving materials, and gateway features.

As a follow up to the township-wide comprehensive planning effort, London Grove Township should study Chatham village and its vicinity more closely, looking at the implications of expected traffic volumes on the village and

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ways that it can retain its character. Opportunities to preserve and enhance the historic character, uses, and interpretive aspects of the setting should be explored. Such a more-focused village plan should include the participation of Chatham village residents, including the residents in new residential subdivisions that may have previously been considered outside of the village, and Chatham business operators.

Industrial/Light Industrial Uses

Industrial/Light Industrial uses are, for the most part, designated in the areas where industrial currently exists. Additional locations for industrial-type uses make use of the vehicular and freight access afforded by the township's road and freight infrastructure, with such uses designated for the Baltimore Pike corridor between West Grove Borough and Lake Road.

Fiscal Impacts of the Land Use Plan

Greater efficiencies for London Grove Township in providing services through the planning horizon of about twenty years, especially with respect to utilities, transportation, and public safety, have been a central factor in shaping the Land Use Plan. The low density residential development proposed for the remaining significantly-sized undeveloped parcels in London Grove Township, primarily in a clustered form, and medium- and higher-density uses focused near the commercial zoned lands along Route 41 and Evergreen Village is a model for development that should serve the Township well in controlling its costs.

Cluster development, for example, should have limited effects on the extent of the roadway network. Municipal cost savings in the form of snow plowing, road maintenance, and road improvements should accrue over the years if this principle of the Land Use Plan is followed. In a similar vein, a concentration of residential, commercial, and mixed-uses in a designated area such as in the commercial zoned lands along Route 41 and proposed Evergreen Village should make the extension of central sewer and water system service networks and the expansion of central sewage treatment facilities more economically feasible.

As well, a concentration of new development in designated areas of the township such as the existing commercial areas and proposed Evergreen Village should enhance the existing commercial concentration in the community and should also protect a key element in the township's tax base. Recent suburban growth trends, in general, often have led to a development pattern that tends to promote longer-distance trips for shopping and services and, once in their vehicles and prepared to travel some ways, residents are

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more likely to head directly out of the township for their shopping, recreational, and social needs. In contrast, the combination of new and existing residents in and around the existing and proposed commercial areas can represent a potential “captive” market for local businesses. The insertion of appropriate types of commercial service activity would add to the tax base of the community and generate local employment opportunities.

Relationship of the Land Use Plan to Local and County Plans

A total of nine municipalities share their borders with London Grove Township, including West Marlborough Township to the north, Londonderry Township to the northwest, Penn Township to the west, New London Township to the southwest, Franklin Township to the south, New Garden Township to the east, Avondale Borough to the east, and West Grove Borough self-contained within the perimeter of London Grove Township. All of these municipalities are located in Chester County in Pennsylvania.

New Garden Township

New Garden Township shares a significant border on the eastern side of London Grove Township. In the 1993 New Garden Township Comprehensive Plan, land uses designated along the border are predominantly Agriculture/Residential. In general, the Plan stresses the preservation of a rural landscape while allowing residential development at a scale that is compatible with the agricultural lands. The Land Use Plan for London Grove Township calls for low density residential use adjacent to New Garden Township, which would be compatible with New Garden’s Plan designations, although residential development will be slightly more intensive in London Grove Township than in New Garden Township. North of Avondale Borough, New Garden Township has a Plan designation of commerce that provides for large-scale business uses while requiring special services or circulation linkages. The majority of London Grove Township’s land is designated in this area for agriculture and low density or medium density residential uses. Some of the large-scale commercial businesses for which New Garden Township is planning would be compatible with the medium density residential uses in proximity to the Route 41; however, a buffer area between the London Grove Township agricultural and low density residential uses, on the New Garden Township side, would be appropriate.

Avondale Borough

Located between a portion of London Grove Township and New Garden Township lies Avondale Borough. Its last Comprehensive Plan was adopted in 1993. This document designates land uses along the borough’s border that

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are similar to those planned for London Grove Township. In the northern half of their mutual border, Avondale calls for medium density residential uses, which match London Grove's designation for this area. For Avondale, the rest of the border area is designated either as a steep slope protection category, which allows residential development but at a lower density than elsewhere because of the presence of steep slopes, and medium density residential use. These land uses closely match those of the London Grove Township Land Use Plan, which consist of low density residential and homeowners' association open space categories. Overall, the general character of the two municipalities' boundary areas match one another, as reflected in Land Use Plan designations.

Londonderry Township

Londonderry Township shares a relatively short border with London Grove Township on the latter's northwestern side. In its 1993 Comprehensive Plan, Londonderry Township identifies future land uses for the area adjacent to the border with London Grove Township as rural-suburban. This designation, encompassing agriculture and low density residential uses, is compatible with the designations of the London Grove Township Land Use Plan. Smaller areas of industrial use, located along the border of the two townships, are also designated to continue into the future.

Franklin Township

Franklin Township shares London Grove Township's southern border. Franklin Township adopted its Comprehensive Plan in 2006 and the land uses that are designated for areas adjacent to London Grove Township are either rural resource or low intensity residential. Rural resource areas are meant to preserve lands for agriculture. Low intensity residential use areas are intended to sustain existing residences while limiting new development due to the lack of infrastructure. The low density residential and agriculture land uses that are indicated for the southern part of London Grove Township mirror the uses designated in Franklin Township.

West Marlborough Township

West Marlboro Township is situated north and northeast of London Grove Township's. West Marlboro Township adopted its Comprehensive Plan in January of 2006. Land uses that are adjacent to London Grove Township are either designated "Agriculture" or "Conservation". The Agriculture designation includes the use of land for farming, farm residences (including temporary farm employee housing) and roadside farm stands. Conservation uses are intended to protect the township's woodlands and valuable watersheds. Both uses are consistent with the proposed Agriculture and Parks,

Open Space and Greenways uses proposed as part of London Grove Township's uses along its northern boundary.

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West Grove Borough

West Grove Borough is located completely within the boundaries of London Grove Township. West Grove adopted their Comprehensive Plan in 2003 as an update from the previous plan adopted in 1969. The majority of the planned land uses along the border between these two municipalities are residential, ranging from low to medium density. The northeast corner of the borough, adjacent to Chatham Road, is designated for commercial and office-residential uses, which do not conflict with the medium density residential and industrial uses that London Grove Township designates in its Land Use Plan. Between the SEPTA rail line and Baltimore Pike West Grove plans for industrial uses, whereas London Grove is to be mixed-use. The West Grove Comprehensive Plan also recommends a joint library and municipal building.

Penn Township

A portion of the western border of London Grove Township is shared with Penn Township. The Penn and New London Townships Joint Comprehensive Plan was adopted in May of 2003. There are two land use categories along Penn Township's border with London Grove, Rural Resource Conservation and Suburban Residential. The Suburban Residential category appears in one cluster south of US Route 1 adjacent to the East Penn Railroad, LLC rail line. This designation is generally consistent with the London Grove Township Land Use Plan designation of Residential Low Density. The Rural Resource Protection category makes up the remainder of the border area with London Grove Township and is consistent with London Grove's Agricultural designation in its Land Use Plan.

New London Township

A small border area is shared with New London Township at the southwest corner of London Grove Township. New London Township adopted its Joint Comprehensive Plan, along with Penn Township, in May of 2003. The only land use category designated for this border area is Rural Resource Protection. This designation is different from that of London Grove Township by the planned density of residential use. Rural Resource Protection allows one unit per 25 acres of land whereas the Low Density Residential of the London Grove Township Comprehensive Plan allows 0.5 to 2 units per acre.

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Landscapes, the Chester County Comprehensive Plan Policy Element, was adopted first in 1996, with amendments last made in October 2000 and on October 14, 2003. A new update, Landscape2, was adopted November 2009. The Livable Landscapes map adopted in 2003 shows five designated landscapes in London Grove Township. The majority of London Grove Township is designated as a Rural landscape. Other key landscapes include: a Rural Center landscape designation in the Chatham area; an Urban landscape in the area around both Avondale and West Grove Boroughs; a Suburban Center in the area of US Route 1 and PA Route 41 interchange; a Suburban landscape designation in the southern half of the township, south of West Grove Borough and west of Avondale Borough; and a Natural landscape designation throughout the township, primarily along the middle branch of the White Clay Creek and south of US Route 1, between the two boroughs.

The London Grove Township Land Use Plan is consistent with these classifications of areas in the township. Livable Landscapes defines its Suburban Center designation as indicating areas that can serve as a “focal point for intense mixed use growth in the suburban landscape and serve as economic centers for the county.” The combination of residential and commercial shown on the Land Use Plan, namely the Route 41 corridor, effectively represents a Suburban Center in the meaning of the county plan. The Land Use Plan’s identification of residential areas in the southern half of the township is also consistent with Livable Landscapes’ Suburban Landscapes designation. The Land Use Plan’s extensive areas of permanent open space echo the Livable Landscapes linear areas associated with creeks and streams and adds to them. Chester County has designated Chatham Village as a *Rural Center*, a center defined in the *Landscapes* brochure as a mix of residential and locally-oriented retail, service and community uses to a scope compatible with a rural landscape. The Rural Center designation is consistent with the Chatham Village character defined in the London Grove Township Growth Management Plan’s recommendations. The Parks, Open Space and Greenways designation in the Land Use Plan recognizes the opportunity for natural landscape preservation along several of the White Clay Creek tributaries and areas throughout the township for connectivity, recreation, wildlife protection, and biodiversity.

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The road system of the township consists of the following categories:

1. A multi-lane, limited-access highway, US Route 1, which crosses east-west through the center of the township;
2. A highway, PA Route 41, which runs from the northwest corner of the township to Avondale Borough and crosses US Route 1;
3. Two east-west roads, Old Baltimore Pike and State Road, that intersect with PA Route 41 and extend through London Grove Township into adjacent municipalities;
4. One east-west road, PA Route 926 (Street Road) that forms the northern boundary of the township;
5. Four east-west roads, London Grove Road (in the middle of the northern half of the township), E. Avondale Road (starting in Avondale and passing southwest through the southern half of the township), Woodview Road in the northern half of the Township just above Route 1 and Garden Station Road (running along the southernmost part of the township and connecting with E. Avondale Road just west of School House Road);
6. Two north-south roads, Guernsey Road and Route 841, that cross US Route 1 in the western half of the township and connect with adjacent municipalities;
7. One north-south road, Glen Willow Road, which crosses US Route 1 east of PA Route 41;
8. Minor streets constructed in conjunction with new residential developments.

The Circulation Plan proposes to upgrade the safety, convenience, and efficiency of the road system of the township. Of the seven categories cited above, recommended improvements involve categories two through six.

PA Route 41

PA Route 41 has been the subject of a major Pennsylvania Department of Transportation (PennDOT) study over the last few years. This study includes

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a range of transportation options from the Delaware State line to PA 926 in Londonderry Township. Based on the crash data collected over the last several years, current traffic counts, and traffic projections prepared by the Delaware Valley Regional Planning Commission (DVRPC), the primary improvements needed in the PA 41 Corridor include safety improvements at key intersections, as well as additional capacity at a few other intersections along the corridor. Several intersection changes have been made in the corridor (both within and outside of London Grove Township) by developers as a result of the approval of Highway Occupancy Permits (HOPs). At this time, it is anticipated that PA 41 will continue to operate with 1 lane in each direction within London Grove Township, with improvements to selected intersections in the form of turn lanes at signalized intersections. It is anticipated that improvements to PA 41 will continue to be implemented as development of lands alongside the road occurs.

Development currently underway in the area south of US Route 1 and anticipated commercial and residential development to follow are expected to have traffic effects on PA Route 41. It is important that the Township plan for mobility along the Route 41 corridor including movement of vehicles along PA Route 41, and movement of vehicles and pedestrians across PA Route 41 and throughout the development areas along both sides of the highway. The Township should review previous traffic studies as new development is proposed and identify roadway and intersection improvements as required during the Subdivision and Land Development process.

Pedestrian Movement

The *Land Use Plan* envisions that the PA Route 41 south of Old Baltimore Pike will have sidewalks along both sides of the roadway. North of Old Baltimore Pike, pedestrians will utilize sidewalks within existing developments or utilize sidewalks within new commercial development. Marked crosswalks should be incorporated at key locations to facilitate safe pedestrian travel. Marked crosswalks should also be provided for pedestrian passage across PA Route 41 at appropriate intersections.

Access Management

In the Township, responsibility for most roadway ownership falls either to PennDOT or the township. In addition to maintenance responsibilities, each jurisdiction also is responsible for controlling street and driveway access to the roadways. At the present time, each jurisdiction considers access questions on a case-by-case basis but, over time, this can lead to inefficient, congested and frequently hazardous access to public rights-of-way. It is therefore recommended that access management standards be adopted for roadways in

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the township, for which the township owns, in accordance with PennDOT Publication 574, Access Management Model Ordinances for Pennsylvania Municipalities Handbook. The intent is to maintain and enhance mobility and safety in the community and guard against excessive numbers of driveways. Access management standards should be added to the township’s Subdivision and Land Development Ordinance.

In developing the access management standards, the regulation of the following should be considered:

- Frequency of driveways along roadways, to reduce the occurrence of traffic conflicts between turning and through traffic;
- Minimum separation between driveways, to curtail the safety risks of decelerating traffic on through traffic;
- Minimum separation distance between signalized intersections to prevent queues from one intersection adversely affecting adjacent intersections and to provide better traffic flow progression;
- Corner clearance — the distance from the nearest roadway intersection to the driveway;
- Building and parking setbacks, to protect and enhance views along roadway corridors and to ensure adequate lines of sight at driveways;
- Where access is available to a minor intersecting roadway, curtail or deny access to the major roadway;
- Consolidate access to adjacent properties, including cross easements, frontage roads, and joint driveways;
- Driveway design elements including throat length, width, radii, channelization, and profile;
- Provide deceleration, acceleration, and turn lanes for access to and from each new development, as appropriate;
- Provide incentives and bonuses to encourage applicants to implement access management practices.

The application of these access management principles can vary in type and degree based upon a road’s function and physical characteristics, the current level of development along it, the type and intensity of proposed land use, the

level of significance of bordering historic and cultural features, and other factors, such as posted speed limits, or quality of views down the road corridor or across it.

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It is possible to develop sets of access management standards that can be applied, as appropriate, to specific roads in the township. In this manner, roads can have specific access management standards applied as overlay districts, which can then be incorporated into the London Grove Township Zoning Ordinance. An application for zoning approval, subdivision or land development, or a building permit, would trigger a review of the application in light of the access management standards applicable to the specific road fronting the applicant's property. Approval would be contingent upon the application being consistent with the access management standards for that road.

Other Potential Roadway Improvements

At Chatham, changes at the major intersection are recommended to permit cross traffic to safely enter PA Route 41 and allow pedestrians to safely cross from one side of the highway to the other. In addition, traffic calming techniques to slow down traffic and alert drivers to the presence of pedestrians should be considered, including sidewalks, contrasting colored pavement on crosswalks and accessible ramps, a widened sidewalk area close to the intersection to decrease the crossing length for pedestrians (commonly called a "bulb out"), and streetscape amenities such as trees, banners, and pedestrian-scaled lighting.

Roadway improvements will need to be considered for the proposed Evergreen Village as well. In the future, developing a small area plan will help determine the roadways and intersections that may need improvements. Roadway improvements to be looked at should include, but not be limited to, Dingee Road as well as key intersections.

The Township has recognized the quality-of-life, environmental, and traffic benefits of converting potential vehicular trips into bicycle and pedestrian trips. This is evident in development regulations for off-street trails and the planning goals for a township-wide trail network. However, key to the success of increasing pedestrian and bicycle trips is providing for safe and convenient access to key destinations, which is commonly afforded via the road network. The Township should promote the addition of sidewalks or parallel multi-use trails along important roadways that connect key destinations, and where off road trails are not feasible. The following roadways are recommended for such features: Guernsey Road, PA Route 841, Glen Willow Road, London Grove Road, Baltimore Pike, State Road, and

Avondale Road/Garden Station Road. State Road is particularly important because of the schools and the London Grove Township Community Park located along it.

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Some of the roads in categories 5 through 7 (listed on page 3-4-1) are deficient as contemporary State Highways or even collector roads. These are historic routes that typically exhibit narrow cartways, lack of shoulders and guard rails, frequent tight turns and steep grades, limited sight distances, acute-angled intersections, and an absence of lighting. To make them over in order to meet modern standards for collector roadways would entail great expense and major physical changes to the roads themselves and to the properties and landscapes through which they pass. The quality of the historic environment enjoyed by residents of London Grove Township and the potential threat to it implied by the construction of road improvements precludes recommending a wide-reaching effort to upgrade these roads in this Circulation Plan. Nonetheless, in situations where basic safety is threatened, limited roadway improvements may be required.

Trail System

Non-motorized travel circulation is fundamentally associated with a system of trails built and planned for London Grove Township. The trail system, shown in Figure 3.1.1, is essentially a recreational network. This network provides opportunities for residents to experience the township's natural and historic resources. The network will also provide access from the largely residential southern half of the township to the largely preserved agricultural lands in the northern half of the township.

Implementation of the London Grove Township Trail Network has only recently begun. Some trail links require licensing agreements and/or easements from landowners, a process that requires considerable time and perseverance on the part of the Township's Parks and Recreation Board, the body pursuing the implementation of the network.

The Parks and Recreation Board has created a London Grove Township Trail System Map that locates trails that are in place, are approved but yet unbuilt, and those trails that are proposed as part of London Grove Township's trail network. The Trail System Map differentiates between trails for pedestrians, trails for bicyclists, and mixed-use trails.

In contemplating possible future extensions to this system, it is worthwhile to consider prospective destinations for residents and visitors on foot, bicycle, or alternative non-motorized modes. Connections to the shopping areas along Route 41, the proposed Evergreen Village, Chatham village, Avondale

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Borough, West Grove Borough, schools, open space, and recreational areas should be sought. The least complicated routes to these destinations may be along existing roadways as identified above. Opportunities to extend the trail system beyond the recreational, off-road trail system should be explored over the coming years. One example would be the utilization of the existing rail corridor as a rails to trails or rails with trails facility that could serve as an east-west component of the township's trail network. This would be an idea if a rail system did not provide service to local businesses. A trail could also be an option that would link the boroughs of West Gove and Avondale, as well as commercial destinations.

Coordination with Chester County's Linking Landscapes is important in the creation of an open space system within London Grove Township. While the County's plan has not identified any large parks for the township, several wildlife corridors and recreational corridors have been identified along the White Clay Creek tributaries and east-west between West Grove and Avondale Boroughs.

Public Transportation

As a generally low-density suburban and semi-rural area, demand for public transportation services in the township is not comparable to more urban places. Nonetheless, some residents lack a car or are not licensed to drive and find that there are limitations on their mobility as a result. In addition, businesses locating along Route 41 will have employees who will need to commute to their jobs in the township from elsewhere; some proportion of these employees may have a need for public transportation or would prefer the option of using it.

The pattern of future land use as shown in the Land Use Plan suggests a configuration of population and employment in the community suited for two different types of public transportation in the coming years. For the Route 41 corridor, a concentration of residents and jobs may lead to the development of improved fixed-route bus service by the Southeastern Pennsylvania Transportation Authority (SEPTA) along US Route 1 and PA Route 41. For the rest of London Grove Township, a type of dial-a-ride service (sometimes known as "county paratransit"), rather than traditional fixed-route buses, would seem to be the most realistic prospect. The Transportation Management Association of Chester County (TMACC) should continue to coordinate transit-demand monitoring activities with local municipalities to determine frequency of service and routing of the Southern Chester County Organization on Transportation (SCCOOT) buses, as well as the need for additional transit services in the township over the planning period.

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The prospect of public and/or private transit or shuttle service in the Township may require a degree of support from London Grove Township and private businesses located in the area. In order for transit providers to be induced to introduce or improve service, they need to have some assurance that there will be adequate numbers of patrons to make the service financially viable. In order for there to be adequate numbers of patrons, conditions along the PA Route 41 corridor need to be more supportive of potential transit usage. Appropriate development of retail and office in the commercial area along Route 41 as well as the Evergreen Village will be needed.

The PA Route 41 corridor south of US Route 1 is not very “transit friendly” today. Buildings are mostly sited a great distance from the road, making for a long walk from a potential transit stop at the edge of the travel way to a business or similar destination. Also, there are no sidewalks along the corridor. Bus stops would have to be spaced along the roadway, and transit patrons would need safe, convenient ways to walk to their destinations from those stops. Sidewalks from commercial developments providing pedestrians access to transit facilities would also be needed, so that transit users could use a bus and walk to destinations in the commercial areas.

An existing rail line runs east-west through the middle of the township, at the southern edge of the designated commercial areas, and connects with adjacent municipalities. Currently, this rail line is owned by East Penn Railroad, LLC, which uses it as a short line for freight. The Southeastern Pennsylvania Transportation Authority (SEPTA) has rights to utilize this line for passenger rail service. While SEPTA has no current plans to exercise the right to operate passenger rail service on this line, the Township and its neighboring municipalities may explore this possibility with SEPTA in the future. Passenger rail service, with a station centrally located near the Evergreen Village, would expand mobility options for township residents and complement the walkable nature of the commercial area.

Road Improvements

Road improvements may be required in order to support commercial lands along PA Route 41, south of US Route 1. These roadway improvements will help reduce traffic impacts to PA Route 41 by affording better traffic flow to the commercial area. Road improvements will also be necessary to support the development of the Evergreen Village, including the improvement and re-opening of Dingee Road from Old Baltimore Pike to State Road.

A well planned street network affords motorists a number of options for circulating thus reducing the likelihood of overburdening specific segments of roadway. The Township should consider new and improved intersections, but

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also such alternatives as signalized intersections, grade-separated intersections, or limiting access to right-in/right-out so as to minimize congestion and vehicular queuing along PA Route 41. Improvements to the existing street network within the Route 41 corridor may improve circulation in the area as well. Realigning the existing Old Baltimore Pike so that it intersects with Route 41 at a ninety degree angle is more desirable for the movement of traffic and both vehicular and pedestrian safety. The reopening of Lake Road to through traffic would improve the access of those neighborhoods south of Old Baltimore Pike to the proposed Evergreen Village. The township should evaluate the needs for interconnections between commercial developments which would allow motorists to access adjacent commercial sites without having to access major roadways.

Additional new roads in the community are likely to come about as part of new residential and, perhaps, non-residential developments. For example, some of the remaining open tracts of land in the township will likely be built upon over the planning period with new residential units. New roadways will be needed to provide access to the new units from existing township streets and state highways. The Township has an interest in seeing that any new roads built form a logical and beneficial expansion of the current network of roadways in the community and will review land development plans accordingly, but these new streets will get built only if new development proceeds.

Pennsylvania Byways

London Grove Township should evaluate the appropriateness of a designation of selected roadways in the community, such as Guernsey Road, London Grove Road, PA Route 841, Clay Creek Road, and PA Route 41 north of US Route 1 as Pennsylvania Byways, under the Pennsylvania Department of Transportation's Pennsylvania Byways Program. A multi-municipal effort might be considered to actively pursue the Byway designation for qualifying roads that span multiple jurisdictions.

PennDOT designates Pennsylvania Byways at the request of local communities seeking to highlight the six qualities—cultural, historical, recreational, archaeological, scenic, and natural – that define byways. The Pennsylvania Byways program parallels Federal Highway Administration's National Scenic Byways Program. The Pennsylvania program, however, does not use "scenic" in its title, recognizing that many roadways exemplify more than purely scenic qualities.

Chapter Three:
Growth Management Plan

**SECTION 5:
HOUSING PLAN**

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The goal of the housing element of the Growth Management Plan is to provide the opportunity for a range of housing types and sizes within the township to meet diverse housing needs while at the same time supporting the other major goals of the Plan.

The number of dwelling units in London Grove Township and the characteristics of its housing stock have changed dramatically in the last seventeen years. In 1990, there were 1,272 housing units in the township, of which 1,020 units (78%) were single family detached units. Typically, these houses were on fee-simple lots of about one acre or larger.

By 2000, the number of dwelling units in the township had increased to 1,633 units. The majority of the almost 750 units erected between 1995 and 2007 have been constructed as part of residential subdivisions incorporating deed-restricted common open space areas. The mobile home park Avonwheel Estates and age-restricted Traditions at Inniscrone subdivision offer single-family attached and mobile home units with less than ½-acre lots and extensive common open space. About 421 units (56%) of the 1995-2007 units are acre-lot single family detached units built as part of the Lamborn, Medford Farms, and London Croft developments in the southern part of the township. About 160 (20%) of the recent residential dwellings within the township have been single-family attached units created for the age-restricted Traditions at Inniscrone.

Today, the township offers a variety of housing opportunities, from townhouses to small-, medium-, and large-lot single family detached units. As pointed out above, much of the housing stock is quite new. Construction of new dwelling units over the planning period is expected to continue, with about 1,800 new units, primarily within already approved residential subdivisions, to be added by the year 2030.

Conserving the Existing Housing Stock

The housing element recognizes that reinforcement of the character of residential areas within the township is a significant aspect of planning for residential use in London Grove Township. With the extent of residential construction over the last two decades, there are now stable and sizable residential neighborhoods in London Grove Township. A key Housing Plan objective is to have these areas maintained as attractive and viable locations for residential living in the community.

**SECTION 5:
HOUSING PLAN****Areas Available for New Residential Development**

The *Holding Capacity* analysis of Chapter 2, Section 7 reveals some large parcels planned for new residential development. These and other parcels still to be identified will support the construction of new units, mostly in the southern half of the township. Of note, as well, is the residential component in close proximity to the Route 41 and Route 1 interchange area of the township, which should include multi-family housing, and single-family attached and detached housing areas toward the perimeter of the commercial area.

Redevelopment of some non-residential tracts in the southern half of the township to residential use is also possible over the planning period. Parcels may be suitable for higher-intensity types of residential uses, including specialized residential uses such as life-care facilities. Township-wide, some lots at various locations may have prospects for subdivision of additional dwellings in addition to the existing residential uses, or in place of currently-vacant acreage.

Housing and Demographics

As described in Chapter 2, housing in London Grove Township predominantly takes the form of single-family detached units. New residential construction from 1995 to 2007, however, did include a substantial number of small-lot single family detached and single-family attached (townhouses and mobile home) units. Currently London Grove Township offers opportunities for current and prospective residents to select among large-lot single-family detached dwellings, medium-sized-lot single-family detached homes, small-lot single-family detached dwellings, and single-family attached (townhouse) dwellings.

As the current population ages, alternatives to the single-family detached form of housing may become increasingly important through the planning period. In order to permit “empty-nesters” to remain in the community in which they have lived and raised families, opportunities to develop single-family attached and multi-family dwelling units, convenient to community facilities, medical care facilities and convenience retail should be explored. The residentially zoned lands surrounding the Route 41 corridor area may offer the best prospect to provide for such housing needs.

Housing & Open Space

The housing element recognizes the Growth Management Plan’s goals and objectives with respect to community services and resource protection. The

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trail system proposed to be implemented over the planning period will rely to a great extent on the availability of conservation/trail easements through existing and prospective residential developments. The extensive system of open space throughout the township, portrayed in the Land Use Plan, depends on creation of generous amounts of permanent open space on each tract of land and a high degree of connectivity of open space from one tract to another. It is recommended that residential clustering, which permits a concentration of a tract's potential development on a small portion of the overall tract and leaving the remaining area available for open space and recreation use, be promoted in order to help realize the township open space system.

Residential clustering reduces the amount of land consumed for residences when compared with conventional development methods, while at the same time preserving a portion of development tracts for permanent open space uses. "Clustering" can refer to any development design technique that concentrates buildings in specific areas on a site to allow the remaining land to be used for agriculture, preservation of environmentally-sensitive areas, permanent buffers or open space, or recreational uses. Clustering can involve only modest set-asides of land for these uses, or can involve set-asides of eighty percent or more of the whole tract being considered for development. From the point of view of the Growth Management Plan, the latter kind of clustering is desirable, since more permanent open space would result.

Opportunities for residential clustering have been available in the township, and have been employed widely over the last two decades. The benefits of the open space that results are substantial for township residents, and are permanent as well.

Residential Classifications — Low Density

Low density residential development, around one (1) dwelling unit per acre, exists and is to be maintained for most of the southern half of the township. Low density residential includes most of the extant undeveloped acreage in the southern half of the township. Existing low density residential areas are stable and are projected to remain much as they are through the planning period.

Any development of several units simultaneously, or of a large tract, is proposed to incorporate generous corridors of contiguous open space as part of the land development process. This technique is recommended in order to protect environmentally-sensitive resources, provide lands for recreation, accommodate greenways along road corridors, and to allow for a trail network through the community.

**SECTION 5:
HOUSING PLAN****Residential Classifications — Medium Density**

Medium density residential development, from 2 to 5 dwelling units per acre, is proposed outside the Route 41 corridor south of US Route 1. These densities of development are consistent with the construction of single-family detached housing types or single-family attached (twin and townhouse) dwellings. A medium density residential designation around the commercial area provides a transitional area between the commercial area and the existing low density residential area in the southern half of the township and affords residents within the medium density residential proximity to the amenities offered by the commercial area along Route 41. Medium density residential is also located north of the proposed Evergreen Village.

Chatham village and its immediate vicinity represent a special set of circumstances, but one that may be considered generally compatible with this residential classification. For the Chatham area, small-lot single-family detached and single-family attached units are appropriate housing types, reflecting the current character of the village.

Residential Classifications —High Density

High density development will be located in areas currently zoned high density residential, as well as in the Interchange Commercial District. Generally densities above five dwelling units per acre include multi-family units and specialized housing, such as life care facilities. The township's location advantages with respect to the region's highways and a local employment center at this area can be significant in encouraging high-quality residential construction here. There is an area to the east of the Route 41 that is currently designated high density residential development. The area to the south of the proposed Evergreen Village is also currently designated high density residential. Both high density residential areas are in ideal location because of their proximity to all the amenities offered by the nearby commercial areas. Both these locations are already designated high density residential on the current township zoning map.

Fair Share & Affordability

The term "fair share" comes from legal decisions that have been made, beginning in the late-1960s. Courts have held that local government land use regulations must allow for the housing needs of people who may desire to live within a municipality's borders. In that regard, an ordinance may not exclude legitimate uses of land, such as multi-family housing, either by specifically prohibiting the use or by failing to make provisions for the use. Each municipality, then, must do its fair share in accommodating various housing

types that may be in demand in a region.

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In Pennsylvania, there are no precise measures for determining whether a municipality has provided its fair share. According to the Chester County Planning Commission, approximately fifteen to twenty percent of potential housing units should be other-than-single-family-detached units. Similarly, between two and fifteen percent of the land area of a municipality should be available for such units.

Of the approximately 1,698 dwelling units in the township at the 2000 census, about 247 (15 percent) are single-family attached or mobile home units. The inclusion of these single-family attached and mobile home units is in recognition that these units are more affordable, relative to prices for most new single-family detached housing. (While the notion of fair share in Pennsylvania court decisions may not have been explicitly linked with “affordability,” any useful analysis of housing opportunities in a region must necessarily gauge housing prices.)

The Land Use Plan for London Grove Township indicates some 734 acres of land (6.6 percent) of the township designated for mixed-uses. This designation supports housing types that include single-family attached, multi-family, and specialized (life care, for example) residential structural types. In addition, the Land Use Plan identifies approximately 165 acres of land (1 ½ percent) of the township designated for medium density residential. These land use designations increase the variety of housing types located in the township.

The Growth Management Plan for London Grove Township advocates a variety of housing opportunities, to meet the needs of residents as their circumstances change through the life cycle, to help conserve open space, to provide for affordable housing units, and to provide for a fair share of regional housing needs.

In planning for the future housing needs of the township, the Township should be cognizant of Title VIII of the Civil Rights Act of 1968, or, The Fair Housing Act. According to the Fair Housing Act, it is illegal to discriminate in the sale, rental, financing, or insurance of a dwelling, or in any other type of housing related transaction on the basis of race, sex, religion, national origin, color, disability, or familial status (the presence of children under the age of 18 in the household).

Chapter Three:
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**SECTION 6:
COMMUNITY FACILITIES PLAN**

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The goal of the community facilities element of the Growth Management Plan is to provide the complement of facilities and services necessary to serve the residents of the township through the planning period. Public school, park and recreation, community, administration, and emergency services facilities are reviewed in this section.

Schools

The Avon Grove School District includes West Grove and Avondale Boroughs, and the Townships of Franklin, Penn, New London, London Britain, and London Grove. The District has faced steady increases in enrollment, reflecting population increases in the constituent municipalities. According to the *Updated Analysis of Demographics and Community Growth Patterns and Projections of Public School Enrollments in the Avon Grove School District (2004-2005)*, between 1980 and 2000, the population of the district increased 78.7%. As discussed in Chapter 2 Section 9, all schools except the Fred S. Engle Middle School are over capacity for the 2007-2008 school year. In 2005 the district hired a consultant to do a feasibility study on the future growth of the district. Under consideration are several options including, among others: full day kindergarten, variations in the grades to be included in middle school, and having two high schools as opposed to one.

It would appear that facilities on existing school sites in the adjacent Penn Township and within London Grove Township may need to be expanded through the planning period. Future new facilities for the Avon Grove School District may be located in a number of the municipalities included in the district. The Township should allow for and assist the District in the construction and reconstruction of school facilities.

The existence of schools both within, and close to, London Grove Township can be beneficial. In the case of Avon Grove School District, proximity can mean convenience for township residents. The role of schools as community facilities, beyond a basic function as educational institutions, should not be overlooked. School buildings and grounds are important community resources and should be made available for general community use outside of regular school hours. School districts and municipalities should work cooperatively to ensure that educational facilities are true community resources, with opportunities for use by the general resident population as well as by enrolled children.

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Parks and Recreation Facilities

According to the National Recreation and Park Association (NRPA), municipalities should be provided with three types of parks — playlots, neighborhood parks, and community parks — in the following ranges:

**Table 3.6.1
National Recreation and Park Association’s
Park Acreage per 1,000 Population**

<u>Type of Park</u>	<u>Acreage Range per 1,000 Population</u>
Playlot	1
Neighborhood Park	1 - 2
Community Park	5 - 8
TOTAL	7 - 11

For a 2030 township population of 12,000 (see Section 3 of this chapter and Chapter 2, Section 6), then, some 84 to 132 acres of parkland would be required, according to the NRPA standards. The Township has over 400 acres of parkland (including the Inniscrone Golf Club) and is on course to acquire 40 additional acres in the near future. The open space is inclusive of the dedicated London Grove Township community park (described in Chapter 2, Section 9) and the deeded open space associated with the Hills of London Grove development.

Additional park space has been established for residential developments as part of their subdivision. It appears that through private home owners association open space associated with residential developments and the Township-owned open space, the township has more than the recommended NRPA acreage for parks in the community.

The NRPA standards assign programmatic functions for various types of parks to be included in community facilities. The Township should strive to provide public open space that can be utilized to meet a variety of programmatic needs. Parks and open space in the community should offer places for athletic fields, passive open space, trails, and playground equipment. As the township population increases during the planning period, it is important that the Township commit to acquiring and developing park and recreation lands that support the municipality’s growing population.

NRPA standards should be taken merely as a guide and should not necessarily

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be followed strictly. Local circumstances may indicate that a departure from these standards may be in order. For example, if residential developments are constructed according to cluster design principles, as has been the case recently in London Grove Township, many of the playlot and neighborhood park needs will be able to be met at the level of individual developments, and will not constitute a direct responsibility of governmental units or community organizations.

London Grove Township's Open Resources Plan has identified areas of the township that should be considered for open space preservation. The *London Grove Township: Parcels Greater than 10 Acres with Priority Open Space Characteristics Map* identifies the parcels that are greater than 10 acres and the specific characteristic, such as it having White Clay Creek Frontage or being forested that should be preserved by the township. Many of these areas are concentrated in the northern half of the township. The Open Resources Plan should be referred to as the township considers lands for open space.

Over the planning period, opportunities to make additional lands accessible and usable as park and recreation areas may become available. Development agreements between the township and private property owners could incorporate the establishment of publicly-accessible parkland on parts of tracts. The numerous quarries throughout the township, especially the quarry located close to the commercial area along Route 41, the Boy Scouts property, near Avondale Borough, and selected areas along the many tributaries of the White Clay Creek have cultural and historic value to residents of the township. The Township should secure the use of these areas for recreational use through the planning period.

The Land Use Plan (Figure 3.3.1) contains a network of interconnected *Parks, Open Space, and Greenways* areas that suggests the plausibility of a greenway/trail system throughout the community. This system would be a logical outgrowth of the principles of natural and environmentally-sensitive areas retention and protection, open space preservation, the establishment of landscaped buffers and setbacks along road corridors, and cluster development promoted by the Growth Management Plan, as well as the London Grove Township Trail System Network.

New parkland for public use in the township can come into being in a variety of ways. Several means are possible, including:

1. Outright purchase by the Township or County or by a private, not-for-profit organization among whose purposes is the conservation of open space land and/or operation of park and recreation facilities;
2. Dedication of property to the Township through the land development

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process;

3. Acquisition of an easement for open space and/or park and recreation uses by the Township or County or by a private, not-for-profit organization; or
4. Donation of property or easements to the Township or County or to a private, not-for-profit organization.

Clustering provisions within the London Grove Township Zoning Ordinance require that part of any new residential development of five (5) or more lots, or dwelling units is dedicated as land for park, recreation, and open space use. Open space requirements are also listed in the London Grove Township Subdivision and Land Development Ordinance and their standards for required improvements detailed. The ordinance includes “fee-in-lieu” provisions, whereby developers of land may be required to pay a fee to London Grove Township for the municipality to provide for park, recreation, and open space uses instead of the developer dedicating land. Funds can then accrue for municipal purchase of sites for recreational purposes or easements for recreational use through these mandatory fee-in-lieu provisions. (As enabled by the Pennsylvania Municipalities Planning Code, municipalities may require developers to either contribute land for recreational purposes or pay a fee representing the proportionate costs of a municipality to provide recreation facilities and/or improvements.)

During the planning period, the inclusion of fee-in-lieu provisions may prove just as important as mandatory dedications of land. Over the next twenty years, new development may take the form of construction on smaller sites and may encompass significant redevelopment of parcels. Gaining fees toward park, recreation, and open space use may be as beneficial to London Grove Township as pieces of land. Fee-in-lieu provisions are flexible in concept and have been made applicable to both residential and non-residential development to maximize the ability of the township to provide appropriate park, recreation and open space facilities for residents and persons employed in the township.

Another source of funds, this time for recreational facility development, is Recreational Improvement and Rehabilitation Act Program (RIRA) grants, allocated to municipalities by the Pennsylvania Department of Conservation and Natural Resources (DCNR), usually with county involvement to the extent of submitting letters of support to the Commonwealth. Other State funding programs, including *Growing Greener* grants, may assist municipalities in acquiring and developing lands for recreation.

When projecting future demands for recreational facilities and programs, it is

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necessary to consider not only existing circumstances but also evolving demographic changes, land use forecasts, and broad cultural trends as well. While population growth and new residential development imply increased demands for recreational facilities, population shifts toward older age groups suggest the need for a greater variety of indoor and outdoor recreational opportunities, and the increased number of women's sports teams, in response to a general societal shift, places additional demands on community and school facilities. Multiple-use facilities and shared-use, community-oriented buildings and sites should be pursued as a cost-effective way to maximize recreational opportunities in the township, the school district, and surrounding areas.

Municipal Administrative Facilities

The London Grove Township Municipal Building, on Rose Hill Road is centrally located in the southern half of the community. The site is shared with a private business that operates out of the northern side of the facility. This facility continues to serve the township well as an administrative center, although steady population increases and other changes in the next twenty three years may mean that the administrative functions of local government will become greater and more complex.

Over the planning period, demands for space at the municipal building may rise and the Township may wish to consider occupying the entire facility, or the existing structure may need to be expanded. The size of the municipal building's eight-acre site and its excellent access should mean that a building expansion can be accomplished relatively easily at this location.

The Township is also in need of constructed and new and larger public works garage. This facility would include involve indoor space for adequate storage and protection of Township road maintenance vehicles and equipment. A new salt storage shed, with adequate capacity, is also needed in the near future.

Emergency Services

Two fire companies, the Avondale Fire Company and the West Grove Fire Company, serve the township. From the perspective of geographic location and road accessibility, the combination of the two companies offers good fire protection services to the residents of London Grove Township.

Both companies are volunteer organizations. At present, they possess adequate manpower and equipment to provide emergency services to the community, but rapid residential and commercial development in their service areas means that updated equipment will be needed over the course of the

planning period and additional vehicles and associated apparatus will become necessary as further development occurs.

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Police Services are provided in London Grove Township by the Pennsylvania State Police, located in London Grove Township. Advanced Life support services are provided by Southern Chester County EMS which operates out of multiple locations including the Jennersville Regional Hospital in West Grove Borough, Avondale Firehouse in New Garden Township, and a location along Tice Road in West Grove Borough. These agencies work along with other local, state and federal agencies to respond to emergencies and disasters within the township

Significant new residential and mixed-use development will mean a corresponding increase in demands for emergency services. The nearly-all-volunteer status of community-based fire companies and ambulance corps may produce increased staffing problems in the future. Local emergency service providers must compete with a variety of other agencies, activities, and programs for residents' time and interest. In addition, volunteers must submit to greater time demands due to more sophisticated training procedures, and widely-dispersed work locations coupled with traffic congestion make it difficult for adequate numbers of volunteers to reach emergency scenes quickly during regular business hours. Some paid firefighters and paramedics may be needed at these companies site over the planning period.

Suburban places with growing populations, such as London Grove Township, usually find themselves subject to increased demands for police services. This is not so much a direct response to the actual gain in numbers of residents and businesses, although obviously more people can translate into a need for more police, as it is a reflection of the expectations of the new residents and business operators and sometimes even changed attitudes on the part of some longtime residents. With growth and change in such an area usually comes real or merely perceived increases in the crime rate, and the incoming population frequently brings with it expectations of a high level of police services. These factors all combine to put pressure on a municipality to provide township policing.

On these grounds, it is probably reasonable to assume that, over the next ten to twenty years, a police force other than the State Police may need to have primary responsibility for policing in London Grove Township. The opportunity for the Township to partner with other local forces in providing policing services should be explored by London Grove Township over the planning period since multi-municipal police forces hold out the prospect of greater economies of scale than single-municipal police forces.

Chapter Three:
Growth Management Plan

**SECTION 7:
CULTURAL, HISTORIC, AND
LANDSCAPE RESOURCES
CONSERVATION PLAN**

**SECTION 7: CULTURAL, HISTORIC, AND LANDSCAPE
RESOURCES CONSERVATION PLAN**

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Historic Preservation Approach

The Cultural, Historic, and Landscape Resources Conservation Plan element has three basic preservation planning goals: enhancing the township’s quality-of-life; protecting its historic resources; and promoting research into and education about the township’s history.

The Pennsylvania Historical and Museum Commission (PHMC) has listed in its records 13 individual properties and two (2) historic districts as eligible to be listed on the National Register of Historic Places. According to the National Park Service, these 13 properties (houses and farms) meet one or more of the following eligibility requirements: association with events that have made a significant contribution to the broad patterns of our history; or association with the lives of persons significant in our past; or embodiment of the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or have yielded or may be likely to yield, information important in history.

Historic resources are only one part of the township’s character. The goals of historic preservation may be seen as integral with those of conserving open space, protecting environmental resources, and providing recreational opportunities. The challenge of the Growth Management Plan is in creating, communicating, and implementing a unique community character, accommodating elements of the natural environment, the township’s human history, and contemporary demands for places to live, work, and shop.

To this end, important measures to be taken in the interest of historic preservation in London Grove Township are the further refinement and timely implementation of the other growth management recommendations included in this Comprehensive Plan Update. Most important among these recommendations are:

- Provisions to encourage residential clustering in order to achieve set-asides of permanent open space for resource protection and recreational purposes;
- Development incentives to achieve a higher degree of resource protection for important resources than would otherwise be the case;

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- Implementation of creative, flexible, yet detailed design guidelines for special identity areas such as the Chatham Village area, Wickerton, Lamborntown, Prestonville and Baker Station; and,
- Implementation of an open space network within the context of the landscape associated with historic, agricultural or scenic resources.

Regulations governing land development can be extremely important in helping to ensure the protection of historic and cultural resources, in addition to environmentally-sensitive lands. The encouragement of cluster development and the flexible gross density development approach in newly-developing residential areas, for example, have the potential to be valuable tools to help protect historic and cultural resources. Essentially, the maximum number of units that would be permitted on a tract should be calculated based on an adjusted gross acreage of the tract as a whole. Having arrived at a figure for the total number of units permitted, the size and configuration of individual house lots becomes a much less critical issue than in conventional development, and these may be smaller or larger depending on the occurrence, extent, and significance of natural or cultural features that may be found on the tract. The location, extent, and characteristics of any historic or cultural resources found on the tract are more easily accommodated in a land development approach based on cluster development principles than one based upon conventional, lot-by-lot development.

Development incentives built into the zoning ordinance may help to achieve a higher degree of historic and cultural resource protection than would otherwise be the case. A development density bonus in return for specific historic preservation actions where such resources exist on a site is a possible tool, but the development incentives need to be attractive to developers to ensure that the historic and cultural preservation actions the township is looking for would actually be achieved.

Township efforts to establish a permanent municipal open space network invariably will lead to opportunities to preserve historic and cultural resources along the way, and the explicit inclusion of historic and cultural areas in the list of community facilities associated with the Subdivision and Land Development Ordinance's required set-asides or fees-in-lieu should allow the Township to tap this source of funding toward historic and/or landscape preservation efforts.

The open space system envisioned in this Comprehensive Plan (see Sections 3 and 6 of this chapter) and in the Township's Open Resource Plan and Trail System Map should be implemented. This open space system is a framework that can incorporate and integrate lands containing historic

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resources with environmentally-constrained areas, township-owned parcels, public and private recreational lands, and public right-of-ways, as well as future conservation-easement protected lands and areas that may become protected by other preservation mechanisms. The result can be a linked network of township resources, providing convenient access to these places and benefit from them for all residents of the community. Once part of this integrated system, township historic and cultural resources may be ideally situated for various kinds of interpretation techniques (see “Research & Education,” later in this section).

The most promising historic and cultural preservation techniques integrate preservation goals, objectives, and policies into broader Growth Management Plan implementation efforts. These may include a variety of development incentives built into the zoning ordinance to achieve a higher degree of historic and cultural resource protection into the future even as they also achieve a higher degree of open space and natural resource protection than would otherwise be the case.

Farmland and Open Space Preservation

Farmland Preservation: The Land Use Plan (Section 3 of this chapter) outlines the clear intent of the Township to keep the northern half of the municipality largely agricultural through the planning period (and selected parcels in the southern half of the township as well). Implementation strategies to ensure that such preservation occurs, even as residential and mixed-use development continues in the community, should continue to be pursued by the Open Space Committee. Long-range planning goals and property-owner rights need to be balanced to ensure the viability of the overall preservation intent.

Comprehensive Plan Open Space System: The open space system envisioned in this Comprehensive Plan (see Sections 3 and 6 of this chapter) should be implemented. This open space system will include environmentally-constrained lands, township-owned parcels, public and private recreational lands, public right-of-ways, lands owned by conservation organizations, and lands protected by conservation easements and other preservation mechanisms. In addition to the actions outlined in the *Land Use Plan* and *Community Facilities Plan* elements, actions to update preservation mechanisms and the township’s zoning ordinance in support of open space preservation should continue to be pursued by the Township’s Open Space Committee.

Open Space Trail System: The township’s Park and Recreation Board has developed plans for trails and bikeways throughout the township and worked

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with a grant from Chester County to identify and protect greenway corridors, primarily along the Middle and East Branches of the White Clay Creek. As part of an overall network of multi-use arterial trails, the Board is working with subdivision applicants to design trail systems within each new development and connecting across the township. The Township should proceed with implementation of initial portions of the trail system and coordinate implementation with interpretation of the township’s history.

Resource Management

Historical Commission: The Historical Commission was created in 1990 by the Board of Supervisors, with the purpose of acting as advisors to the Board on matters concerning the preservation of the Township’s Historic Resources. The Historical Commission is currently updating the historic resource map and has identified approximately 500 properties that are at least 50 years of age. This Map will become part of the County’s Historic Resource Atlas Project. The Commission is also working to complete the resource files on all the identified resources by seeking funding through a PHMC grant. The Commission is currently working on updating the Historic Resource regulations in the Zoning Ordinance, which was first completed in 1994. A primary responsibility of the Commission should be to implement the recommendations of this Cultural, Historic, and Landscape Resources Conservation Plan element of the Comprehensive Plan. In addition, the Historical Commission should complete and make available a list and map of existing township resources on the Township website.

Role of Chatham Village: The majority of Chatham Village’s historic resources are residential buildings that continue to be used as single-family residences. Other historic buildings originally used for other purposes, such as schoolhouses, doctors’ offices, an Inn, shops, and stores, have been converted to modern day commercial or residential use. These buildings are approximately one-half rentals and one-half owner-occupied.

Chatham Village is challenged by a number of physical and economic factors. A lack of sewage facilities in the northern part of the township has threatened the long-term prospects for healthy living conditions in the village. Updating sewer services while maintaining the historic character of properties has been difficult to achieve, mostly because of the prospective costs to homeowners. Traffic on PA Route 41 also inhibits economic activity and the walkability of the village. These conditions will have to be addressed if the Village of Chatham is to continue to exist as a viable community.

Chatham Village Act 167 Historic District designation: London Grove

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Township may wish to preserve the historic value of the crossroads village in the future by considering a Historic District designation through Act 167, the Pennsylvania Historic District Act. The district should include the properties previously designated as eligible to the National Register in the Chatham Historic District. A Historic District overlay within the township's zoning ordinance would further emphasize preservation of the Village. Together, the Act 167 and zoning historic districts would require review for alterations, new construction, and demolition within the district and provide for cluster development options for new subdivisions. General design guidelines should be adopted for both new construction and subdivision design within the district.

Within the Chatham Village district, modifications could be included to distinguish and differentiate the level of compliance applicable to: (1) historic structures and their landscapes, (2) existing non-historic construction, and (3) proposed new subdivision and construction. Emphasis within the district should be placed upon the township's historic and agricultural character.

Condition of Historic Buildings: In the early-and-mid-twentieth century, the economic viability of London Grove Township's agricultural landscape declined. With late-twentieth-century suburbanization, a new form of economic use has arisen. Suburbanization provides a strong, viable, stable economic use for most of the township's building resources. Single-family, owner-occupied, residential use is a highly desirable long-term use for historic buildings in areas experiencing change.

Adding Landscape Resources & Scenic Views to Existing Inventories: In considering the preservation of historic buildings, landscape context should be borne in mind in addition to the treatment of buildings and building fabric. Landscape context can be assessed through the identification of the area of significance associated with a resource. The area of significance of a resource is the landscape area, including outbuildings and landscape features, closely associated with a principal building.

Landscape resources, particularly in the form of scenic views, should be identified as significant historic and/or cultural assets of the community and added to the historic resource survey and Historic Resource Atlas being prepared by the Historical Commission. Among the landscape resources that should be considered for inclusion in an inventory of such elements in the township are the scenic roadways and historic farms throughout the township.

The identification and assessment of these resources are important, in part, as a basis for using land development regulations, such as zoning, to protect the resources. The employment of development regulations does not necessarily

translate into additional restriction on development; they may instead provide a variety of incentives for developers to protect community resources.

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Easement Donation/Purchase: Other instruments to be used in efforts toward landscape conservation include the purchase of conservation easements on properties, through both public and private efforts. Specific properties should be targeted for easement purchase, based on their physical position in the township, their role in important views and vistas, and the quantity and quality of historic resources contained.

Another possible technique is the granting of façade easements by owners of historic properties to preservation organizations. In this manner the exterior façades of historic properties would remain intact, in spite of changes that might be made over time to buildings' interiors. In the context of London Grove Township, however, there are some drawbacks. First, most of the township's historic properties are fairly modest residences, so the value of a residential façade would be small, as would potential tax benefits that could accrue to a property owner in return for donating a dwelling façade easement. Second, the protection of a building façade against alteration is a limited preservation measure. Wherever possible, the township should be attempting to preserve enough of a building and its context so that the significance of the structure is not lost in the change occurring around it. The goal should be to respect the integrity of the building and its setting, not just its façades.

Design Controls & Guidelines

As the comprehensive planning process proceeds into the implementation phase, it will be important to explore ways that the township can participate more fully in the evolution of land development plans, especially during the early formative phases, and that the land development plans can be more creative in preserving community character, including historic and cultural resources.

The township's development regulations need to be creative, flexible, and participatory, carefully balancing the rights of ownership with the long-term interests of the community. They may require new incentives and disincentives.

Historic resources overlay zoning involves the identification and mapping of scattered resources throughout a community. Historic resources overlay zoning protects the character of the resources by regulating the subdivision and land development review process. It clearly communicates to developers the desire of the community to preserve historic resources, and it identifies those resources. Historic resources overlay zoning requires a developer to

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assess the impact of a proposed subdivision or land development plan upon the historic resources on the tract being developed as well as upon adjacent affected tracts. Mitigation of the impact is required and/or negotiated through the exploration of design alternatives, buffering, landscaping, design standards, and other appropriate measures. Lot sizes and configurations as well as the design and location of improvements are controlled to preserve the integrity of the historic resources and their context. Demolition of historic resources or impairment of landscape resources should be delayed by the ordinance to allow for acceptable alternatives to be negotiated. Sensitive adaptive reuse of historic resources is encouraged through the provision of special “use alternatives” not normally permitted in the underlying zoning district.

The creation of design guidelines for the preservation of historic resources would be valuable in communicating to property owners and developers both the vision and the technical means of achieving preservation goals. It should be clear that the preservation of historic resources means not only the preservation of historic buildings, but the preservation of the contexts that are integral to the historical significance of those buildings.

Within the Growth Management Plan, the Chatham Village and the Evergreen Village are applicable areas to incorporate design guidelines in order to influence future growth or redevelopment in these areas. Design guidelines for the Chatham Village should focus on preserving the integrity of the village quality of historic structures and streetscapes known to exist here, possibly describing guidelines on storefronts, windows, roof lines, sidewalks, and building articulation. Design guidelines for Evergreen Village should focus on creating a walkable area within the township that is attractive to work, shop, dine and recreate, possibly focusing on the pedestrian realm of sidewalks and street furnishings, building setbacks, location of parking, and building frontage. Design guidelines for both the Chatham Village and Evergreen Village should be explored as these areas are defined through future studies.

Research & Education

Markers & Self-Guided Tour

The erection of plaques or markers at the locations of historic resources is an interpretative technique that can make some of the history of a community tangible to both residents and visitors. As has been the case in other communities, such as Newtown Township, Delaware County, markers have been put in place that are visible from streets and other public places and are physically of sufficient size to support text and other elements to help explain the nature of the resource and its significance. The inclusion of these kinds of

plaques within the proposed historic districts, as well as along the Township's trail system would reinforce them as important historic sites and contribute towards and understanding of the Township's heritage.

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A self-guided tour brochure would complement the markers, placing them in the context of a circuit (or several smaller circuits) of local historic sites, containing further information on resources themselves, and providing additional information on the township and its history. For example, the information used on the guided Chatham Village walks could serve as a source for a self-guided Chatham circuit.

Township History

London Grove Township has an interesting history that should be recorded. In cooperation with local partners such as the Chester County Historical Society, the township Historical Commission should oversee and coordinate research into the township's history. Research should be organized around key themes related to the township's history as well as specific properties and individuals. Grants should be obtained to support this research and a comprehensive history of the township should be prepared by a qualified professional writer and historian. The Historical Commission is currently planning a number of documentation techniques for the township's historic resources including, Historical Narratives, a Historic Resource Atlas and a historical resource inventory binder. This documentation should be published and made available to the public.

Educational Programming & Resource Library

The township Historical Commission should coordinate educational programming to inform interested local residents about the township's history. It is recommended that three or four informal presentations on township history be made each year. Presentations can be coordinated with the results of ongoing research. Programs should be advertised in the township newsletter.

The township Historical Commission should maintain a resource library for use by township residents who own historic buildings. The resource library should compile background information on the appropriate maintenance of historic buildings. This should include preservation briefs published by the National Trust for Historic Preservation and National Park Service, books on preservation techniques, and source books for preservation materials and services. Potential locations for the resource library include the township building on Rosehill Road, or a community facility included in the *Chatham Village* or *Route 41 commercial* areas.

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**SECTION 8:
UTILITIES PLAN**

SECTION 8: UTILITIES PLAN**SECTION 8:
UTILITIES PLAN****Sewage Systems**

For many communities, the availability of central sewer service is a major determinant for growth — both the amount of growth and where it takes place. Where sewer facilities exist and have sufficient capacity to allow new development, there is incentive for growth to occur; likewise where they are not available growth will be relatively discouraged. The critical element, in most cases, is the excess sewage treatment plant capacity above that which is now being used, and is thus available for future development. Similarly, governmental decision-making with respect to utility service network extensions and upgrades can be employed as a growth management device; the extension of sewer service to designated locations is, along with development regulations such as zoning, a major planning implementation tool in many instances.

As described in Chapter Two, Section Nine, the existing public sewer system in the township has 243,000 gallons per day (GPD) capacity with a current flow of 90,000 GPD. The current Wastewater Treatment Plant #1 is a lagoon treatment and spray irrigation system on the Inniscrone Golf Course. The Township has also been negotiating with a private developer to operate another facility with a proposed capacity of 607,000 GPD.

The Land Use Plan for London Grove Township is responsive to the existing circumstances for sewer service in the community, proposing a residential and mixed-use pattern for much of the extent of the southern half of the township that can be served by the central sewer system. The northern half of the township, to be preserved for agricultural use, will continue to be served by on-site septic tank and tile field sewage disposal systems for individual lots.

London Grove Township's Pennsylvania Sewage Facilities Act (Act 537) Plan was approved by the Pennsylvania Department of Environmental Protection (DEP) in September 2003. The Act 537 Plan commits to developing and disseminating a public education program for on-lot disposal system maintenance and to develop and enact a sewage management ordinance for individual and community on-lot sewage disposal systems.

Actions to address environmental problems associated with substandard individual on-lot disposal sewage systems, particularly in Chatham village (see Chapter Two, Section Nine), should also be recognized as an important part of managing growth. Although there are already problems with these systems in the township, as the large number of existing on-site septic tank

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and tile field sewage disposal systems in the township age, failure rates may increase. Connection to the municipal collection system or new community septic tank and tile field sewage disposal systems or new small “package” sewage treatment plant systems for central (multiple-unit) sewage service may be required for some of the affected properties. It is essential that Act 537 sewer planning for London Grove Township consider the implications of such occurrences on the sewage collection system and wastewater treatment plant capacities and capabilities.

Correcting substandard individual on-lot sewage systems should address the possible environmental ramifications such substandard systems may impose. Chatham’s substandard on-lot sewage systems, including cesspools, should be improved to meet health standards or the village area should be put on a new community system, or on the Township’s main system. State programs, including the Pennsylvania Department of Environmental Protection’s Sewage Facilities Enforcement Grant, are available to assist the township in upgrading substandard on-lot sewage systems.

In this context, it is important to note that providing municipal sewage systems to the northern half of the township may make development in the north more attractive. It makes sense that a municipal system hook-up to Chatham be considered, but that the extent and capacity of the lines be geared to serving Chatham alone, given the Growth Management Plan’s strong advocacy for farmland preservation in the northern half of the township.

Water Systems

The London Grove Township Municipal Authority purchases water from Chester Water Authority (CWA). The water is sourced from the Octoraro Reservoir on the Octoraro Creek and the Conowingo Pool of the Susquehanna River. Both sources are in the Susquehanna River Basin. The water is treated, purified, and pumped at the CWA Octoraro Treatment Plant. The 2006 Water Quality Report states that in that year this facility produced an average of 34 million gallons of drinking water each day.

Expansion of the central water supply system to serve projected new dwellings and businesses in the southern half of the township is a logical response to the Growth Management Plan’s designation of this area for residential and mixed-use development. The intensity of development existing in and proposed for this area is appropriate for such service. It is expected that any new residential developments in the township over the planning period that incorporate more than a few units will be served by central water facilities, but it is Township policy not to extend public water north of Route 1.

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**SECTION 9:
ENVIRONMENTAL PROTECTION
PLAN**

SECTION 9: ENVIRONMENTAL PROTECTION PLAN**SECTION 9:
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The Environmental Protection element of the Growth Management Plan identifies specific areas in the township that are environmentally sensitive, based on several sources: The U.S. Army Corps of Engineers' 100-Year Floodplain designation prepared for the National Flood Insurance Program; the National Wetlands Inventory undertaken by the U.S. Fish and Wildlife Service and Pennsylvania Department of Environmental Resources (now Pennsylvania Department of Environmental Protection); the Soil Survey of Chester and Delaware Counties prepared by the U. S. Department of Agriculture Soil Conservation Service; United States Geological Survey quadrangle series maps; and aerial photography. Areas that have been mapped include floodplains, wetlands, steep slopes, prime agricultural soils, and woodlands (see Figures 2.2.1, 2.4.1, and 2.4.2).

Floodplains/Stormwater Management

The first and most specific level is represented by the 100-year floodplain designated by the federal government. There is clear authority for a complete prohibition of residential development within the designated floodplain, and a set of standards for regulating the design and construction of nonresidential development within the floodplain so as to prevent exacerbation of the flood hazard. Flood prone soils, identified by the USDA Soil Conservation Service Soil Survey, at times do not correspond precisely with the federal floodplain designations. The flood prone soils, so classified because of their alluvial nature, indicating that they were deposited by floodwaters, reflect not only 100-year floods but also floods of lesser frequency. Where flood prone soils lie outside the federally-designated areas, the burden of proof should be on land developers to demonstrate by specific on-site tests, engineering analysis, and analysis of effects of impervious cover percentages of upstream development that could alter flow levels, that the generalized soil classification is in error for the specific site or that any construction will be designed to avoid any possibility of creating a hazard to human life and property or exacerbating local flooding. Thus, as a matter of policy, the flood prone soils initially should be subject to all of the development restrictions of the land within the 100-year floodplain.

The Composite Constraints map, Figure 2.4.6, is an extremely important resource for the municipality. The information represented, particularly with respect to floodplains, is a strong determinant for land use planning and was significant in shaping the Land Use Plan (Figure 3.1.1) for London Grove Township. Implementation of the Land Use Plan, as well as the preservation of environmentally-sensitive resources, will rely to a considerable degree on the protection of the network of floodplains within the community.

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According to the Pennsylvania Disaster Information and Assistance Agency, Chester County, and thus London Grove Township, has experienced recent problems with acute flooding (a severe winter storm in January 1996, Hurricane Floyd in September 1999, and Tropical Depression Ivan in September 2004). London Grove Township and its neighboring municipalities should be vigilant in ensuring that new development does not occur in floodplains or flood prone areas unless specific special construction methods are employed. Regional efforts to control flooding should be supported.

Stormwater management and flood and erosion control along the White Clay Creek and its tributaries are necessarily closely linked to upstream land development and stormwater management policies and practices, and it is essential that local regulations promulgated in London Grove Township and in all surrounding municipalities be based on watershed-wide considerations. Maintenance of stream water quality is also an increasingly large concern in areas experiencing growth.

Best Management Practices and Cluster Development: Close inter-municipality and County-initiated cooperation on all stormwater management issues will be needed over the planning period. Watershed Act 167 Stormwater Management Plans and similar studies examine potential effects of land development upon discharge rates into streams and creeks, and should lead to local development regulations to assure that developments use the best available technology to minimize off-site stormwater runoff, increase on-site infiltration, minimize off-site discharge of pollutants, and encourage natural filtration functions. Best management practices (“BMPs”) for stormwater management control may include measures such as recharge trenches, porous paving and piping, contour terraces, and swales. All stormwater management facilities should be designed to include and provide stormwater recharge in conjunction with other best management practices.

A key factor in reducing stormwater runoff from newly-developing sites may be a curtailment of the amount of impervious cover on a parcel through improved site planning and design. Planning concepts such as clustering inherently decrease the percentage of land in impervious cover when compared to conventional development. Design features such as narrower local roadways and enhanced buffers and landscaping are also critical means toward the goal of reducing the amount of stormwater runoff.

Detention and Retention Basins: Stormwater basins have been regarded for some time as the standard for dealing with stormwater runoff from tracts undergoing development, but are now coming under scrutiny. Basins occupy space that might be better used for something else, and basins often discharge

directly into streams, precluding opportunities for on-site groundwater recharge.

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In addition, the basins created over the last few years in the township are in private hands and may not be adequately maintained. Unless properly maintained, these systems do not work as designed, and flooding may occur. Standing water in basins can also provide an ideal setting for mosquito breeding and may represent a safety risk for children.

In lieu of basins, porous underground pipe systems may be installed. These promote on-site groundwater recharge, save surface areas for more-useful purposes, and represent less of a hazard than basins. All stormwater management systems should be approved conditioned on regular maintenance and authorization of periodic Township inspections.

Wetlands

A second level of environmental sensitivity is represented by wetlands; generally areas within forested lands with a high water table and poor drainage, and having some degree of surface ponding during the year. Under the jurisdiction of the U.S. Army Corps of Engineers and the Pennsylvania Department of Environmental Protection, there is at the present time a steadily evolving regulatory framework concerning wetlands in Pennsylvania, mandating wetland surveys by developers of land and controlling the degree and type of wetland disturbance permitted.

Municipalities can provide long-term wetlands protection by directing development away from these areas, by encouraging clustered construction on higher ground surrounding wetlands, and by purchasing wetlands important to protecting local floodplains or ecological systems. The Land Use Plan incorporates a variety of natural resource areas, including floodplains and significant wetlands, where known, under the designation *Parks, Open Space, & Greenways*.

Riparian Buffers

Congress has designated the White Clay Creek Watershed as a National Wild and Scenic River because of its outstanding scenic, wildlife, recreational and cultural value. Because of this designation, the White Clay Creek is to be preserved in free-flowing condition for the benefit and enjoyment of present and future generations, conferring on it the State's "absolute protection" from lowering of water quality. One of the chief ways in which stream course water quality may be affirmed or improved is through the maintenance of riparian buffers. A riparian buffer is a corridor of varying width adjacent and generally

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parallel to a stream or similar water course, extending for some distance back from the stream bank. Ideally, the buffer is wooded, shading and cooling the water, trapping nutrients and sediment runoff, stabilizing stream banks, and providing food and cover for aquatic and terrestrial wildlife.

The characteristic combination of a floodplain with a stream course and the frequent association of environmental-sensitive areas such as wetlands and steeply-sloped terrain, in addition to woodlands, with streams, can begin to define a specific dimensional width to a riparian buffer. Many municipalities have adopted riparian buffer provisions into their zoning ordinances, limiting the development of lands within a certain distance of a stream bank, and taking into account whether floodplains, wetlands, steeply-sloped terrain, and woodlands are present.

To enhance the White Clay Creek Watershed's National Wild and Scenic River status wherever possible, the creek and its tributaries should have woodlands alongside. Planting of new vegetation to create these woodlands where they are currently lacking should be encouraged by the Township. The Township should also consider applying to the Pennsylvania Department of Environmental Protection for a watershed restoration and protection grant, as authorized by the state's Growing Greener initiative. These grants can fund a wide variety of watershed projects, including installing stream buffers.

Aquifer Recharge Protection

About one half of London Grove Township is served by the central water distribution system of the Chester Water Authority. For the remainder of the municipality, local groundwater is the direct source for drinking water for residential units and businesses in the community. The principle of groundwater recharge is thus important, since so many residential units obtain drinking water from on-site wells. In addition, the underlying aquifer feeds springs that supply area streams and creeks.

The Delaware River Basin Commission (DRBC) has designated extensive areas of southeastern Pennsylvania, including all of Montgomery County, most of Bucks and Chester Counties, and parts of Delaware, Berks, Lehigh, and Philadelphia Counties as Groundwater Protected Areas (GPA). Within these areas groundwater is considered to be under threat, either by excessive extractions or pollution. The DRBC has promulgated regulations which affect these areas and give the DRBC authority over the approval of any individual groundwater permit application to extract more than 10,000 gallons per day.

While London Grove Township is within the Groundwater Protected Area, the municipality ranks favorably relative to other parts of the GPA in terms of the

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degree to which local watersheds are “stressed.” Nonetheless, the inclusion of the area of the township within the GPA is an indication that efforts to protect groundwater need to be undertaken at the local and county levels, in addition to the region-wide regulations.

The Chester County Water Resources Authority has completed a County watersheds plan, *Watersheds*, to provide guidance to communities in the conservation of natural resources associated with watersheds, including groundwater protection. *Watersheds* serve as the water resources element of the County's comprehensive plan, *Landscapes*. County-led and municipal follow-through to implement the Watersheds Plan recommendations will be an important part of planning for groundwater protection over the next ten-to-twenty years.

The Land Use Plan reveals a generous proportion of the township intended for *Parks, Open Space, & Greenways* uses located mainly in the northern half of the township, north of US Route 1 that can act as an extensive aquifer recharge area and assure a permanent framework for groundwater recharge even as development may proceed into the future. London Grove Township should employ this framework for groundwater recharge and protection of groundwater quality. A key technique is adoption of appropriate land use regulations, including those that would:

- Maintain an overall low intensity of development throughout most of the community;
- Provide incentives for clustered residential development;
- Conserve woodlands;
- Ensure the use of “BMP” measures, outlined previously; and
- Encourage the use of infiltration technology for sewage treatment, when appropriate.

Wildlife and Plants

Many species of plants and animals may be found in the township’s three main types of habitat — open field or pasture, forest, and wetlands. (Wetlands include streams, springs, ponds, and meadows.) Although some species have adapted to more than one habitat, other flora and fauna have adapted to very specific needs and conditions, and are critically dependent upon particular habitat types. Generally speaking, man-made features are considered disruptive to natural habitats, but some, such as farm fields, pasture, hedgerows, and treelines, offer important food and cover sources.

London Grove Township recently engaged in the Botanical Survey of London

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Grove Township including identification of Exceptional Natural Areas and Rare Plant Species Sites (2007) with assistance from the Brandywine Conservancy and the White Clay Wild and Scenic River Management Committee. The report identifies the changes in flora in the township during the last fifteen years. The report identifies rare species, as well as alien species, found within the township and lists management and protection priorities. Conservation of the twenty-one identified Exceptional Natural Areas should be prioritized by the township.

The Pennsylvania Natural Diversity Index (PNDI) provides an inventory of threatened or endangered animal and plant species. According to the Commonwealth's Natural Heritage Program's Chester County Inventory (1994), there are several PNDI-identified sites in London Grove Township. In total, seven sites have been identified as containing threatened or endangered animal and plant species including parts of both the East and Middle Branches of the White Clay Creek, the Wickerton North Woods, the Tice Road site, the Chatham Stream Valley, the Avondale Woods, and the Woodville Woods. Recommendations for each of the areas are made in the inventory and should be adhered to in the future.

The Land Use Plan identifies most of the northern half of the township and portions of the southern half of the township as agricultural, significantly safekeeping open space and wildlife habitats. While this landscape is highly maintained, its vegetative quality lends itself to supporting plant species and food and protective cover for wildlife.

The Land Use Plan affords open fields or pasture, forest, and wetlands the highest degree of protection through the application of the *Parks, Open Space, & Greenways* designation to them to the maximum extent feasible. Prohibited uses in this land use category would include any commercial or industrial facilities and, except in rare circumstances, any new residential dwellings.

The Land Use Plan describes an extensive, interconnected network of protected open space areas incorporating a wide variety of sizes and types of landscapes and habitats consistent with the London Grove Township *Parks, Open Space, & Greenways* designation. The continuous corridors of open space are a significant aspect of the Land Use Plan's system, providing for essential movement, dispersion, and migration of wildlife. Especially important to wildlife are the maintenance of natural corridors such as stream valleys and wooded hillsides and ridgelines.

Other Natural Features

A further level of environmental sensitivity includes areas affected by the following constraints: mature woodlands; areas of steep slopes; and areas

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having a seasonal high water table within six inches of the soil surface. These features, especially when occurring in combination (Figure 2.4.6), suggest that little or no development should take place within the areas exhibiting these conditions or that development should be severely curtailed and closely regulated.

The thrust of the Land Use Plan is the broad protection of these sensitive features. Affected areas are designated generally as agriculture, open space or for very low density residential uses. The policy of London Grove Township toward these environmentally-sensitive areas should be one of discouraging development wherever possible to prevent destruction of important resources or to protect residents of the township from future problems.

The chief instrument that the municipality will have at its disposal to protect these areas will be the encouragement of cluster development and the flexible gross density development approach in newly-developing residential areas. Essentially, the maximum number of units that would be permitted on a tract should be calculated based on the developable acreage of the tract (gross acreage minus existing rights-of-way, easements, floodplains, wetlands, and perhaps some proportion of steep slopes and woodlands). Having arrived at a figure for the total number of units permitted, the size and configuration of individual house lots becomes a much less critical issue than in conventional development, and these may be smaller or larger depending on the occurrence, extent, and significance of natural or cultural features that may be found on the tract. In turn, by requiring developers to base the number of dwelling units allowed to be built on the gross developable acreage of their development parcels, areas designated by the Comprehensive Plan, such as the predominantly agricultural half of the township north of US Route 1, and any ensuing studies as being environmentally-sensitive, are more likely to end up being set aside.

It must be recognized that the maps of environmentally-sensitive areas are accurate to a general level only. Developers should be required as a matter of municipal policy to undertake more detailed field studies of specific parcels proposed for development that will verify or modify the precise location of the sensitive features on the Comprehensive Plan or other, similar maps. By requiring such studies, especially where there is a strong suspicion or known presence of environmentally-sensitive features, developers will be more aware of the need to protect scarce resources and to avoid future problems at an early point in the development process, leading to better land planning and design solutions in the long run.

Chapter Four: Implementation Strategy

Introduction

The London Grove Township Comprehensive Plan provides an overall guide and framework for the future development of the community. The Plan anticipates and manages a variety of opportunities for growth in the township, while at the same time striving to protect the area's natural features, farmland, and historic and agricultural character. The Plan designates appropriate locations for all land uses expected to be in the township over the next ten to twenty years. The Plan also sets the stage for specific actions that are necessary by all the different kinds of decision-makers in the township, school district, county, and state, in order to implement the Plan's recommendations.

This Plan must be used as a primary reference for evaluating and influencing future change in London Grove Township. The procedures and actions in this chapter are provided, among other things, as the instructions for use of this Plan by the Board of Supervisors, Planning Commission, and staff of the municipality.

Adoption of the Plan

The first and most basic step in the implementation of the London Grove Township Comprehensive Plan is its official adoption by the Township Board of Supervisors. The Comprehensive Plan will then form the policy foundation for day-to-day decisions concerning development, as well as the framework for the zoning and subdivision ordinances that are the primary administrative tools for the control of growth and development in the municipality.

It is particularly important that the Plan be understood and endorsed by the officials of the township. Without such understanding and support, the Plan will not be useful nor will it be followed. Since, under Pennsylvania's Municipalities Planning Code (MPC), the right of approval for subdivision and land development is (with limited exceptions) exercised by municipalities, it follows that successful implementation of the London Grove Township Comprehensive Plan relies to a very great extent on municipal follow-through on the ideas presented in the Plan. A prerequisite for Plan implementation is for the governing body, Planning Commission, and municipal staff to advocate the recommendations in the Plan. If no one "signs on" to it, its recommendations can't be put into effect.

London Grove Township will publicize the Plan and provide clear information that will allow public and private planning partners to take action in support of the Plan's implementation. The Township will reach out to key partners, including federal, state, county, and local agencies and institutions, to encourage their cooperation in the implementation of the Plan.

Amendments to Municipal Land Development Regulations

The London Grove Township Comprehensive Plan’s recommendations with respect to land use, transportation, housing, community facilities, open space, historic and cultural resources, natural features, and other elements also provide a basis of changes to the development regulations of the municipality. Zoning ordinance and subdivision and land development ordinance changes are among the most significant implementing tools for the Plan, translating its sometimes broad concepts into specific regulations with which to guide future development.

Zoning Changes

Zoning of land use is the single most important legal tool available to a municipality for management of growth and development. The London Grove Township Zoning Ordinance should be updated and revised to reflect the goals, objectives, and policies of the Comprehensive Plan, and to effect its implementation. An updated Zoning Ordinance is the most efficient and effective device for ensuring that rezonings and subdivision and land development approvals are in conformance with the Comprehensive Plan. A number of revisions to the current zoning ordinance are recommended to contribute to the implementation of the Growth Management Plan. These are summarized below.

Commercial Zoning Changes

The *Land Use Plan*, Section 3 of Chapter 3, makes wide-ranging recommendations concerning the commercial area near the intersection of PA Route 41 and US Route 1. The current commercial zoning districts are C-Commercial and I-C- Interchange Commercial. In the future, it should be anticipated that the zoning districts may need to be evaluated to include additional permitted uses to allow for a greater range of uses in those districts.

New Zoning Districts

The Land Use Plan envisions a future for the township that includes areas for residential use, commercial, mixed-use, institutional use, and parks/permanent open space/resource conservation/recreation use. Most of these uses can be accommodated within the framework of the existing London Grove Township Zoning Ordinance district classifications. Some uses, however, may not be well matched to the existing district classifications and, as described below, new districts may be warranted.

New Districts to Create Evergreen Village Area

The *Land Use Plan*, Section 3 of Chapter 3, makes a recommendation of including the new Evergreen Village that will serve as a small scale commercial area for local residents. Since it would be difficult for the proposed Village to utilize the existing zoning regulations, a new Village Commercial (VC) District should be established. Such zoning regulation should also provide design guidelines and requirements to achieve the desired character and functionality of the Evergreen Village.

New Districts to Create RMD and CVMX Areas

The *Land Use Plan*, Section 3 of Chapter 3, makes recommendations concerning a new *RMD – Residential Medium Density* to the east and west of Route 41 south of Route 1 and a new *CVMX – Chatham Village Mixed-use* area at the crossroads of PA Route 41, PA Route 841, and East London Grove Road. These two areas may be appropriate for a Traditional Neighborhood Development (TND) overlay district, pursuant to PA Act 247/Article VII-A. TND districts advance the idea of new residential developments that incorporate many of the characteristics of neighborhoods that existed prior to World War II, including 2- and 2½-story, single-family detached houses on relatively small lots, residential garages on alleys behind the building lots, and small front yard setbacks.

Concerning Chatham Village, this village area is a unique opportunity for the Township to embrace its cultural and historic heritage through the renovation of building frontages, “infilling” of compatible land uses, and improvements to streetscape conditions in Chatham. The new CVMX classification should be an area of the township for renovating the cultural heritage, and not an area that should experience growth. Special provisions in a *CVMX – Chatham Village Mixed-use District* should provide an appropriate regulatory framework for this direction.

New Districts to Create MX Areas

The *Land Use Plan*, Section 3 of Chapter 3, contains recommendations concerning a new *MX-Mixed-use* designation at selected locations in the township and identified on the Land Use Plan Map. The intent here is to create small-scaled, neighborhood-oriented service and retail nodes within the township that are accessible on foot to residents living nearby. A new *MX-Mixed-use* district should be established in support of this principle.

Considerations for A Areas

The *Land Use Plan*, Section 3 of Chapter 3, supports the agricultural character of the township through the preservation of farmland across the northern half of the township and in more limited areas in southern half of the township. An A – *Agriculture* designation identifies areas that should be sustained as agriculture.

The Township has already taken steps toward preserving farmland by implementing both AP- *Agriculture Preservation* and Transfer of Development Rights *Transfer In* and *Transfer Out* districts in its zoning ordinance. These techniques illustrate the Township’s commitment to agricultural preservation. Transfer of Development Rights (TDR) is a device by which the development rights of a site are separated from its physical setting and exercised in another designated location. The owner of a property within a “sending” area retains property ownership, but not the right to develop. The owner of a property within a “receiving” area may purchase the development rights within the “sending” area, allowing the receiving area to be developed at a greater density

However, the lack of Transfer of Development Rights transactions indicates that there may be weaknesses in the current regulations. The Township should review the Transfer of Development Rights zoning provisions to understand why they are not being utilized and then make revisions to them to strengthen them and make them attractive to landowners and developers. In reviewing the existing Transfer of Development Rights provisions, the Township should focus on the transferring of development rights from the area north of US Route 1 into the areas designated for high density residential development. The township should also look for other innovative land preservation techniques that will yield options for landowners, while preserving prime agricultural lands and natural areas and resources.

The Township needs to be cognizant of the essential market-driven nature of TDR transactions. There needs to be willing sellers and willing buyers of development rights for TDRs to work successfully. Some of the implications of TDR may be summarized as follows:

- TDRs do not create demand for development; they must attach themselves to existing desires of the marketplace;
- Incentives are needed for owners in sending areas to sell TDRs. They must want to go through the hassles of selling a development right rather than using the development rights themselves;
- Receiving areas must already be under greater development pressure than existing zoning or other regulations allow.

Otherwise, TDR gives little benefit to the developer.

It should be noted that in addition to the AP- *Agriculture Preservation* and *Transfer of Development Rights Transfer In* and *Transfer Out* approaches, there are alternative techniques for preserving agricultural lands that are currently practiced in the Commonwealth of Pennsylvania. One such technique is the sliding scale form of area-based allocation zoning. The sliding scale form, which has been upheld by the Pennsylvania Commonwealth Court (*Boundary Drive Associates v. Shrewsbury Township*, 1984), allows somewhat higher densities of development for smaller parcels than for larger ones. This is justified because smaller parcels are less suitable for farming and often their owners have investment-backed expectations for developing them. Usually they account for a relatively small total area and so their development at somewhat higher densities does not add an excessive number of dwelling units to the agricultural zone.

A sliding scale schedule almost identical to the schedule upheld by the Commonwealth Court in the *Boundary Drive* case follows:

<u>Size of Parcel</u>	<u>No. of Dwelling Units Permitted</u>
Less than 2 acres	0
2 - 5 acres	1
6 - 10 acres	2
11 - 30 acres	3
31 - 60 acres	4
61 - 90 acres	5
91 - 120 acres	6
121 - 150 acres	7
151 - 180 acres	8
181 - 210 acres	9
211 acres & over	10

In lieu of the sliding-scale form of agricultural zoning, some other types of area-based allocation agricultural zoning may be pursued. In all cases, however, only non-farm residential development that has overall very low densities should be permitted in agricultural areas, with strong limitations on the percentage of a tract permitted to be disturbed for development.

Residential Clustering

Existing provisions within the London Grove Township Zoning Ordinance require residential clustering for development of five (5) or more lots or dwelling units. While cluster provisions can produce open space resources for

the community, the location of those open spaces is important. Regulations should ensure that open space areas be located adjacent to other open space resources, where they exist. Enacting this requirement will help build a contiguous open space network, providing areas for habitat, natural resource conservation, and passive recreation.

Set-Asides/Fee-in-Lieu

The London Grove Township Subdivision and Land Development Ordinance currently requires offers of dedication of land for park, recreation, and open space use in conjunction with the creation of new residential developments or a “fee-in-lieu” of land provisions. The fee in lieu states that developers of land (residential and non-residential) may be required to pay a fee to London Grove Township for the municipality to provide for park, recreation, and open space uses instead of the developer offering for dedication park, recreation, or open space land within the proposed development tract. This provision allows the Township to accept a fee in lieu of open space if the Township deems that the open space dedication would not contribute significantly to the open space plan for the township. That fee could then be used to purchase open space elsewhere in the township that is positioned more strategically with respect to the Land Use Plan.

Protection of Environmental Features

The existing Township of London Grove Zoning Ordinance contains provisions for the protection of environmentally-sensitive features, including Water Hazard Areas (Article XIV), Ground Water Protection (Article XIII), and Steep Slope Conservation (Article XV). Provisions to protect trees, riparian buffers, and rare and endangered plant species should be added to the Zoning and Subdivision and Land Development ordinances.

Zoning Ordinance Contents and Format

Development regulations in the Zoning Ordinance are often dense and wordy, making use of the document difficult. The Zoning Ordinance can be made more “user-friendly” by presenting most permitted use and development standards information in tables rather than long descriptive texts, for ease of use and to permit side-by-side comparison of standards among related districts. Benefits of this approach include an easy understanding of the ordinance by residents and more efficient administration by the Township.

A first step toward making the township Zoning Ordinance more “user-friendly” is to make the ordinance electronic. Electronic documents, such as Adobe *pdfs* or Microsoft Word documents reduce paper consumption, are

more readily available to share, and allow users to search for key words or concepts in which they may be interested. An electronic copy of the Zoning Ordinance may be posted on London Grove Township’s web site, reducing staff time to distribute it to interested parties.

Subdivision Regulations

Subdivision regulations are second only to the zoning ordinance as a tool for managing growth, especially in influencing the quality of new developments. These regulations detail the standards of any required improvements accompanying construction. The London Grove Township Comprehensive Plan makes several recommendations which affect street access and curb cuts, landscaping and open space, and other improvements. Adoption of these recommendations within the London Grove Township Subdivision and Land Development Ordinance will implement better quality development. In addition, requiring Environmental Assessment Statements for major new land developments may now be warranted in the township. Environmental Assessment Statements investigate proposed development more comprehensively than traditional Traffic Impact Studies including analysis of cultural, fiscal and visual impacts of proposed development.

Potentially wide-ranging changes to Subdivision and Land Development Ordinance standards are suggested by the Plan’s recommendations with respect to “pedestrian-friendly” street standards. For example, a more pedestrian-oriented area should have road right-of-way and cartway widths that are different from conventional areas, with sidewalk requirements, tighter horizontal curve radii, and revised parking regulations and sight-distance standards.

Changes to the Subdivision and Land Development Ordinance to effectively improve the quality of development within commercial/mixed-use areas, as identified on the Land Use Plan Map as Chatham Village, Village Commercial and Mixed Use/Local Service, would include provisions for landscape requirements and design guidelines for the commercial and village areas identified in the Plan’s recommendations. Landscape requirements and guidelines should include specific plant species to avoid and recommended specific species. Spacing, location, and intent of landscape design features for areas such as the street rights-of-ways, buffer areas, parking lots, and commercial uses should be clearly conveyed to property owners. Landscape requirements and design guidelines for some of the Plan’s signature areas such as Chatham village and Evergreen Village should be created to elicit an identifiable theme and identity for these areas. Guidelines may also address specific architectural elements, materials, building massing, and lighting, among other issues.

Watershed Act 167 Stormwater Management Plans, Chester County's *Watersheds*, and similar studies by area counties and municipalities have been examining potential effects of land development upon discharge rates into the creeks and their tributary streams. Such studies produce sets of recommendations for changes to municipal subdivision and land development regulations. The London Grove Township Subdivision and Land Development Ordinance reflects these kinds of recommendations, including content to assure that developments use the best available technology to minimize off-site stormwater runoff, increase on-site infiltration, minimize off-site discharge of pollutants, and encourage natural filtration functions. The inclusion of additional best management practices ("BMPs") to include measures such as recharge trenches, porous paving and piping, contour terraces, swales, and a visual quality analysis would strengthen the Township's commitment to BMPs.

Further Planning Studies

Future Traffic Study for Route 41 Corridor South of Route 1: In the future, traffic studies may be needed to evaluate potential development generated impacts to the commercial area along the Route 41 corridor. A main component of the traffic study should focus on vehicular and pedestrian circulation and safety, as well as maintaining appropriate through traffic on Route 41. The study should identify key locations where additional study planning and engineering should be preformed. The Township should coordinate with PennDOT in this effort.

Small Area Plan for Evergreen Village: To achieve the vision of the Evergreen Village, follow-up studies will need to be done. The proposed location for the Village should be looked at more closely to determine current vehicular circulation and any building constraints. Building placement and orientation, parking, landscaping and overall design aesthetic should also be considered when working on the area plan.

Developing an area plan will help define the Evergreen Village and differentiate the type of commercial center proposed for the Village from the highway oriented commercial area located along Route 41. Establishing development standards and guidelines will give the area its own character and identity making it a unique location in the Township. The design standards should take into consideration building design as well as landscaping. Important features will be creating an interconnected roadway and pedestrian network, buffering along major roadway corridors and incorporating the railroad corridor.

An important part of the area plan will be working on improving the current

roadway network surrounding the proposed location to provide the best accessibility. Creating several access points will help alleviate any traffic congestion, reduce impacts on Old Baltimore Pike and help with circulation throughout the Village.

Chatham Village Planning: London Grove Township should make a detailed examination of this area's circumstances and prospects. Physically, Chatham encompasses a small geographic area at the crossroads of PA Route 41, PA Route 841, and East London Grove Road. The Township should seek opportunities to work with both Chester County and the Commonwealth of Pennsylvania to develop a vision for Chatham in keeping with the Comprehensive Plan's goals for this area.

The concentration of historic buildings and sites in the vicinity of Chatham, as designated in the *Chatham Village* area, underscores the importance of the sensitive integration of design guideline elements into plans for the preservation of Chatham. Not only is the retention of the existing historic features critical for their protection and the perpetuation of the context into which change will occur in the northern half of the township, but the innate character of the resources themselves will provide an identity for new construction within the district and complementary themes for building façades and other streetscape features to be added as part of new construction and land development.

Critical to the Chatham village planning will be addressing the failure of on-lot sewage facilities in this portion of the township and the effect it has on the general health and welfare of Chatham residents. While new approaches should be considered to improve the current conditions in the village, the ramifications of possible community sewage treatment systems or a tie in to the municipal sewage treatment plant on the management of growth in this portion of the township need to be carefully gauged. Chatham should preserve the village-like scale, and should not be an area for absorption of future growth within the township. As alternative sewage treatment systems are being examined, funding mechanisms and phasing alternatives should be explored to minimize any undue financial burdens on existing Chatham village property owners.

Ultimate Right-of-Way Map

London Grove Township should consider preparing an "Ultimate Right-of-Way" map for all Township owned roads in the municipality. Ultimate rights-of-way shown for each road will be appropriate for its functional classification, projected traffic volumes, land uses of abutting properties, and general neighborhood or district character.

This task will begin with an understanding of typical roadway right-of-way widths and their purpose. These widths are based on a functional classification. For example, a typical arterial ranges from 100 to 120 feet in width and is used to travel some distance, a typical collector ranges from 60 to 80 feet in width and might be used to get across the community, and a typical local roadway ranges from 40 to 60 feet in width and is primarily used to access property. The following steps should be taken in developing the ultimate right of way map:

1. Consider existing roads in comparison to the generally accepted standards for that roadway type;
2. Determine how each road is intended to serve the community today and in the future; and,
3. Identify any changes might be required in the future to safely accommodate users of all types and modes, and for other needs such as utilities and drainage.

While improvements may be contemplated for certain roads, their context must be taken into account. Making over some roads to meet modern standards might entail great expense and major physical changes to the road itself and to the properties and landscapes through which they pass. The potential threat to existing agricultural and residential areas implied by the construction of road improvements precludes making universal recommendations to upgrade all collector and arterial roads in the township, therefore any right-of-way widths established for a specific road must be context sensitive and sized appropriately.

The ultimate rights-of-way may incorporate areas for trails located along some lower traffic volume roadways where appropriate throughout the township as identified in the Township's trail plan. This trail network is intended to provide a safe and convenient way for people to travel throughout the township using means other than the private automobile. Depending upon the roadway involved, traffic volume and the opportunities available, this network may be advanced using tools such as an expanded, striped shoulder or by providing a separate path adjacent to the roadway.

The Ultimate Right-of-Way Map will be incorporated into or referenced by the Subdivision and Land Development Ordinance, and applicants for subdivision and land development approval will work with the township to dedicate additional rights-of-way to the township between the existing right-of-way line and ultimate right-of-way in order to accommodate future road widening or other uses such as sidewalks and trails if appropriate and necessary. Ultimate Right-of-Way maps are a valuable long-range planning

tool, and appropriate to anticipate and accommodate changes to the roadway network that will be needed over time.

Information regarding functional classification of roadways can be accessed through national, state and county sources as follows:

1. *A Policy on Geometric Design of Highways and Streets*, American Association of State Highway Transportation Officials (AASHTO). This reference is often known as “The Green Book”;
2. *Guidelines for the Design of Local Public Streets, Publication #70*, The Pennsylvania Department of Transportation;
3. *Road Functional Classification - Technical Memorandum An Element of Connecting Landscapes – the Transportation Plan for Chester County*, Chester County Planning Commission.

Using the Plan

After official adoption, the use of the Comprehensive Plan as a reference document on a frequent basis becomes the most important part of the Comprehensive Plan implementation program. Neither the Growth Management Plan nor the zoning and subdivision and land development ordinances can completely anticipate or absolutely control the future growth of the township. Future development will be determined by day-to-day decisions made by the Township Board of Supervisors, Planning Commission, Zoning Hearing Board, and municipal staff, largely in response to proposals made by private developers. In each situation where London Grove Township must respond to a specific development proposal, the Comprehensive Plan should be used as a reference to guide the Township in the evaluation of the proposal.

The natural resource maps, part of the Comprehensive Plan, are one of the first sources to be referred to in considering any development proposal. The maps should be able to identify potential problem areas. In some cases, the developer will be required to supply more precise information on the natural determinants of development suitability. Technical expertise of Township, County, and State agency staff and consultants will be needed to determine whether any potential problems so identified can be overcome.

The Land Use Plan should be consulted early in the review of any development proposal. If the proposed use corresponds to that shown on the Land Use Plan, the major issues will concern design considerations, technical questions, and guarantees of performance on the part of the developer. If the proposed use differs from that shown on the Land Use Plan, the proposal will require the most careful kind of scrutiny. Despite the effort to make the Growth Management Plan as “comprehensive” as possible, it is conceivable

that uses will be proposed in the township over the planning period that do not fit comfortably into one of the use categories outlined in the Land Use Plan. It is critical that, in this event, the municipality consider fully all of the planning implications of any such proposed uses.

Information Gathering, Processing, Storage, and Retrieval

The Township's methods for processing, storing, and retrieving information filed as part of applications for subdivision and land development approvals and rezonings should be computerized, coordinated, and systemized. Applications should be coded by number, with corresponding paper and computer-based files, including standardized forms for recording basic information such as the location and dimensions of the tract, the characteristics of the proposed development, and the application and review status. Submitted plans and other pertinent documents should be microfilmed and/or scanned and stored on computer files.

The Planning Commission should ensure that it submits annual reports to its governing body, summarizing development activities in the municipality. The compilation and publication of the following data would be useful in documenting the character and quantity of change in the community over time and would be extremely useful in the day-to-day administration of its planning and zoning activities. The items recommended for inclusion in the report are:

- Population estimates
- School population
- Employment estimates
- Development activity summary (new development & redevelopment)
 - Residential development
 - New housing units, by type
 - Acres of residential development
 - Acres of private and dedicated open space
 - New nonresidential construction
 - Acres of new development by land use
 - Gross floor area by use
 - Changes of zoning

Planning Commission Annual Reviews

The Planning Commission should, as an annual agenda item, formally review the annual long-range capital improvements program for the municipality to

ensure that physical improvements that are being programmed are in accordance with the overall intent of the Comprehensive Plan. The review should also include consideration of items which are called for by the Comprehensive Plan. A formal review and recommendation concerning the long-range capital improvements program should be forwarded to the governing body prior to consideration of the adoption of the long-range capital improvements program.

A second annual agenda item should be the Planning Commission Annual Plan, which should:

- Review the degree of accomplishment of the previous year's objectives;
- Summarize studies or projects finished or underway;
- Identify Comprehensive Plan recommendations that are planned to be addressed in the next year;
- Plan for future projects or studies, including issues that the Planning Commission intends to review or initiate and ordinances that require review.

**Table 4.1.1
Action Plan for Implementation of the Comprehensive Plan**

<u>Action</u>	<u>Timing</u>	<u>Primary Responsible Parties</u>
1. Adopt the Plan	Immediate	<ul style="list-style-type: none"> • Supervisors
2. Work on Small Area Plan for Evergreen Village	Within 2 yrs.	<ul style="list-style-type: none"> • Township Staff, Planning Commission
3. Adopt High-Priority Zoning Ordinance Changes Including New Zoning Districts- VC, RMD, CVMX and MX	Within 2 yrs.	<ul style="list-style-type: none"> • Planning Commission
4. Consider a Future Traffic Study for the Route 41 Corridor	Within 4 yrs.	<ul style="list-style-type: none"> • Township Staff, Planning Commission
5. Update Zoning Ordinance	Within 4 yrs.	<ul style="list-style-type: none"> • Planning Commission
6. Update Subdivision & Land Development Ordinance	Within 4 yrs.	<ul style="list-style-type: none"> • Planning Commission
7. Update Sewage Facilities Plan	Within 4 yrs.	<ul style="list-style-type: none"> • London Grove Township Municipal Authority
8. Prepare a Chatham Village Plan	Within 4 yrs.	<ul style="list-style-type: none"> • Township Staff, Planning Commission
9. Review the Comprehensive Plan, Consider an Update	Within 10 yrs.	<ul style="list-style-type: none"> • Planning Commission, Supervisors
10. Continue to Implement Trail System	Ongoing	<ul style="list-style-type: none"> • Parks and Recreation Board