



West Whiteland Comprehensive Plan 2026





Acknowledgments

**West Whiteland Township,
Chester County, Pennsylvania
Comprehensive Plan Update, 2026**

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»»»»» Vision Statement

West Whiteland Township will remain a vibrant, welcoming community for residents, businesses, and visitors. The Township will balance the needs of its neighborhoods and commercial centers, honor its historic and environmental resources, and promote a multimodal transportation network. Through responsible growth, thoughtful redevelopment, and careful preservation, the Township will provide high-quality, cost-effective services that prioritize safety, sustainability, and overall quality of life.

»»»»» Introduction; A framework for the township's future

I Comprehensive Plan Purpose

A comprehensive plan is an adopted policy document that is intended to provide long-range guidance for the Township regarding topics such as land use, transportation, economic development, housing, public facilities, historic resources, and environmental resources. A comprehensive plan provides the Township with but not limited to a framework of policies and actions on which to rely when responding to evolving challenges and opportunities.

This comprehensive plan, created with involvement of residents, elected officials, and Township staff, defines a vision for West Whiteland's future and provides a series of actions to achieve that vision. Developed as an implementable plan, which follows a different process and format than traditional comprehensive plans, this document is intended to be as specific as possible to the Township's goals. Focusing on the most pressing challenges and opportunities, this plan provides guidance to the Township to make the most efficient use of municipal resources. West Whiteland's previous comprehensive plan was adopted in 1994 and last amended in 2022.

II Comprehensive Planning in Pennsylvania

This comprehensive plan was completed in compliance with the Pennsylvania Municipalities Planning Code (MPC), Act 247 of 1968, as reenacted and amended. The MPC enables municipal land use controls in Pennsylvania and provides the framework for developing and implementing comprehensive plans and local land use regulations, such as a zoning ordinance. The MPC calls on municipalities to review comprehensive plans every ten years.

III Planning Process

Development of this plan was led by a task force consisting of a diverse group of Township citizens, inclusive of representatives of the Planning Commission, the Board of Supervisors, and Township staff. In addition to regular monthly meetings of the task force, the process included:

- Stakeholder interviews in December-January 2024-2025
- Public survey conducted in October-January 2025
- Public open house on October 29, 2024
- Public meeting on October 29, 2025
- MPC mandated public meeting-TBD
- MPC mandated public hearing-TBD

The task force analyzed and evaluated pertinent information affecting the Township and recommendations were crafted to meet the challenges and opportunities identified through the planning process. Everything evaluated by the task force was further shared with the public for review and endorsement.

IV How to Use This Comprehensive Plan

This plan is intended to guide Township actions over the next ten years, through 2036. The Township should conduct periodic progress reviews and perform a more in-depth assessment in 2031 to ensure goals and objectives remain aligned with community needs and priorities.

This plan is divided into three sections:

Issues and Priority: These chapters address community-identified issues, outlining broad goals achieved through specific objectives and recommendations. Each recommendation includes its significance and the necessary actions for implementation.

Implementation: This chapter consolidates the recommendations into a table which identifies priority level, parties responsible for implementing, and suggested strategies.

Appendices: The appendices include supplemental context information, neighboring municipal planning and zoning, a summary of the public survey results, and a compilation of maps.

A Public Open House was held in October 2024 to afford residents the opportunity to discuss issues to consider as part of the comprehensive plan update.



»»»»» 1.0 Safe, healthy, and walkable. Transportation & mobility connections.





1.1 Introduction

An integrated and multi-modal transportation network is vital for ensuring safe and efficient travel for residents and visitors within and beyond the Township. This network enhances safety and mobility for vehicles, pedestrians, and cyclists, while also providing access to public transportation, promoting health benefits, and reducing emissions.

Located at the crossroads of major thoroughfares used by both residents and visitors, West Whiteland faces the challenge of balancing community needs with the demands of the broader public that utilizes its transportation infrastructure (See Appendix A-3, Circulation for an inventory of transportation-related items).

1.2 Goal & Objectives

Promote a safe, effective, and diversified circulation system to address existing and future needs in coordination with land use planning and resource protection objectives.

- A. Identify measures to coordinate the Township and State's transportation system with current needs.
- B. Improve safety, multi-modal circulation, and connections between key destinations within and near the Township.
- C. Support continued implementation of the Bike and Pedestrian Plan (B&PP) and further appropriate extensions of pedestrian and cyclist infrastructure for increased access to parks, open spaces, the Town Center, transit facilities, and other opportunities.
- D. Improve traffic flow, manage congestion, and increase connectivity to the major corridors within the Township.
- E. Encourage a pedestrian oriented (re)development patterns which incorporates placemaking elements, traffic calming, and amenities for multi-modal circulation when appropriate.
- F. Support continued improvements to public transportation service and infrastructure in the Township.

1.3 Recommendations



1 Ensure road standards and Township policy advance both safety and efficient mobility for all users and minimize conflict with contemporary best practices.

WHY: The Township is traversed by major routes that serve both local and regional traffic. Growth within both the Township and broader region has impacted all users of the overall network. (See Appendix B for a full demographic profile and historic growth trends) Policies that improve overall user safety and endorse best practices for road design are critical for supporting vehicular travel, further multi-modal connections, and incorporation complete street principles where appropriate.

HOW: At the direction of the Board of Supervisors, Township staff should work in conjunction with the Township Engineer, or their designee, and continue partnerships with outside organizations to implement the following:

- A. Investigate and consider adoption of a formal “complete streets” policy for the Township. A “complete streets” policy sets a framework for transforming the existing road network into one that promotes and provides opportunities for safe passage using all modes of transportation. The [Chester County Complete Streets policy](#) could be utilized as a starting point in the development of this type of policy.
- B. Consider amendments to [Article IV](#) of the Subdivision and Land Development Ordinance (SLDO) to require street interconnections to existing stub streets and dead ends when practicable.
- C. Continue to evaluate and amend as appropriate [§325-42](#) of the zoning ordinance for traffic impact studies to ensure contemporary best practices and strategies are addressed as part of required studies for (re)development.
- D. Monitor and determine if warrants are met to implement traffic calming measures to address possible increased traffic flows or vehicle speeds used for regional travel purposes along Township-owned streets. Analyze speed and volume data collected by the Police Department as a starting point; roads with increased traffic could be evaluated for potential traffic-calming measures.
- E. Encourage large local businesses to develop Transportation Demand management plans.



2 Continue coordination with PennDOT District 6 to ensure state-maintained roads evolve to advance safety and efficient mobility for all users.

WHY: State-maintained roads through the Township provide critical connections for both local and regional users. The Township should work in partnership to advance targeted safety and multi-modal improvements on PennDOT thoroughfares. (see Appendix F, Roadway Ownership & Estimated Daily Traffic map).

State maintained (PennDOT) roads	Length (mi)
US Route 30	4.36
US Route 202	1.39
Pennsylvania Route 100 (Pottstown Pike)	2.46
Business US Route 30 (Lincoln Highway)	4.27
Pottstown Pike (South of Route 100 split)	1.02
Boot Road	3.29
Grove Road	0.82
King Road	2.08
Phoenixville Pike	1.43
Ship Road	3.37
Whitford Road	2.66
Copeland School Road	0.65

HOW: At the direction of the Board of Supervisors, Township staff should work in conjunction with the Township Engineer, or their designee, to advance Township objectives as part of PennDOT Connects and their ongoing maintenance and long-term projects for their network. Specific actions can include:

- A. **US Route 30 Bypass** – Advocate for drainage improvements to the westbound lanes, just west of the PA Route 100 intersection. This improvement is included as a future development on the Transportation Improvement Inventory (TIP) as of 2025.
- B. **PA Route 100 (Pottstown Pike)** – Advocate for and implement multi-modal improvements to PA Route 100 between US Route 30 and Sunrise Boulevard. Specifically, sidewalk gaps and intersection improvements identified in the Bicycle and Pedestrian Plan (B&PP) should be prioritized. Additional opportunities to provide for safe pedestrian/bicycle travel should be evaluated and implemented where appropriate as part of the land development process. Further coordination should be had to implement additional streetscape elements as identified in The Crossroads recommendation 4.3.A.



A third northbound lane is proposed to extend from Pottstown Pike to the US Route 30 Bypass. This will help alleviate congestion with additional capacity approaching the Town Center.

- C. **Lincoln Highway** – Advocate for pedestrian/bicycle improvements along the corridor to connect residential areas to both Exton Park and the Town Center. Specifically, the sidewalk gaps and intersection improvements identified in the B&PP and safety and visibility improvements of the Chester Valley Trail (CVT) crossing should be prioritized. Further coordination should be had to implement additional streetscape elements as identified in The Crossroads recommendation 4.3.A.

Advocate for targeted drainage and stormwater improvements along the corridor as many sections were developed prior to incorporation of modern facilities. Specifically, numerous intersections along the corridor should be evaluated for these improvements, including but not limited to its intersections with Fairway Lane, Keva Drive, Route 100, Brazier Lane, and to Ship Road.

- D. **Whitford Road** – Advocate for improvements to the SEPTA underpass to improve mobility for all users and provide for better access to Whitford Station and the proposed CVT extension within the Philadelphia & Thorndale (P&T) corridor. Advocate for incorporation of the various proposed pedestrian/bicycle mobility improvements identified in the B&PP to create a safe route between the CVT extension to Oaklands and the CVT P&T extension.

Advocate for installation of an advance, underpass early warning system approaching the low clearance underpass for the Amtrak/SEPTA Right-of-Way to reduce/eliminate underpass collisions and their associated delays.

- E. **Ship Road** – Support efforts to replace the bridge spanning Valley Creek just north of Lincoln Highway. This improvement is included as “in development” on the TIP as of 2025.

Advocate for a future connection from the multi-use path south of Lincoln Highway to the CVT P&T just south of US Route 30. Continue to support implementation of safety improvements with intersections at both Boot and King Roads as identified on the Transportation Improvement Inventory (TII).

Advocate for installation of an advance, underpass early warning system approaching the low clearance underpass for the Amtrak/SEPTA Right-of-Way to reduce/eliminate underpass collisions and their associated delays.

Advocate for targeted drainage and stormwater improvements along the corridor between King Road and US Route 30 as most of this section does not have modern facilities.

- F. **Boot Road** – Support implementation of safety improvements with the intersection at Ship Road as identified on the TII. Advocate for incorporation of the various proposed pedestrian/bicycle mobility improvements identified in the B&PP.
- G. Ensure that traffic signals throughout the Township are optimized to maximize efficient vehicular traffic flow and pedestrian safety. In coordination with PennDOT, programs such as Green Light – Go can provide funding opportunities to implement these types of upgrades.
- H. Consider participation in the PennDOT sponsored Adopt & Beautify and Keystone Pollinator Habitat programs to visibly enhance areas within PennDOT rights-of-way. These native plantings can further biodiversity goals with additional habitat for native pollinators and provide for placemaking elements to prominent Township intersections



3 Continue coordination with SEPTA, Amtrak, and other service providers to enhance existing transit services and support efforts to expand commuter transportation options.

WHY: With its central location, and presence of both bus and rail connections, the Township is a significant transit hub for Central Chester County. Opportunity exists to enhance existing services and facilities and consider additional transit connections (See Appendix A, Section A-3-G for additional information on Public Transit).

HOW:

A. Continue to coordinate with SEPTA and Amtrak regarding long-term planning for enhancements to their rail infrastructure in the Township. Specifically, consideration should be given to:

1. **Exton Station** – Support efforts to complete a bus loop and shelter to improve multi-modal access at the station (this improvement is included on the TIP as of 2025). Continue to advocate for a return of service levels on Regional Rail to those in place prior to reductions resulting from the COVID-19 pandemic. Support a direct connection from the CVT West extension to the station.
2. **Whitford Station** – Support efforts to improve mobility and access to the station as noted in Recommendation 1.3(2)(D). Continue to advocate for a return of service levels on Regional Rail to those in place prior to reductions resulting from the COVID-19 pandemic.
3. **Other rail infrastructure** – Establish a point of contact with Amtrak to direct concerns with drainage issues, refuse, and/or overgrowth within their right-of-way and have them addressed.

B. Continue to coordinate with SEPTA regarding long-term planning for enhancements to their bus infrastructure in the Township. Specifically, consideration should be given to:

1. Advocate for timing of bus services that provide access to Exton Station to better sync with the Regional Rail and/or Amtrak schedule. A seamless transfer to the Paoli/Thorndale Line and/or Amtrak can result in greater usage of bus service.
2. Consider the future of the location of the Exton Transit Center. With the redevelopment of Exton Square Mall, and completion of a bus loop at Exton Station, consideration should be given if the Center should be relocated to best optimize overall use and efficiency of the bus network.
3. Advocate for enhanced service in the Town Center area. Consideration can be given to establishment of a circulator bus or of a microtransit zone to serve the Town Center along PA Route 100 from Exton Station to Sunrise Boulevard.
4. Consider amending the subdivision and land development ordinance to require bus shelters be installed as part of land development activities over a defined square footage and/or residential unit count fronting a roadway with bus service. Any amendment should also be inclusive of interior access to the bus stop, not just the facility adjacent to the cartway.
5. Last mile connections bridge the gap from transit to the passenger's final destination. These connections can optimize existing transit infrastructure by providing viable alternatives to single, vehicular trips. The Township can advance more of these connections through targeted pedestrian infrastructure upgrades and investigations into the feasibility of micromobility (bikeshare, scooters, etc.) and microtransit solutions with other partners.

- C. Promote ridesharing as a viable commuter option. Working with the Transportation Management Association of Chester County (TMACC), Share-A-Ride and shuttle services could be encouraged as a commuter option. Share-A-Ride supports carpooling and is a ride matching web-based platform which is managed by the Delaware Regional Planning Commission (DRVPC) and administered through TMACC. The Township could assist in promoting this service through their website and social media channels.
- D. Promote the Chesco Connect bus service provided by Chester County as a viable transit option for both seniors and residents with disabilities. Chesco Connect provides for economical transit services that can address mobility issues as well as promote aging-in-place.
- E. Advocate for establishment of inter-city bus service. This type of service could originate from the Exton Transit Center or Exton Station upon completion of the bus loop and provide for an additional transit option for destinations across the Delaware Valley and beyond. The Township could partner with the broader region in the development of a survey to determine what destinations would be best served from Exton before reaching out to transit providers on establishment of new service.
- F. Consider additional park and ride options to promote carpooling to reduce overall vehicular traffic. Township staff could work with developers to incorporate dedicated park and ride facilities as part of any redevelopment of commercial areas of the Township.



Completed in 2020, the rebuilt Exton station incorporates full ADA-access, high-level boarding platforms, a station building, and additional train shelters.







4 Continue to develop a robust pedestrian and bicycle network providing for safe connections between the Town Center, parks, existing neighborhoods, and other community assets.

WHY: With a transportation system predominately designed to facilitate vehicular movement, the provision of new and expanded infrastructure is essential to promote safe and efficient pedestrian and cyclist travel. A comprehensive network connecting neighborhoods with commercial centers, transit infrastructure, recreational facilities, and regional trails can facilitate walking and biking as viable transportation alternatives. The Township is further served by regional and Circuit Trails that provide safe connections to destinations throughout the broader region.

HOW: Through the land development process, road projects, and the capital improvements program, the Township can expand the pedestrian and bicycle network. Specific actions can include:

- A. Continue implementation of the [Bike and Pedestrian Plan \(B&PP\)](#) to establish an interconnected and comprehensive network of pedestrian and bicycle facilities throughout the Township. As the B&PP was adopted in 2019, the Township should reexamine it to determine if proposed improvements should be added or removed from its listing.

Since its adoption, the Township has been successful in getting elements of the B&PP implemented through the land development process and in partnership with PennDOT. Assuming a re-examination of the plan does not result in significant changes, potential prioritization of projects could include:

- 1. Connection to and completion of identified gaps in the bike/pedestrian network in the Town Center should be of the highest priority. Since the B&PP was adopted, significant residential development has occurred within and just outside of the Town Center. With this increase in population, having a safe and interconnected bike/pedestrian network enhances overall quality of life and improves overall safety for all users of the mobility infrastructure. Specific areas of focus should be on completing gaps along both Pottstown Pike and Lincoln Highway, enhanced safety for the crossing of Pottstown Pike, and connections to parks facilities and the CVT.



At the time of writing, the CVT provides for safe pedestrian and bicycle passage from the Town Center to Exton Park, and points beyond to the east.

2. Medium to High priority could be placed on connections to County Trails listed under Recommendation 4.D. below. Specifically, coordination should be had between the Township and Chester County as to the timing of expansion of County trails. This will allow for the Township to work with other partners to identify funding to create connections to the County facilities from the existing Township network. Specific areas of focus can include connections along both Ship and Whitford Roads to the CVT West expansion and for the connection to the Chester County Library with any redevelopment of Exton Mall.
 3. Low priority could be placed on neighborhood connections outside of the Town Center. These connections generally connect residential neighborhoods with adjoining bike/ pedestrian facilities and recreational facilities.
- B. Review and amend as appropriate sections of the zoning and subdivision and land development ordinances to further advance pedestrian and bicycle network facilities and infrastructure. The municipal report for West Whiteland developed as part of the CCPC's Active Transportation Inventory in 2020 can serve as a starting point for this effort that includes recommendations for specific standards that regulate trails, sidewalks, bicycle facilities, and bus stops.
 - C. The Official Map affords West Whiteland a stronger position to negotiate for construction of pedestrian and bicycle facilities as part of land development applications and/or PennDOT projects. The most recent update for the Official Map was completed in 2019 and it should be revisited periodically to ensure the proposed pedestrian and cyclist enhancements are still valid and/or if additional enhancements should be formally incorporated and adopted on it.
 - D. The Chester County Trails Master Plan identifies several existing and future trail alignments that would form an interconnected network of facilities and improve pedestrian and bicycle circulation in both the Township and region as a whole. Actions specific to each of these regional trails can include:
 1. **Chester Valley Trail (CVT)** – The CVT Philadelphia and Thorndale (P&T) extension through the Township will follow the alignment of the former P&T Line from Ship Road to the municipal boundary with East Caln. The Township should support continued efforts of Chester County to complete this extension inclusive of public access points and/or trailheads at Ship Road, Exton Station, and Whitford Station.
 2. **Uwchlan Trail (UC)** – The UC enters the Township from the municipal boundary with Uwchlan along Ship Road and extends to Old Valley Hill Road. The Township should support County efforts to extend the UC south through the passive areas of the County's owned portion of Exton Park located north of Swedesford Road to connect with the established trail network in the Township's owned Exton Park. This will facilitate a direct connection to the CVT from the UC.
 3. **Whitford Road Connector (WRC)** – The WRC is a proposed sidewalk/trail connector to serve as a connection between the CVT P&T at Whitford Station and the CVT extension to Oaklands. The Township should advocate for additional right-of-way and/or an extension of the sidewalk in place south of Clover Mill Road to the Oaklands extension. This connector could be completed through the land development process or as part of a broader PennDOT project.
 4. **Exton Square Connector (ESC)** – The ESC is a proposed sidewalk/trail connector that would serve as a connection between the CVT and Exton Square. This connector should be included as part of any redevelopment of the mall site and provide for a connection to both the Chester County Library and other appropriate commercial facilities.

Throughout the Township are numerous opportunities for the systematic and logical expansion of the pedestrian network. This graphic illustrates the condition in 2025 and a photo-simulation with a sidewalk extension along the northern frontage of the 500 block of Waterloo Boulevard.





This concept of the CVT crossing of Lincoln Highway provides for enhanced pedestrian and cyclist safety as well as a more defined gateway into the Town Center.

CVT crossing of Lincoln Highway at time of writing.



A landscaped median island alerts motorists to the crossing as well as provides trail users a refuge island if the signal changes mid-crossing.



Chester Valley Trail

DO NOT ENTER

AUTHORIZED VEHICLES ONLY

STOP HERE ON RED

CHESTER VALLEY TRAIL

XING





The CVT West extension envisions a trail along the alignment of the former Philadelphia + Thorndale rail corridor from Ship Road to East Caln through the Township. This graphic illustrates the condition in 2025 and a photo-simulation of the completed trail west of Whitford Road.



5 Continue to implement appropriate and prudent methods to fund transportation improvements.

WHY: Developing transportation infrastructure is a significant investment that requires time and resources from the Township. To ensure these projects are successful, funding is proactively planned for many years in advance. This approach allows the Township to effectively manage costs related to engineering, construction, and the long-term maintenance of the expanded infrastructure, ultimately leading to better service for our community.

HOW: At the direction of the Board of Supervisors, Township staff should work as part of the budgeting process to both identify and target sources of revenue to plan for, implement, and maintain transportation infrastructure. Areas to consider as part of this process can include, but is not limited to:

- A. Continue to seek federal transportation dollars for road, intersection, and multi-modal improvements by identifying and listing projects on both the [Transportation Improvements Inventory \(TII\)](#) and [Transportation Improvement Program \(TIP\)](#) every two years. This effort should be in partnership with both the Delaware Valley Regional Planning Commission (DVRPC) and Chester County Planning Commission (CCPC). (See Appendix A, Section A-3-I for a full listing of these projects in 2025).
- B. Monitor and update as needed the Land Use Assumptions Report, Roadway Sufficiency Analysis, and Transportation Capital Improvements Plan adopted by reference under [Chapter 295 for Transportation Impact Fees](#). With significant (re)development in the Township since establishment of Chapter 295, The Township should ensure these documents still adequately reflect both the existing and anticipated future need of transportation improvements.
- C. Review and amend Capital Improvements Plan (CIP) as appropriate. In November 2015, the Township adopted a formal CIP to identify transportation projects that could be funded through collected transportation impact fees. The Township should revisit this CIP to remove completed projects as well as to add and amend existing projects on it.

1.4 References and Resources

- CCPC Transportation Improvements Inventory - <https://www.chescoplanning.org/transportation/tii.cfm>
- CCPC Complete Streets - <https://www.chescoplanning.org/transportation/CompleteStreets.cfm>
- Chester County Public Transportation Plan - <https://www.chescoplanning.org/transportation/PTP.cfm>
- Chester County Trails Master Plan - <https://chescoplanning.org/transportation/TrailsMasterPlan.cfm>
- The Circuit Trails - <https://circuittrails.org/>
- Chester County Multi-modal Handbook - <https://www.chescoplanning.org/MuniCorner/MultiModal/ch1-intro.cfm>
- PennDOT Connects - <https://www.pa.gov/agencies/penndot/research-planning-and-innovation/penndot-connects.html>
- PennDOT Pennsylvania's Traffic Calming Handbook - <https://www.dot.state.pa.us/public/pubsforms/Publications/PUB%20383.pdf>
- DVRPC Pedestrian Planning - <https://www.dvrpc.org/transportation/pedestrian/>
- DVRPC Bicycle Planning - <https://www.dvrpc.org/transportation/bicycle/>
- DVRPC SEPTA Bus Stop Design Guidelines - <https://www.dvrpc.org/products/18029/>
- SEPTA Forward - <https://www.septa.org/initiatives/septa-forward/>
- Transportation Management Association of Chester County (TMACC) - <https://tmacc.org/>
- TMACC Share-a-ride - <https://sharearide.agilemile.com/tmacc>
- Grant funding resources:
 - Transportation and Community Development Initiative (TCDI) - <https://www.dvrpc.org/TCDI/>
 - Transportation Alternatives Set-Aside Program (TA) - <https://www.dvrpc.org/TAP/>
 - Congestion Mitigation and Air Quality Improvement Program (CMAQ) - <https://www.dvrpc.org/CMAQ/>
 - PA DCED Multimodal Transportation Fund - <https://dced.pa.gov/programs/multimodal-transportation-fund/>
 - PennDOT Green Light-Go - <https://www.dot.state.pa.us/public/Bureaus/BOMO/Portal/TS-Portal/FUNDGLG.html>
 - PennDOT Safe Routes to School (SRTS) - <https://www.pa.gov/agencies/penndot/research-planning-and-innovation/transportation-alternatives-set-aside-program/safe-routes-to-school.html>
 - Vision Partnership Program (VPP) - <https://www.chescoplanning.org/municorner/vpp.cfm>



➤➤➤➤➤ **2.0** Natural and Historic
resource protection
and preservation



2.1 Introduction

The Township's natural and historic resources are vital to its overall sense of place and community character. With preserved open spaces and over 200 historic properties that reflect its story, these resources influence many aspects of life in West Whiteland. Protecting them is essential for community identity, health, and future resilience.

2.2 Goal and Objectives

Protect and preserve natural and historic resources to strengthen the Township's environmental sustainability, resilience, beauty, and sense of place.

- A. Pursue creative stormwater management techniques and partnerships to most effectively reduce stormwater volume and to improve water quality.
- B. Advance public education initiatives to foster community action to preserve and protect natural and historic resources.
- C. Ensure and enforce regulatory controls continue to best preserve and protect natural and historic resources.
- D. Consider gaining Certified Local Government status to further advance historic preservation efforts. Encourage stewardship by engaging in sustainable practices, that promote conservation efforts.

2.3 Recommendations



1 Improve and prioritize Township stormwater management efforts to protect public safety and ensure full compliance with state and federal mandates for water quantity and quality.

WHY: According to the [2025 Brandywine Flood Study](#), over 800 acres, representing 565 parcels and 194 structures that are greater than 400 square feet, are located within the 100-year floodplain in the Township. Further, significant areas of the Township were developed before implementation of modern stormwater management techniques and lack or have limited infrastructure to manage it. This issue is common throughout the region as well as the Township.

HOW: Through effective stormwater management practices, flooding risk can be minimized, and surface and groundwater quality can be improved. Stormwater management practices are impacted through regulatory, educational, and infrastructure improvements as required through federal and state regulations, including Municipal Separate Storm Sewer Systems (MS4) regulations.

Taking a proactive role to minimize negative impacts resulting from stormwater runoff is essential. Chapter 270 of the Township Code addresses stormwater management and contains stringent requirements for new development and redevelopment projects in the Township as they relate to stormwater. The Township further established a Stormwater Task Force (STF) in January 2024. The STF is tasked to investigate, study, identify, and make recommendations on funding opportunities for existing and future stormwater and flood resilience management planning.

How stormwater is addressed should be an on-going effort involving Township staff, the Township Engineer, the Pennsylvania Department of Environmental Protection (PADEP), and the Chester County Conservation District (CCCD), and continued community engagement and input. As part of these on-going efforts, specific actions can include:

- A. Plan for stormwater capital improvements. The STF developed a prioritized list of stormwater projects as part of a capital improvements plan (CIP). This list should be regularly reviewed and amended as projects are both completed and newly identified.
- B. Identification of funding sources. The Township does allocate some funding for stormwater improvements, but additional funding sources should also be identified as part of the CIP to more effectively advance their implementation.
- C. Introduce adding proposed stormwater improvements and facilities to the Official Map. This will facilitate incorporating these projects into land development applications and PennDOT initiatives.
- D. The Township Engineer, working with Township staff, should identify and prioritize Township-owned properties suitable for new or enhanced/retrofitted stormwater facilities. These demonstration projects can serve to both address MS4 goals and provide residents and businesses with examples of Best Management Practices (BMPs) they might also replicate to address stormwater issues. If MS4 goals could be more effectively met by projects on property not owned by the Township, the Township might consider pursuing partnerships with these landowners to implement projects.

- E. Consider ordinance amendments as required by state and federal regulatory authorities or identified by the Township Engineer. Any amendments should be contemporary and efficient to address MS4 permit and regulatory requirements, inclusive of Chapter 270, Chapter 281 Subdivision and Land Development (SLDO), and Chapter 325 Zoning. At a minimum, these Chapters should be periodically reviewed to ensure consistency and eliminate conflicts between the three ordinances, and that the most up-to-date BMPs are permitted.
- F. Explore sustainable funding for stormwater management projects and compliance with MS4 and Pollution Reduction Plan requirements. Assess options for additional grants, bonds, and new funding sources to meet statutory obligations. The Township monitors real-time costs of stormwater infrastructure to inform a potential future stormwater fee to address this unfunded mandate.
- G. Encourage adopting a regional approach toward issues in stormwater management through maintaining communications with surrounding municipalities regarding stormwater initiatives.
- H. Examine the effects of road salting on water quality and explore alternatives when needed. Options may include environmentally friendly products and road materials that reduce the freeze-thaw cycle's impact.
- I. Continue to promote strategies and create initiatives to improve stormwater management in established neighborhoods. Consideration could be given to the following initiatives to promote best practices in stormwater management:
 - 1. Encourage and educate residents on the benefits of planting of native vegetation and creation of green infrastructure facilities such as rain gardens, bioswales, and rain barrels to reduce stormwater runoff.
 - 2. Provide information to residents regarding BMPs for restoring residential riparian buffers and maintaining naturally landscaped lawns, managed meadows, and/or pollinator gardens.
 - 3. Consider Township sponsored educational programs for residents and businesses on voluntary actions that positively impact water quality and quantity. These actions can include implementation of water quality BMPs and planting trees within riparian buffers. Organizations such as the Valley Creek Restoration Partnership and the Chester County Conservation District can provide materials and programs to help support these Initiatives.



All new development and redevelopment are required to address impacts for both the quality and quantity of stormwater runoff. This is an example of dry pond completed as part of the Wawa redevelopment at 690 Lincoln Highway. This type of facility allows for pollutants and sediment to settle out of water, as well as manage the volume of stormwater runoff in order to minimize flooding impacts.





2 Coordinate with community partners to advance stewardship, further preserve and naturalize protected open space and waterways of the Township.

WHY: Over 2,000 acres (24.7%) of protected open space are in the Township, under the control of governmental entities, land trusts, and/or HOAs (see Appendix A-6-F for a breakdown of open space by type). This large acreage of preserved land in a more developed Township is a defining characteristic and invaluable component in the high quality of life experienced in the Township. In addition to providing areas for both active and passive recreation, targeted areas of open space can also advance other Township policies from improved stormwater management to areas supporting wildlife habitat with appropriate stewardship and ongoing maintenance.

HOW: Township staff, at the direction of the Board of Supervisors, should engage in discussions with neighboring municipalities and conservation organizations such as the Brandywine Conservancy and Natural Lands to develop high-quality stewardship and land management practices for preserved land. The Township could reach out to HOAs to promote best practices for the conservation and improvement of environmental functions. The Township should incorporate similar practices on Township owned land. Specific actions can include:

- A. Pursue training opportunities for public works staff in natural lands stewardship and gardening to make more native and naturalistic landscaping possible at Township-stewarded facilities.
- B. Investigate the feasibility of targeted wetland and/or stream restoration projects on Township properties. These types of projects promote biodiversity through the restoration of original habitat and provide opportunities for enhanced stormwater management. Opportunities for grant funding through the PADEP and other partners could be pursued once a location(s) has been identified.
- C. Identify opportunities to convert grass lawns to meadows, replace non-native plants with native species, and pursue reforestation opportunities on municipal lands where appropriate with guidance from conservancies and the County Conservation District.
- D. Regularly review and amend the native species and recommended plantings list to reflect newly identified growth regions.
- E. West Whiteland has achieved a “gold” certification through [Sustainable Pennsylvania](#) and further been designated as both a [Bird Town](#) and [Tree City USA](#). These designations can be utilized to help leverage additional funding resources to advance stewardship efforts.



Located within the Valley Creek floodway, the homes on Locust Lane were purchased by the Township through the federal Hazard Mitigation Grant Program, with homeowner approval, demolished, and preserved as protected open space. This graphic illustrates the condition in 2025 and a photo-simulation of the properties with turf lawns converted to meadows and reestablishment of a riparian buffer.



3 Review and amend natural resource protection standards to advance protection, stewardship, restoration, and interpretation of natural resources.

WHY: While the Township has regulatory standards in place for certain resources, it is critical to regularly review and amend natural resource protections as warranted to have the most contemporary protection and stewardship standards in place.

HOW: As part of the development of the Comprehensive Plan, the Township's resource protection standards were assessed for their effectiveness in protecting the community's natural resources and reducing the impacts of development and/or other disturbance (See Figure 2.1). This review further provides suggestions for potential improvements the Township may consider as part of future amendments. See Appendix A-5 for a full inventory of Natural Resources in the Township.



Freshwater ponds, like this facility along Valley Creek near Exton Park are regulated as wetlands under the Township Code.

Figure 2.1 Natural Resource protection evaluation

Steep Slopes Ordinance Section: ZO Article XI **SOMEWHAT PROTECTED**

CURRENT STANDARDS

- Establishes prohibitive slopes as 25%+, and precautionary slopes as 15-25%.
- Limits uses in prohibitive and precautionary slopes

POTENTIAL IMPROVEMENTS

- Include maximum disturbance limitations of 30% for areas with slopes of 15 to 25%.
- Include maximum disturbance limitations of 15% for areas with slopes > 25%.
- Also consider adding steep slope regulations that include: a listing of specific activities or uses prohibited on steep slopes

Woodlands Ordinance Section: SLDO §281-34 **SOMEWHAT PROTECTED**

CURRENT STANDARDS

- No person may cut or remove any mature tree without compensatory planting.
- Every effort shall be made to retain as much of a wooded area as possible of a size and configuration that will promote its natural growth and regeneration.

POTENTIAL IMPROVEMENTS

- Include regulations that limit disturbance of a wood lands to a maximum of 50%.
- Consider adding tree protection regulations that: prohibit disturbing specimen trees and PNDI sites unless there is no feasible alternative.

Wetlands Ordinance Section: SWM §270-25(L) **SOMEWHAT PROTECTED**

CURRENT STANDARDS

- No disturbance without state and federal permits.

POTENTIAL IMPROVEMENTS

- Consider adding regulations that establish a margin around all wetlands (50 to 75-feet wide).
- Within this margin, land disturbance would be limited to no more than 20% or prohibited

Riparian Buffers Ordinance Section: SWM §270-15(T) **PROTECTED**

CURRENT STANDARDS

- Establishes a three-zone riparian buffer area.
- Zone 1 – 25' with no disturbance
- Zone 2 – 125' buffer extending from Zone 1 with limited disturbance

POTENTIAL IMPROVEMENTS

- For PA Special Protection Waters consider regulations that establish a riparian buffer in accordance with the PADEP's Chapter 102.

Floodplain Ordinance Section: ZO Article XIII **PROTECTED**

CURRENT STANDARDS

- Last updated in 2017 to remain consistent with contemporary practices.



4 Empower community action through Township-led education and resources, inspiring collective efforts to protect and preserve our precious natural resources.

WHY: West Whiteland has a large network of dedicated and informed citizens with strong connections to the community. Providing educational opportunities and encouraging community engagement can foster greater citizen investment in Township resource efforts to protect and preserve resources.

HOW: Township staff, in partnership with outside advocacy groups and organizations, can engage the community to promote initiatives that advance resource protection and preservation throughout the Township. In addition to having dedicated portions of the Township website identifying appropriate resources and holding targeted community events and education sessions, specific actions can include:

- A. Natural resource and sustainability related initiatives:
 - 1. Consider establishment of an Environmental Advisory Committee as outlined in Reliable & Efficient Recommendation 3.3(3)(A).
 - 2. Provide information on residential stormwater management opportunities as outlined in Recommendation 2.3(1)(H).
 - 3. Encourage participation in programs such as the [Penn State Extension Master Gardeners of Chester County](#) that educate the public on best practices in cultivation and environmental stewardship.
 - 4. Promote energy conservation at the household level through residential education and outreach. Such education could focus on providing information on programs like PECO's Energy Assessment, which offers home energy evaluations and efficiency recommendations. Additionally, residents can benefit from state programs such as the [Department of Community and Economic Development \(DCED\) Weatherization Assistance Program \(WAP\)](#), which helps low-income households reduce energy costs through insulation and heating system upgrades.
 - 5. Promote sustainable business practices. A voluntary "Sustainable Storefronts" program could incentivize more sustainable practices by the local business community. This program could include recognition of businesses that institute sustainable best practices and providing educational materials on the financial benefits of sustainable practices.

6. Consider creation of a Township green building certification. This type of voluntary certification serves to both encourage more sustainable and environmental practices as part of the development process as well as publicly acknowledge developers incorporating these practices. The [West Chester Sustainable!](#) certification offered by the Borough could serve as a model to develop this type of program. This initiative could be led by the Public Services Commission (PSC) or an EAC if established.

B. For historic resource related initiatives, the following efforts can be considered:

1. Participate in [Town Tours & Village Walks](#), which is a program offered through the Chester County Planning Commission. The Township has previously participated as part of this program and should again consider participation as part of a future series.
2. The Historical Commission should continue their efforts leading to the installation of targeted historic and heritage signage, panels, and/or banners throughout the Township, that promote awareness of, and connection to historic resources in the community.



The Township has previously participated as part of the CCPC-led Town Tours & Village Walks program. This was from the event held at Whitford Hall off Lincoln highway, which was constructed circa 1796 and is listed on the National Register of Historic Places.



5 Continue efforts to ensure historic resources remain an integral and vibrant part of the Township's fabric.

WHY: With over 200 resources identified on its historic resources listing (See Appendix F, Historic Resources map), West Whiteland has made it a priority to ensure that these resources are preserved and reused to meet the needs of the community. The emphasis on protecting these resources is foundational to characterizing the Township's sense of place.

HOW: Appointed by the Board of Supervisors, the Historical Commission (HC) leads Township efforts as they relate to historic preservation. With support from Township staff, the HC should continue their efforts as well as look to additional measures to advance preservation goals. Specific actions can include:

- A. [Article XVI](#) of the zoning ordinance addresses historic preservation in the Township. These provisions should be reviewed regularly to ensure they are up-to-date and best manage historic resources in the Township. Potential amendments could include:
 1. Consider amending [§325-25](#) for conversion of dwellings to ensure standards are appropriate for parking minimums, lot area per dwelling unit, and setbacks to better encourage conversions where appropriate.
 2. If [Certified Local Government \(CLG\)](#) certification is sought as outlined in recommendation 6 below, further amendments may be required for consistency with [Pennsylvania Historical and Museum Commission \(PHMC\)](#) standards.
- B. Following the comprehensive update in 2022, the contents of the historic resources map should be regularly reviewed and amended as necessary to ensure resources are added and/or removed as deemed appropriate.

“Continue to support preservation of historic properties...Let’s not lose, through lack of recognition, existing structures that have become representative of our historic heritage in the last century.” - Survey Respondent



Adaptation and reuse of historic properties such as the former Malvern Federal Bank building (now a Chase Bank) provide for a glimpse into the tapestry of history in the Township for residents and visitors alike.



6 Consider applying for Certified Local Government (CLG) status for the Township.

WHY: The CLG program is a partnership between municipal governments, the Pennsylvania State Historic Preservation Office (SHPO), and the National Park Service (NPS) that promotes and supports effective historic preservation programs and policies. The designation provides exclusive funding incentives, training and enhanced technical assistance from the PHMC and the SHPO. This funding could be leveraged to advance historic preservation goals through ordinance updates, cultural resource surveys, revitalization studies, and other public education programs.

HOW: At the direction of the Board of Supervisors, Township staff could engage the SHPO to initiate the process of becoming a CLG. The SHPO can assist the Township in identifying potential deficiencies prior to the formal application being submitted for CLG. Once an application has been made, it can take 3-4 months for the NPS to approve the CLG application.

2.4 References and Resources

- PADEP Stormwater Management - <https://www.pa.gov/agencies/dep/programs-and-services/water/clean-water/stormwater-management.html>
- Chester County Water Resources Authority, Flooding and Stormwater Reduction - <https://www.chesco.org/4883/Flooding-and-Stormwater-Reduction>
- StormwaterPA - <https://www.stormwaterpa.org/>
- CCPC Environment - <https://chescoplanning.org/Environmental/Environmental.cfm>
- Chester County Climate Action Plan - <https://www.chescoplanning.org/Environmental/pdf/ClimateActionPlan.pdf>
- Brandywine Flood Study - <https://www.brandywine.org/conservancy/brandywine-flood-study>
- The Pennsylvania Historical & Museum Commission (PHMC) - <https://www.pa.gov/agencies/phmc.html>
- Certified Local Government Program - <https://www.pa.gov/agencies/phmc/historic-preservation/clg-program.html>
- CCPC Historic Preservation - <https://chescoplanning.org/Historic/Historic.cfm>
- Chester County Historic Preservation Network - <http://www.cchpn.org/index.php>
- Chester County History Center - <https://mycchc.org/>
- Advisory Council on Historic Preservation – <https://www.achp.gov/>



»»»»» **3.0** Trusted, Reliable,
and Efficient. Township
services and facilities



3.1 Introduction

Township services and facilities encompass the wide range of duties and amenities provided by the Township's elected officials, volunteers, and staff (a full inventory of community facilities and services can be found in Appendix A-4). These resources, combined with a strong tax base, are important factors in effective governance. Efficient administration of Township services and facilities, as well as support of and coordination with outside entities such as the fire company and school district, is critical to ensuring an overall high quality of life for the Township.

3.2 Goal and Objectives

Provide services and facilities supporting effective and efficient governance, and sufficient support of third-party providers to meet the needs of Township residents and businesses.

- A. Utilize the most effective methods of communication to ensure residents and businesses are informed of Township business.
- B. Ensure the annual budget is fiscally responsible and responsive to evolving needs regarding provision of services and facilities.
- C. Support Township committees and commissions and their missions to advance Township policy.
- D. Provide recreational opportunities throughout the Township.
- E. Support emergency services, first responders, and code enforcement, to protect the health and safety of Township residents.
- F. Support public works and investments in Township infrastructure.
- G. Support educational institutions and their provision of facilities serving the Township.
- H. Incorporate a technology vision and initiatives that align with the Townships broader goals.

3.3 Recommendations

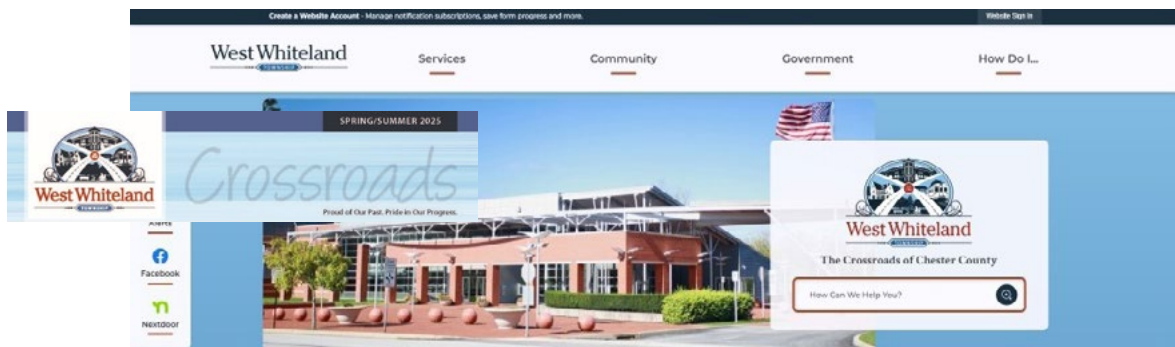


1 Maintain effective and efficient communications with residents and businesses regarding Township business, safety concerns, and other topics that impact community members.

WHY: The community needs to remain informed regarding Township business. This requires an on-going commitment to reaching the public in a variety of ways. Consistently reevaluate and adapt methods of communication for effectiveness.

HOW: The Township has a Public Information Officer (PIO) who evaluates communication methods to effectively reach all citizens. Their primary actions include promoting public meetings and understanding the community's information needs, with adjustments made as necessary. Specific actions may include but is not limited to:

- A. Periodically assess the Township's communication methods to determine their effectiveness in reaching residents and businesses. The evaluation should explore and implement new technologies, such as social media and mobile apps, to enhance reach and engagement.
- B. Regularly evaluate the website to ensure it provides sufficient breadth of information, appropriate communication of initiatives, and potential for further community interaction, within a user-friendly format.
- C. Continue to produce the print newsletter on a bi-annual basis for all Township residents and businesses. Maintaining the print newsletter is valuable for those residents unable to easily access digital information from the Township.
- D. Provide a "welcome packet" of materials distributed to new residents that provides accurate and up-to-date general information about the Township and contact information for services provided.



The Township strives to provide information on a wide array of issues facing the community and policy being implemented in the Township. Methods such as the newsletter Crossroads and through the Township website allow for residents and business owners to stay informed about what is occurring in the community.

2 Annually develop and implement a fiscally responsible Township budget that is responsive to evolving needs regarding provision of services and facilities.

WHY: The annual budget serves to identify and provide critical funding for all Township activities. To maximize the provision of Township services and facilities within available revenues, the continued development of a fiscally responsible budget is essential.

HOW: Staff and elected officials should continue to develop fiscally responsible budgets that reflect the needs of the Township and implement policy goals of the Board of Supervisors. Routine engagement with Township staff, emergency providers, and citizen volunteers should also help in its overall development. Specific actions can include:

- A. Utilize the Capital Improvements Plan (CIP) to plan and address long-term capital projects. The CIP enables the Township to effectively manage major infrastructure through regular reviews and approvals, while exploring additional funding sources and grants. It could also be made available on the Township website for public access.
- B. Consider periodically providing a public survey for residents to identify priorities as they relate to the budget process. This could be done prior to the commencement of the budget process, with the results guiding the Board of Supervisors to identify budget priorities for the following year.
- C. Explore opportunities for public/private partnerships to address identified issues or to support new initiatives. These partnerships can result in implementation of Township policies in a more fiscally responsible manner with private entities providing monetary or in-kind contributions. These partnerships could be forged specifically during the land development process to advance Township policy and/or needs in a concurrent manner.



CIP planning is essential in the establishment of a logical and orderly process to both identify need and expend resources for their implementation. Public facilities like those at Exton Park were planned for and implemented through the CIP process.



3 Support effective and efficient governance through appropriate administrative and funding support of volunteer commissions and committees.

WHY: West Whiteland has five volunteer staffed commissions and boards tasked with furthering Township policy as defined by the Board of Supervisors. Robust resident participation on volunteer commissions and boards provide invaluable experience and viewpoints to both Township staff and elected officials in the advancement of Township policy.

HOW: The Township should utilize existing communication methods to directly engage and educate the public on the importance of direct citizen leadership and engagement with the Township through the commissions and boards. Specific actions can include:

A. The Public Services Commission (PSC) provides recommendations, ideas and feedback on a wide range of issues including public education on stormwater management and sustainability initiatives. If at such time the PSC is tasked with more responsibilities as they relate to sustainability and the environment, consideration could be given to the establishment of an Environmental Advisory Council (EAC).

Appointed by the Board of Supervisors, an EAC could empower community action through Township-led education and provide feedback to the Board of Supervisors and other commissions on matters related to the protection, conservation, management, promotion, and use of natural resources located within the Township. The EAC can further develop Township sustainability goals as well as provide educational outreach on sustainable practices to residents and HOAs.

- B. For established commissions and boards, the Township could consider the following:
1. Ensure all commissions and boards have appropriate staff support to advance their missions. Further consideration can also be given to the potential fiscal needs of these groups as part of the annual budget process.
 2. Consider providing members with opportunities to attend appropriate training classes and/or workshops. These types of training could include:
 - a. For the Planning Commission and Zoning Hearing Board, land use training courses on community planning, zoning, and subdivision are offered through the Pennsylvania Municipal Planning Education Institute (PMPEI). Chester County 2020 offers these PMPEI courses through its Master Planner Program.
 - b. For the Historical Commission, annual trainings are offered through the Chester County Historic Preservation Network and CCPC.



4 Ensure high-quality park and recreation facilities are accessible and adaptable community destinations for residents of all ages and abilities.

WHY: Safe and high-quality parks and recreational facilities inspire public health and foster connections among residents, encouraging them to gather, socialize, and exercise. These spaces also champion Township policies such as but not limited to, enhancing stormwater management and nurturing wildlife habitats through dedicated stewardship and maintenance.

The 1997 Open Space, Recreation, and Environmental Resources Plan update anticipated a need for between 124 to 208 acres of parks facilities by 2010 to meet Township needs. At the time of writing, the Township owns and operates 139 total acres of parks, with an additional 696 acres encompassing Exton Park that includes portions owned by Chester County. This equates to approximately ten percent of the Township being dedicated to park space. Although the Township exceeds its overall acreage needs for parks, how these lands and facilities continue to evolve will have a direct impact on overall quality of life.

HOW: The Township operates and maintains ten facilities with the support of [West Whiteland Township's Friends of the Parks \(FOTP\)](#), a volunteer group that promotes programming and special events. Opportunities to expand West Whiteland's recreational capacity and accessibility, in addition to greater stewardship of open spaces, should be considered when applicable. The Township could consider an update to the 1997 plan that integrates applicable elements of the Exton Park Master Site Development Plan to create a standalone, concise document to guide the long-term vision of all parks and recreation facilities in the Township. Other specific actions can include:

- A. **Parks facilities.** West Whiteland owns and operates ten parks. As limited opportunities exist for expansion of parks, the Township should focus on reparative efforts on improving overall stewardship of these facilities as well as upgrading facilities as needed to meet the diverse recreational needs of the community. Specific actions can include:
 - 1. Ensure that new recreational amenities and/or equipment incorporate universal design practices to ensure ease of access to people of all ages and abilities. This includes elements such as accessible routes, ramps, wheelchair-accessible equipment, inclusive play areas, quiet spaces, etc.
 - 2. Implement the signage and wayfinding system envisioned by the 2024 Sign Standards Manual for the West Whiteland Township Parks System. Consistent signage enhances branding and promotes accessibility.
 - 3. Establish sustainable landscape planting and practices for park operations. This can include incorporation of more organic and sustainable management methods to reduce the application of weed killers, insecticides, and fungicides as part of regular maintenance. This effort can support greater biodiversity throughout the Township through the reestablishment of naturalized areas and reduce risks to human health.
 - 4. Consider establishment of a formal tree management program for all parks. This type of program should include regular hazard tree assessments (inclusive of damage by invasives and resulting from weather events) and periodic, organized tree plantings. This should further include identification of appropriate locations and planting of shade trees to make recreational facilities more attractive and user friendly.



Mill Valley Park is a passive, neighborhood park in the Mill Valley subdivision that features seating areas around a small pond.



Located in the Town Center, Miller Park offers visitors a wide variety of recreational amenities ranging from sports courts and play areas to more naturalistic and passive areas.



Sunset Grove Park is a small neighborhood park that provides the surrounding neighborhood with play areas and an outdoor pavilion to enjoy recreational amenities.



Parks programming provides residents and visitors with events and activities that encourage use of recreational facilities.

5. Address stewardship of passive parks facilities by removing invasive species, replanting native tree species, and adding features which complement the neighborhood scale of these areas. Further consideration can be given to naturalizing more of these areas to enhance biodiversity and provide greater areas for natural stormwater recharge.
 6. For passive parks, consider incorporation of more nature-based recreational amenities such as nature trails, wildlife viewing areas, demonstration gardens, interpretative signage, etc. These types of actions can further advance stewardship efforts by actively engaging residents to utilize these facilities that generally see less use than parks featuring active recreation facilities.
 7. Coordinate with Chester County Department of Parks + Preservation (CCDP+P) regarding access to and promotion of passive open spaces in Exton Park.
 8. Evaluate potential demonstration projects that are ecologically sensitive and resilient to accommodate increased stormwater flows as outlined in Natural and Historic Recommendation 2.3(1)(C).
 9. Work with educational partners on potential public access to their recreational facilities during non-school hours as outlined in Reliable and Efficient Recommendation 3.3(9)(B).
 10. As part of the land development process work to establish publicly accessible, outdoor gathering places as well as provide public access to private recreational amenities that would otherwise be unavailable to the general public (such as trails and tot lots).
- B. Parks programming and outreach.** Programming provides residents opportunities to engage with other members of the community, which in turn can foster greater Township pride and awareness. Specific actions can include:
1. Ensure the FOTP has adequate support from the Township to fulfill their mission in providing community events, promotion of parks facilities, supporting volunteers, and undertaking fundraising efforts.
 2. Identify and work with community health partners, such as the Chester County Health Department and Main Line Health, to advance improved public health and wellness and connect with outdoor recreation programming. Through this type of partnership, the Township and FOTP could create health-focused events at Township parks that promote recreational activities and use of these facilities as a low-cost means to improve overall public health.
 3. Evaluate potential partnerships with other municipalities in the provision of parks programming. Through partnerships, the Township could increase high-quality programming opportunities available to residents at lower overall costs. These types of partnerships could include:
 - a. Investigate participation with the [Downingtown Area Recreation Consortium \(DARC\)](#). DARC is funded by municipalities in the Downingtown Area School District and provides a significant amount of active, inclusive, modern recreational programming. As the Township immediately borders its service area, participation with DARC could significantly increase programming available to residents.

- b. Work with the [West Chester Area Council of Governments \(WCACOG\)](#) to create a consortium similar to DARC for the municipalities within the West Chester Area School District. As the Township has long-standing relationships with these municipalities, this type of consortium could be most effective in providing additional programming opportunities tailored to meet the needs of the broader community.

C. Trails and bike/pedestrian network. A comprehensive and interconnected bike/pedestrian network is both a recreational amenity and facilitates safe, easy access to recreational amenities to provide a healthy living option for residents and visitors to the Township. (See Appendix F, Multi-Modal Facilities map). Specific actions can include:

1. Continue efforts to develop a robust pedestrian and bicycle network as outlined in Safe, Healthy, and Walkable Recommendation 1.3(4).
2. Advocate for formal bus stops in the vicinity of CVT along Lincoln Highway. Stops in places such as the CVT crossing at the 400 block and at the multi-use path at Ship Road provides residents without a private vehicle, safe access to both the CVT and Exton Park.
3. Continue development of the internal trail network at Exton Park. With its large acreage and rolling topography, trails at Exton Park are ideal for providing users of all ages and abilities a safe and accessible location for their use. Further coordination should also be had with CCD-P+P for connections to trails on the County-owned portions of the park.

D. Township policy and regulations. The Township is able to maintain and expand parks facilities through both policy and regulations. Specific actions related to policy and regulations can include:

1. Regularly review and amend as necessary [Chapter 224](#) of the Township code for Parks and Recreation Areas to ensure the rules governing their use address the continued evolution of their use by residents and visitors alike.
2. Continue efforts to implement the [Exton Park Master Site Development Plan](#). As the largest park in the Township, Exton Park will continue to grow and evolve as the community's preeminent recreational facility. Future expansions of the trail network, recreational equipment, facilities, and programming will further enhance recreational amenities that fit the needs and expectations for visitors of all ages and abilities.
3. Ensure targeted SLDO provisions ([§281-47](#)) advance parks and recreation needs and facilities when appropriate. Specific areas for consideration can include:
 - a. Consider requiring developments over a certain unit count or square footage to provide areas for active recreation, not just open space. Active recreation facilities can include, but are not limited to: athletic fields/courts, playground equipment, exercise stations, trail/pedestrian connections, etc.
 - b. Add language to require any recreational equipment and/or amenities incorporate universal design practices.



5 Support emergency and first responders to protect the health and safety of Township residents.

WHY: The Township has a responsibility to ensure police, fire, and EMS services are accessible, effective, and efficient (See Appendix F, Community Facilities map). Provisions of such services are a necessary component of protecting the well-being of residents, and although not all are under the direct control of the Township, their missions are a municipal responsibility. As costs for these services continue to increase, greater Township funding may be necessary to maintain appropriate levels of service.

HOW: Through the Township budget and staff activity, the Township: coordinates with providers on a routine basis, provides leadership in the discussions of funding and direct financial support, and engages with the service providers and the community regarding other means to support these services. Specific actions can include:

- A. Continue to coordinate internally with the West Whiteland Township Police Department (WWPD) to ensure quick and efficient police services to Township residents and businesses continue uninterrupted. Specifically, consideration should be given to:
 1. Continue coordination with the Chief of Police on future capital needs to plan for future staffing and routine expenditures to update and/or replace necessary equipment and vehicles.
 2. Monitor the need to potentially direct greater WWPD resources to patrolling of parks and multi-use trails. As places like Exton Park and the CVT continue to attract more visitors, a more visible presence may be necessary to ensure public safety.
 3. Coordinate with the WWPD as part of the process when new roads and/or road improvements are proposed. As the Department responds to a wide variety of road incidents, if deficiencies in road design can be identified by the WWPD and addressed as part of their construction and/or maintenance, it can result in potential reduction in road-related incidents.
- B. Coordinate directly with the West Whiteland Fire Company (WWFC) and the Good Fellowship Ambulance Club (GFAC) to ensure quick and efficient services to Township residents and businesses continue uninterrupted. Specifically, consideration should be given to:
 1. The Township should collaborate with neighboring municipalities to establish funding benchmarks for volunteer fire companies and ambulance providers. Currently, the Township supports WWFC and GFAC through annual appropriations at their request. By working together, municipalities can set and regularly review appropriate funding levels to ensure these providers receive adequate support.

2. Promote the value of volunteer emergency responders through the Township's website, social media, and newsletters. Highlight local volunteers from the WWFC and GFAC to raise awareness and encourage more community involvement. This can enhance volunteer numbers and improve fundraising efforts.
- C. Engage the WWTPD and other emergency providers as part of the development process. As new development results in greater requests from emergency responders, their feedback can result in improvements to development that enhance their services. Specific areas of consideration can include: incorporation of bi-directional amplifiers in developments over a defined square footage, appropriate placement of hydrants, locations of Knox boxes, incorporation of CPTED elements, etc.
 - D. Consider zoning amendments to reduce nonconformities as they relate to facilities utilized by emergency and first responders. At the time of writing, the WWFC facility is a legally non-conforming use in the R-4 district, and this status can create difficulties when seeking to undertake site improvements and/or expansion. Creation of an appropriate use definition with appropriate supplemental use standards, can best serve both these providers and surrounding neighborhoods.
 - E. Consider amendments to the subdivision and land development ordinance to incorporate [Crime Prevention Through Environmental Design \(CPTED\)](#) or other appropriate standards to enhance overall safety of the built environment. CPTED standards focus on enhancing visibility, controlling access, and clearly defining space to create safer built environments. CPTED standards include, but are not limited to, ensuring adequate lighting in parking areas and building entrances, promoting clear sightlines across public spaces, and clear identification of public and private spaces.



"Police fire and EMS are top notch. Keep them that way!" - Survey Respondent



6 Support public works to facilitate timely and responsive services for Township residents and businesses.

WHY: Public works staff are tasked with the responsibility of the long-term and on-going maintenance of Township facilities and infrastructure such as parks, public streets, rights-of-ways, stormwater facilities, and public sewers. Code enforcement is tasked with the responsibility of the enforcement of the Township code and zoning ordinance. Ensuring these functions continue to have adequate resources is essential in their ability to fulfill their responsibilities to residents and businesses alike.

HOW: The Township should continue to monitor the levels of and calls for service as it relates to public works and code enforcement. This monitoring can help inform annual budget requests to allocate resources to best address public need. Specific actions can include:

- A. The Township inaugurated a new, state-of-the-art public works facility in February 2025 as part of their commitment in the provision and upkeep of Township infrastructure and support of public works. Moving forward for public works, the Township should:
 1. Monitor overall public works requests and adjust funding allocations as needed. With increasing unfunded mandates related to stormwater infrastructure, in addition to routine tasks of road and park maintenance, enhanced funding may become essential in continuing the provision of exemplary public facilities and infrastructure. (See Natural and Historic Recommendation 2.3(1) for specifics on stormwater management)
 2. Consider the establishment of a formal "Green Policy" to best incorporate more green infrastructure and practices as part of Township services and facilities. Things to consider as part of a "Green Policy" can include: incorporation of hybrid/EVs as part of the Township fleet, installation of EV charging infrastructure at Township facilities and parks, incorporation of solar infrastructure where practicable, conversion of lawn to pollinator gardens and/or managed meadows where appropriate, etc.



Located off Valley Creek Boulevard, the Township public works facility provides for a modern space for staff to most effectively monitor and maintain Township infrastructure.



7 Ensure Township sewage and water facilities receive adequate funding and evolve as technology warrants.

WHY: As methods of providing water service and sewage conveyance and treatment evolve, the Township should continue to ensure these facilities efficiently function and become more sustainable.

HOW: In addition to coordinating infrastructure upgrades with the various utility providers to minimize impacts to both system users and other Township infrastructure such as public streets, specific actions can include:

- A. As they relate to sewage facilities, specific actions the Township can take include:
 - 1. Work with DARA and the West Goshen Sewer Authority to ensure both capacity and treatment needs are accommodated and that these facilities continue to evolve to reflect advancement in treatment methods.
 - 2. Continue regular maintenance and monitoring of the Township's conveyance system and pump stations to ensure long-term functionality and viability of the overall network. Identify and plan for future capital needs through a capital improvements/implementation plan.
 - 3. Regularly complete infrastructure and rate studies to ensure proper rates are charged for sewage disposal. These studies can further identify and prioritize upgrades and/or replacement of Township-owned sanitary sewer infrastructure as part of the Township capital improvements plan.
 - 4. Update and revise as necessary the Township Act 537 plan. This plan works to address existing sewage disposal needs and prevent future issues through the proper planning, permitting, and design of all types of sewage facilities.
- B. For water facilities the Township should continue coordination with Aqua Pennsylvania to ensure the service network can adequately serve current and anticipated future usage. The Township can also provide information from the Chester County Department of Health regarding the monitoring of, maintenance, and contamination reporting for properties that utilize private wells for water service.



8 Provide for and evaluate trash and recycling services for Township residents.

WHY: The Second Class Township Code allows the municipality to manage solid waste collection and disposition. The Township utilizes a "pay-as-you-throw" (PAYT) system for which fees are based on how much is being disposed. Providing reasonable and affordable trash and recycling services is an important component in overall quality of life.

HOW: At the time of writing the Township utilized a private contractor for trash and recycling services. However, in 2025, the Township requested bid proposals from other haulers and is also considering handling trash and recycling collection in-house. Regardless of the method the Township moves forward with for trash and recycling services, the following actions could be considered:

- A. Provide educational materials for residents regarding proper disposal of yard debris. This could also include information on the Township website on how to properly compost yard waste in a residential area.
- B. Consider establishing a defined municipal compost site where residents deposit yard waste offering the opportunity to sustainably dispose of yard waste and produce compost that can be provided to Township residents at little or no cost. This initiative could be undertaken by the West Chester Area Council of Governments, cooperatively sharing facility operation costs. Municipal compost site models can be found in [Tredyffrin](#) and [West Bradford Townships](#).
- C. Promote e-waste/hazardous material collection events to afford residents opportunities to dispose of waste that is not collected as part of regular services.



9 Continue to support educational institutions and their provision of high-quality school facilities and programming to serve community members.

WHY: The high-quality educational institutions that serve the Township are an essential piece of the overall quality of life experienced by the residents. The Township is served by the West Chester Area School District (WCASD) and others, including the publicly funded Collegium Charter School and private institutions like the Church Farm School. Continued growth in the community will impact educational facilities and operations in the Township.

HOW: Although services, facilities, and programming provided by these institutions are not undertaken by the Township, an open dialogue to understand and plan for their future needs impacting the community is critical. Specific actions can include:

- A. Coordinate on a routine basis with the WCASD as it relates to facilities planning, code enforcement, and police protection. This can also include engagement during the subdivision and land development process of significant residential developments as their construction directly impacts school enrollments, facilities, and redistricting.
- B. Support partnerships with the WCASD and other educational providers to potentially allow for the use of school-owned recreational facilities during non-school hours add in for between hours and Township residents. The ability to utilize these facilities at appropriate times greatly expands recreational opportunities for residents.
- C. Explore zoning amendments aimed at reducing nonconformities associated with educational facilities. Many of these institutions currently operate as legally non-conforming uses, which can pose challenges when attempting to make site improvements or expand. By designating educational use as an allowable use, along with suitable supplemental use standards, we can create a positive outcome that supports both educational institutions and the communities they serve.



Exton Elementary School is operated by the WCASD near the Town Center.

3.4 References and Resources

- A. Center for Land Use Education, Capital Improvement Plan
https://www3.uwsp.edu/cnr-ap/clue/Documents/PlanImplementation/Capital_Improvement_Plan.pdf
- B. National Volunteer Fire Council, Cost Savings Calculator
<https://www.nvfc.org/cost-saving-calculators/>
- C. Chester County municipal grant opportunities for open space and environmental projects -
<https://www.chescoplanning.org/MuniCorner/GrantOpportunities.cfm#OpenSpace>
- D. PA Department of Conservation & Natural Resources, Community Parks and Recreation Grants
<https://www.dcnr.pa.gov/Communities/Grants/CommunityParks%20andRecreationGrants/Pages/default.aspx>
- E. PECO Green Region Open Space Program
<https://www.natlands.org/resources/for-municipal-partners/peco-green-region/>
- F. International Crime Prevention Through Environmental Design (CPTED) Association
<https://www.cpted.net/>
- G. Chester County Department of Parks + Preservation
<https://www.chesco.org/4498/Parks-Preservation>
- H. Downingtown Area Recreation Consortium (DARC)
<https://downingtowntpa.myrec.com/info/default.aspx>
- I. Chester County Historic Preservation Network
<http://www.cchpn.org/>
- J. Pennsylvania Municipal Planning Education Institute (PMPEI)
<https://pmpei.org/>
- K. Chester County 2020
<https://cc2020.org/>



4.1 Introduction

Centered at The Crossroads of Route 100 and Lincoln Highway, directly north of Route 30, West Whiteland is a significant commercial and business hub of Central Chester County. Economic changes resulting from the COVID-19 pandemic, the impact of e-commerce, and changing market preferences have affected the commercial uses at The Crossroads. Some of these changes have included: shifts in retail preferences, changes in how office properties are utilized, incorporation of new residential development, and shifts in travel patterns. Innovative, strategic redevelopment can help ensure The Crossroads and adjacent commercial areas remain an attractive and dynamic location for businesses and residents to thrive.

4.2 Goal and Objectives

Encourage sustained economic growth redevelopment of The Crossroads to integrate character defining features and incorporate a mixture of uses to sustain a diverse economic base.

- A. Establish a defined sense of place for The Crossroads as that of a mixed-use, multi-modal town center.
- B. Encourage the redevelopment, retention, and expansion of businesses and employment opportunities at The Crossroads.
- C. Ensure new development and/or redevelopment of The Crossroads respects and minimizes impacts to existing neighborhoods.
- D. Refine the pedestrian network to facilitate safe travel and multi-modal connections throughout The Crossroads and adjoining neighborhoods.
- E. Ensure new development and redevelopment of The Crossroads incorporates best practices to promote the use of green technology and environmental sustainability.

4.3 Recommendations



1 Continue efforts to transform The Crossroads into a vibrant, mixed-use town center serving both residents and visitors alike.

WHY: Home to seven shopping centers and numerous other commercial facilities, The Crossroads serves as the commercial core of the Township and region. However, as consumer preferences change it is critical for The Crossroads to evolve as a vibrant destination to live, work, and play. Strategic infill and redevelopment of The Crossroads can keep the area economically viable while providing desired amenities and needed services for residents and visitors alike.

HOW: In 2020 ULI Philadelphia facilitated a Technical Assistance Panel (TAP) to identify strategies for managing growth and creating a sense of community at The Crossroads. The final TAP report noted four distinct quadrants with unique uses and characteristics and identified numerous strategies to implement a vision of The Crossroads. To further advance implementation of the TAP report, consideration could be given to the following:

- A. Establish a distinct streetscape to clearly define The Crossroads. Appropriate streetscaping elements can enhance both pedestrian and vehicular safety through the creation of a sense of order, consistency, and unity of place. Specific considerations can include:
 1. Amend the [Exton Town Center Design Standards](#) to incorporate additional standards to best advance a defined and consistent streetscape throughout the four quadrants of The Crossroads. Specific elements to consider can include:
 - a. Under [§281-69](#) for pedestrian circulation, create standards for and required vegetation/structures for buffer strips located between sidewalks parallel to a public street and parking areas. This can enhance pedestrian safety and improve the overall user experience.
 - b. Identify specific examples of site furnishings and equipment provided for under [§281-68](#). Having specific fixtures identified creates continuity and a defined sense of place that can be interrupted with dissimilar fixtures.
 - c. Establish clear wayfinding signage standards. A unified and consistent design for wayfinding signage advances a defined sense of place and provides visitors and residents alike improved navigation, enhanced user experience, and increased safety.
 2. Establish gateways that define and welcome visitors and help distinguish The Crossroads as a vibrant town center. Gateways should be established along both Lincoln Highway and Route 100 and should all have a similar theme and identity. Although developed for parks, the 2024 Signage Standards & Graphics Manual could serve as a starting point for the design of any proposed gateway signage.
- B. Create linkages and opportunities to access natural areas and open spaces from The Crossroads. These opportunities can greatly enhance overall quality of life for the growing residential community and visitors alike. Specific considerations can include:
 1. Any redevelopment should incorporate enhanced pedestrian linkages to parks and recreational facilities. Specific examples include:
 - a. Redevelopment of Whiteland Towne Center and/or properties between Miller Way and Route 100 should incorporate enhanced pedestrian linkages to Miller Park.

- b. Redevelopment of Exton Square Mall should incorporate connections to the Chester Valley Trail and Chester County Library as identified as part of Safe, Healthy, & Walkable Recommendation 1.3(4)(D)(4). These connections will further provide a pedestrian connection to Exton Park.
- 2. Any redevelopment of properties along Valley Creek, and/or any of its tributaries, should incorporate the watercourse as an integral part of the project when practicable. The creek could be activated as a site amenity with the potential for a nature trail(s) that parallels it as well as opportunities for riparian buffer and stream restoration that can advance stormwater management goals. The Township could create defined bonus provisions to provide a greater incentive for developers to incorporate the creek as a site amenity.
- 3. Work with property owners throughout The Crossroads to establish publicly accessible trails either as part of any redevelopment and/or through existing open space areas. Priority should be given to creation of direct connections to the CVT in coordination with Chester County Parks + Preservation. Provision of more multi-modal facilities through infrastructure such as trails can facilitate greater pedestrian and cyclist access to The Crossroads as a more viable alternative to using a private vehicle.
- C. Continue efforts to implement the recommendations of the Bicycle and Pedestrian Plan to improve bicycle and pedestrian mobility at The Crossroads. Ensure the pedestrian network promotes overall user safety and improves non-vehicular access to and throughout any redeveloped site. Specific focus should be on the areas along Route 100, Lincoln Highway, and the CVT as identified as part of Safe, Healthy, & Walkable Recommendation 1.3(2).
- D. Ensure any redevelopment incorporates an overall site design that minimizes traffic impacts on adjoining public roads. Any internal road network should be designed to provide connections between Route 100, Lincoln Highway, and Swedesford Road to minimize impacts on the Route 100/Lincoln Highway intersection when practicable.
- E. Analyze and update as needed uses permitted in the Town Center (TC) District. As trends in land use continue to evolve, it is critical to ensure appropriate commercial uses are accounted for in the TC District. If new uses are considered or existing uses transitioned from conditional uses to by-right, appropriate supplemental use standards may be necessary to ensure that the character of The Crossroads remains consistent.
- F. As it was accepted in 2020, the Township could also reexamine the TAP report to determine if its assumptions and/or recommendations should be amended to reflect the current needs of the broader Town Center.

“Much thought needs to be given to the Exton Mall project as that is going to most significantly define the next 10-20 years of WWT” - Survey Respondent



2 Create or enhance green and functional public spaces in commercial areas.

WHY: Public green spaces can enrich and bring vibrancy to the surrounding community while creating a unique attraction and supporting economic development efforts. Integrating functional public spaces and green areas into commercial areas provides opportunities for public art, events, pop-up uses, and informal gatherings, as well as provide natural areas for stormwater management and infiltration.

HOW: As most of the Township's commercial areas are relatively built-out, incorporation of these spaces should be included as part of any redevelopment effort of larger commercial facilities such as Whiteland Towne Center and Fairfield Place. Considerations for any green and/or functional public spaces could include:

- A. Consider amendments to [§281-47](#) of the Subdivision and Land Development Ordinance to define and establish standards for public space. Specific elements to consider for public spaces could include:
 1. Define thresholds for when public spaces are required and how their provision may impact other applicable open space and recreation requirements.
 2. When practicable, require all public spaces be fully connected and integrated into the internal pedestrian network as well as public sidewalks and trails when practicable.
 3. When practicable, require any amenities provided as part of a public space incorporate universal design principals.
 4. Require shade trees and other appropriate landscaping elements to provide relief from the elements as well as to help clearly define these spaces.
- B. Consider amendments to [§325-39](#) of the Zoning Ordinance to ensure right-sized and adequate facilities for off-street parking throughout The Crossroads. Through the refinement of parking standards, potentially more opportunities for green and open spaces can be implemented throughout the site that would otherwise be used for parking and its associated infrastructure. Specific elements to consider could include:
 1. Consider provisions to facilitate use of underutilized parking areas to allow outdoor spaces for businesses (such as outdoor dining facilities or retail areas) or redevelop these spaces into a greener public space.
 2. Consider revisions to [§325-39\(G\)](#) and [§325-39\(H\)\(6\)](#) for minimum off-street parking requirements to ensure they reflect contemporary use and reduce overparking. As parking requirements are a dynamic issue, a variety of approaches may be needed to adequately address its provision. Ways to accomplish his can include:
 - a. Eliminate defined parking minimums and require a parking study for all new development to demonstrate parking need. Any proposed parking study should utilize accepted standards, such as those published in the Institute of Transportation Engineer's Parking Generation Reports and be based on accepted methodologies, such as the Urban Land Institute Shared Parking Study.
 - b. Establishment of parking maximums instead of minimums. Setting a maximum discourages overparking and reduces overall impervious coverages.

- C. Consider revising the [Bonus Menu](#) provisions to add a zoning bonus for on-site trails and public space that are privately owned and maintained, but made available to the general public.
- D. Consider requiring a plan note that allows for Township sponsored events such as community outreach, youth education, and public health/safety events upon formal approval of the property owner on any proposed public space.



Public spaces, like this one at Main Street at Exton, provide opportunities for pedestrians to gather, more green space, and create a more vibrant, mixed-use neighborhood.



Public art adds a placemaking element that enhances the shopping center as a retail destination. Local artists could be encouraged to participate in any public art program to further create a uniquely West Whiteland experience.

A pedestrian scale, public gathering space is proposed for a central green area of the site. Activation of an area that was exclusively pavement brings greater vibrancy to the shopping center and allows for patrons to spend additional time on-site.



This re-imagining of the Whiteland Towne Center envisions a significant greening of the parking area as well as incorporation of pedestrian-scale elements and gathering spaces.



Plaza at the entrance areas to the various tenants enhance the pedestrian experience as well as provide opportunities for activities such as outdoor dining and sales that can positively impact business sales.

A curvilinear boulevard is proposed with a landscaped median. This design both creates a more defined sense of place as well as provides for a degree of traffic calming for vehicular traffic.

A shared use path is proposed to parallel the access road to provide pedestrian and bicycle access to both the shopping center as well as to provide a safe by-pass of the Lincoln Highway/Pottstown Pike intersection.

Completion of a sidewalk along its Lincoln Highway frontage allow for pedestrians to safely access the shopping center from the growing residential communities in The Crossroads.



3 Ensure industrial/office uses continue to thrive with evolving preferences and needs.

WHY: The Township is home to a wide range of commercial and industrial uses outside of The Crossroads that foster opportunities for local employment, business development, and expansion. Historically these areas were utilized predominately for office and light industrial uses; however, over time they have evolved to include a wider variety of uses. Further, contemporary industrial uses such as maker spaces and HVAC fabrication can be seamlessly permitted in non-industrial districts given their minimal impacts. The Township should continue to support commercial and industrial uses as the surrounding communities continue to evolve with incorporation of other uses.

HOW: At the direction of the Board of Supervisors, coordination could occur between industrial/office parks such as Whiteland Business Park and Oaklands Corporate Center and other commercial/industrial property owners with Township staff and the Planning Commission to develop strategies to ensure commercial and light industrial uses continue to thrive. Specific actions can include:

- A. The Office/Residential (O/R) District along Lincoln Highway was created to allow for more mixed-use style (re)development along the corridor to address a weakening in demand for office space identified in a 2015 study. Since 2020, the corridor has seen significant residential development in an area where none previously existed. As demand for residential development continues to grow, conflicts between residential and non-residential uses can arise that can be especially detrimental to existing commercial and light industrial uses. Potential amendments could include:
 1. Review of current height, area, and bulk standards to ensure they continue to appropriately regulate the industrial community while also best supporting evolving needs and designs of contemporary facilities. Specific attention could be given to both lot area and coverage requirements to ensure they are consistent with contemporary facilities and to reduce existing nonconformities.
 2. Review the allowable non-residential uses to determine if additional uses should be permitted to reduce potential issues resulting from nonconformities. Specific consideration could be given to permitting of light industrial uses as they exist throughout the district and are not identified under [§325-15.1\(B\)](#).
- B. The I-1 Limited Industrial (I-1) District is intended for light industrial and commercial uses near West Lincoln Highway, Whitford Road, and Phoenixville Pike. Over time, a variety of uses, including educational and institutional ones, have emerged that may conflict with traditional industrial activities. The Township should review the allowed uses in the I-1 District to consider permitting additional ones and reduce potential conflicts between established uses.
- C. The I-2 General Industrial (I-2) District provides areas for heavy industrial uses in the vicinity of Clover Mill Road. Much of the district north of Clover Mill has significant environmental constraints associated with Valley Creek, with the areas to the south having established businesses. As the only area of the Township zoned for significant industrial uses, the Township should ensure non-compatible uses continue to be limited in this district.



Located off Lincoln Highway in the western portion of the Township, Oaklands Corporate Center has transformed from a traditional office/business park to an area with a variety of uses from educational facilities to residential communities. Potential incompatibilities between these differing uses can negatively impact established industrial and office uses if left unaddressed.



4 Support the successful creation of new businesses and retention of existing businesses through partner coordination, information sharing, and other means.

WHY: In addition to the regulatory means, the Township can also support the business community through non-regulatory means. Through the forging of greater partnerships with the business community and its advocates, the Township will develop a greater understanding of their constantly changing needs.

HOW: Township staff could directly engage with the business community on a more regular basis to understand contemporary needs and develop strategies to ensure the Township remains an attractive and vibrant commercial center. Specific actions can include:

- A. Continue coordination with business and economic development partners. Organizations such as the Exton Region Chamber of Commerce and the Chester County Economic Development Council work directly with the business community to advocate for its long-term success and vitality. These partners can work with the Township on solutions to ensure West Whiteland remains as a premier destination to continue and/or establish a business.
- B. Consider support for a proposed Business Improvement District (BID) initiated by Township business owners. A BID supports business development and retention through the provision of additional services and business support that is funded through special assessments of business owners in the defined BID. The Neighborhood Improvement District Act of 2000 authorizes the creation of BIDs and outlines the procedure for their establishment.

The Township could facilitate a survey within a defined area of The Crossroads to determine if a BID is something most of the business and/or property owners would support. This effort could be accomplished in conjunction with the Exton Region Chamber of Commerce.

4.4 References and Resources

Further information on business development incentives and funding opportunities for business growth can be found through the following:

- Chester County Economic Development Council
<https://ccedcpa.com/>
- CCPC Commercial Landscapes Serie
<https://chescoplanning.org/MuniCorner/ComLand/overview.cfm>
- CCPC Multimodal Handbook
<https://chescoplanning.org/Guides/Multimodal/Introduction.cfm>
- Chester County Economic Development Council
<https://ccedcpa.com/>
- Exton Region Chamber of Commerce
<https://extonregionchamber.com/>
- PA Department of Community and Economic Development, Business Assistance Programs
<https://dced.pa.gov/business-assistance/>
- PA Department of Community and Economic Development, Programs and Funding
<https://dced.pa.gov/program/>
- PA Department of Labor & Industry, Uniform Construction Code
<https://www.pa.gov/agencies/dli/programs-services/labor-management-relations/bureau-of-occupational-and-industrial-safety/uniform-construction-code-home.html>



»»»»» **5.0** Livable and vibrant:
a future land use vision



5.1 Introduction

The future land use plan provides the overall framework for guiding general land use, housing, economic development, and related policy decisions for the time horizon of the plan. The Pennsylvania Municipalities Planning Code (MPC) sets forth each municipality's responsibilities regarding housing, and specifically references housing of different types and densities. Housing is closely tied to land use, and the two should be considered together. Economic development also impacts future land use and influences a community's character, and should be guided by a comprehensive land use plan ([See Appendix F, Existing Land Use map](#)).

The historic land development pattern of the Township has been, and continues to be, commercial, industrial, and higher-density residential uses centered at The Crossroads along both Lincoln Highway and Pottstown Pike, with lower density, residential development located further out in each of the four quadrants. As West Whiteland is a relatively built-out municipality with only 413 acres, or just five percent of the Township (See Appendix A, Section A-2-A for a breakdown of existing land use in the Township), identified as undeveloped, most new development is anticipated to occur as redevelopment of existing developed sites and/or as infill projects with appropriate stormwater management controls, that is consistent with the historic development pattern of the Township.

5.2 Goal & Objectives

Responsibly guide future land use, while respecting the integrity of established land use patterns, to support thoughtful redevelopment, provide diverse housing options, support the business community, improve environmental sustainability, enhance multi-modal options, and provide recreational opportunities.

- A. Maintain the pattern of residential uses and established neighborhood characteristics outside of the Town Center, while allowing flexibility for homeowners to maintain and/or upgrade their properties.
- B. Ensure the Town Center and adjoining commercial corridors remains as the primary retail and employment center and incorporates a greater mix of uses through on-going redevelopment.
- C. Consider refinements to Township policy and regulations to support commercial and industrial employers in areas away from the Town Center.
- D. Evaluate existing Township policy and regulations and consider refinements as necessary to best reflect the overall land use vision.
- E. Ensure all new development and redevelopment incorporates best practices to improve stormwater management, environmental sustainability, and address climate change.
- F. Ensure infrastructure demands are met for both existing and anticipated future need.
- G. Consider greater options for diverse housing types to meet the needs of the diverse and growing resident base of the Township.
- H. Evaluate existing Township policy and regulations and consider refinements to advance more sustainable and green practices.

5.3 Future Land Use Categories

Low Density Residential (LDR) | Current Zoning: R-1, R-2, R-3



The LDR category is inclusive of predominately residential development at a density of not more than two dwelling units per developable acre (2 du/da). LDR generally consists of single-family detached homes; however, attached or detached accessory dwelling units (ADUs) may be appropriate with suitable standards in place. Attached housing (like twins, duplexes, and carriage homes) may be appropriate in some settings, provided that the density remains at or below 2 du/da.

As these areas are relatively built out, any proposed infill development should generally be consistent with established neighborhood character and preserve existing natural features to the highest degree practicable. Review and potential modifications to targeted area and bulk standards within single-family residential zones could be considered to address consistent requests for variances, while maintaining the character of single-family neighborhoods and protecting from overdevelopment of residential properties.

Non-residential uses should be limited to small-scale home occupations and no-impact home-based businesses that do not detract from the residential character of the neighborhood. Additional investment in amenities and infrastructure such as stormwater management and targeted pedestrian amenities can enhance the area and provide connections to surrounding neighborhoods, recreational facilities, and commercial areas.

Medium Density Residential (MDR): | Current Zoning: R-2, R-3, O/R, TC



The MDR category is inclusive of predominantly residential development with a density between two and four dwelling units per developable acre (2-4 du/da). Suitable housing types include single-family detached homes, carriage homes, and townhouses; however, accessory dwelling units (ADUs) may be appropriate with suitable standards in place.

Two-family dwellings (also known as twins and duplexes) may be accommodated, provided a density of 4 du/da is not exceeded. Multi-unit dwellings are not necessarily prohibited, but they must be carefully sited to maintain the overall character of the neighborhood and should be conditioned upon the provision of adequate permanent open space. Consideration could also be given to defining, permitting, and creating standards for both tri- and quadplexes as multi-unit dwellings not exceeding 4 du/da.

As MDR areas are relatively built out, any proposed infill or redevelopment should generally be consistent with established neighborhood character. Review and potential modifications to targeted area and bulk standards within single-family residential zones could be considered to address consistent requests for variances, while maintaining the character of single-family neighborhoods and protecting from overdevelopment of residential properties. Non-residential uses should be limited to no-impact home-based businesses that do not detract from the residential character of the neighborhood. As with the LDR, additional investment in amenities and infrastructure such as stormwater management and pedestrian amenities can enhance the area and provide connections to surrounding neighborhoods and commercial areas.

High Density Residential (HDR): acres | Current Zoning: R-2, R-3, R-4, O/R, TC



The HDR category is inclusive of predominantly residential development greater than four dwelling units per developable acre (> 4 du/da) in the form of townhouses, large multi-family, and apartment buildings. HDR uses generally incorporate additional residential amenities (clubhouses, recreational facilities, dog parks, etc.) and parking facilities at a scale larger than the LDR and MDR classifications. The HDR designation

does not include properties in the Town Center designation that are of similar use, density, and form.

As HDR areas are relatively built out, any redevelopment and/or site improvements should incorporate enhanced screening and buffering with adjoining properties that are of a lower residential density. Further, as many of these communities were developed prior to implementation of more modern stormwater techniques with larger areas of impervious cover, investment in modern stormwater infrastructure can help advance Township stormwater goals.

Lincoln Highway Transition (LHT): acres | Current Zoning: O/C, O/R



The LHT category is intended to encourage smaller-scale commercial, retail, and limited medium-density residential uses that foster the creation of mixed-use centers distinct from and subsidiary to The Crossroads along targeted areas in the vicinity Lincoln Highway. The LHT further serves as a transition from established industrial and business parks to lower density residential and/or environmentally sensitive areas along the corridor.

In the LHT any proposed infill or redevelopment should be at scale and intensity that provides for a gradual transition to the larger-scale and more intensive uses of The Crossroads. Given the physical limitation of many of the properties in this area, careful consideration should be given to the allowable uses in the LHT. Any redevelopment of these areas should include installation of sidewalks and pedestrian amenities to improve safety and multi-modal access along Lincoln Highway as well as to provide connections between surrounding neighborhoods and commercial areas. Appropriate buffering and screening from differing uses, modern stormwater facilities, improved access management, and enhanced green spaces should also be incorporated as part of any redevelopment.

Neighborhood Commercial (NC): acres | Current Zoning: NC



The NC category encompasses small, neighborhood-oriented commercial areas where residents can access day-to-day services and retail without going to the larger commercial areas of the Township. Although the NC encompasses a relatively small geography, they should continue to evolve in their provision of neighborhood-oriented commercial opportunities.

In the NC any proposed infill or redevelopment should be at a scale that complements adjacent single-family detached neighborhoods. Significant screening and buffering from parking and refuse facilities, and integration of enhanced pedestrian access when practicable should be incorporated into these areas. Careful consideration should be given to the uses permitted in the NC to retail, services, and office uses that generally have minimal impacts on adjoining residential properties.

Industrial and Business Park (IBP): acres | Current Zoning: I-1, I-2, O/L, O/R, TC



The IBP category encompasses business parks that accommodate office and light industrial operations. Most light industrial operations in the Township are housed in completely closed buildings, with minimal outdoor storage, and often have extensive administrative sections such that the overall impact of the operation is similar to an office building.

For areas containing office and light-industrial uses like the Oaklands Corporate Center, Whiteland Business Park, and Valley Creek Corporate Center, the Township should consider a wider range of allowable uses to meet evolving market demands to ensure these areas remain vibrant and desirable areas for businesses to grow and thrive. Additionally, considerations should be given to ensuring that area and bulk standards such as those for height and building/lot coverage are appropriate for contemporary facilities. All areas within the IBP can also benefit from additional investment in modern stormwater infrastructure can help advance Township stormwater goals.

Heavy Industrial (HI): acres | Current Zoning: I-2



The HI category encompasses the areas adjacent to Clover Mill Road and the Downingtown Quarry including heavy industrial operations that have significantly greater impact on neighboring properties than those located within the IBP. The HI further supports and provides space for larger warehouses, logistical operations, and data centers that minimize potential for conflict with adjacent, incompatible uses.

Within the HI careful consideration should be given to any proposed rezoning that may result in uses being incompatible with the established industrial operations along the corridor. As industrial operations continue to evolve, it is critical the Township retain these areas for future industrial growth and expansion to retain a well-rounded and diverse employment base. Further consideration should also be given for the impacts truck traffic from HI uses may have not just on Clover Mill Road, but also Whitford Road and beyond.

Town Center Mixed Use (TCMU): acres | Current Zoning: TC



The TCMU category is the area surrounding The Crossroads – (intersection of Lincoln Highway & Pottstown Pike) and accommodates the Township’s long standing policy of highest intensity development focused at this location. The intent is to allow a mix of residential, commercial, institutional, recreational, and office uses designed to facilitate multi-modal travel. A mixture of uses on lots and even within buildings is not merely permitted but is encouraged. At the same time,

the naturally constrained lands are to be retained in a naturalistic condition, facilitating climate resilience and providing green corridors through an otherwise densely developed area.

Lower density residential types are not permitted in the TCMU; instead, the highest density multi-family residential uses are permitted in structures that may be as tall as six stories. Residential zoning standards limit building height and lot coverage as well as requiring setbacks from streets and property lines along with improved open areas and public amenities. Non-residential uses will be accommodated at a scale and intensity to facilitate walkability and promote a positive pedestrian experience. Pedestrian and bicycle routes connecting to the Chester Valley Trail will further reduce reliance on motor vehicles. Larger scale industrial and logistics uses are not permitted in the TCMU, but rather in the IBP where more appropriate.

Open Space and Recreation (OSR): acres | Current Zoning: Various



Areas designated OSR are not intended to be a designated zoning district, and they include areas of permanently preserved open space (like Township and County-owned parks), major privately owned spaces (like the Whitford Country Club), and permanently preserved green space (Homeowner Associations) within residential developments.

Other examples of private spaces designated as OSR include the diagonal swathe of PECO-owned lands occupied by the large electric transmission lines in the southern part of the Township.

Campus (C): acres | Current Zoning: O/L



The C category encompasses the properties of the Church Farm School. This category recognizes unique campus use has special needs associated with it, such as, but not necessarily limited to, academic buildings, dining facilities, athletic facilities, student housing, faculty and event parking, intersections and driveways to accommodate vehicular traffic, pedestrian access, and the integration and compatibility of such uses with contiguous and nearby established uses.

Within the C category consideration should be given to ensure existing zoning regulations do not inhibit the ability of the School to continue to evolve and prosper with the variety of uses of the properties. Additional considerations should also be given to how best to preserve the historic properties of the campus as well as to improve overall safety along the segment of Lincoln Highway that bisects the campus.

Transportation (T): acres | Current Zoning: Not applicable



The T category includes roads, railroads, and facilities dedicated to transportation. Transport facilities that are accessory to some other use – such as the Exton Transit Center – do not appear as they are subsidiary to the principal use. This area may also provide for uses such as billboards that need to be adjacent to roads or railroads.

5.4 Recommendations



1 Consider amendments to zoning ordinance to support adjustments for the Future Land Use plan.

WHY: The zoning ordinance is the most impactful tool the Township has to successfully implement the overall future land use vision (see Appendix F, Zoning Map). As evaluated above, although relatively built-out, the Township will continue to evolve and change incrementally over time primarily through redevelopment.

With the proliferation of ecommerce, how retail spaces are utilized is evolving, as many consumers desire more experience-based entertainment rather than solely traditional retail options. Increased numbers of office workers working remote or hybrid schedules have changed the demand for and how office space is utilized. Developing technologies and practices have transformed what are thought of as industrial uses. Additionally, aging populations and younger generations desire alternative housing choices to the typical single-family detached house, resulting in the need for more diverse housing options.

HOW: The future land use map provides for a variety of zoning considerations to ensure the on-going desirability and vibrancy of the Township (see Appendix F, Future Land Use Map). Targeted zoning amendments as discussed throughout can best move the Township towards implementation of the overall vision of the future land use map.



2 Ensure that all new development and redevelopment projects implement the most impactful and effective measures to mitigate impacts of stormwater runoff.

WHY: Significant areas of the built environment in the Township were constructed prior to the advent of modern stormwater management facilities and techniques. Further, with the Township experiencing more frequent major storm events, flooding continues to grow as a significant issue. Addressing stormwater management through the land development process can mitigate the impacts of these more frequent flood events.

HOW: The Township should continue to monitor the stormwater management ordinance under [Chapter 270](#) of the Township code to ensure it does not preclude modern BMPs as the technology and techniques continues to evolve. Further consideration could also be given to amending the ordinance to allow for greater flexibility in design of stormwater BMPs to best address localized issues with the approval of the Township Engineer. In conjunction with this on-going effort, the Township should further monitor both their zoning and subdivision and land development ordinances to ensure consistency with Chapter 270. More detailed recommendations specific to stormwater management and facilities can be found in Natural and Historic, Recommendation 2.3(1).

“Stormwater needs proactive planning to avert disastrous impacts from climate change.” - Survey Respondent



3 Continue to work with partners and outside providers to mitigate the impacts of development and redevelopment projects on existing infrastructure.

WHY: Public infrastructure is the essential component of the Township that is the foundation for both high quality of life and for future development and redevelopment. However, all development and redevelopment projects create impacts on existing infrastructure, including, but not limited to streets and roads, stormwater management, water and sewer, electricity and gas, etc. Ensuring infrastructure is adequate to handle both existing and future needs is a long-term municipal priority.

HOW: The Township could amend [§281-43](#) of the Subdivision and Land development ordinance to require documentation from electric, natural gas, and internet/broadband providers that adequate services can be provided to proposed (re)development projects over a defined square footage or unit count. More detailed recommendations regarding specific infrastructure provided by the Township, and for water/sewer can be found in the Township Services chapter.



Greater coordination with utility providers such as PECO will help ensure Township residents and businesses have uninterrupted access to their services.

“(We) just want to stay here, but it’s increasingly hard ... when family and friends have had to leave over the years for (more) affordable options.” - Survey Respondent

4 Continue to support a variety of housing choices throughout the Township.

WHY: As preferences continue to evolve, it is essential for the Township to provide for a variety of housing choices to maintain an attractive and vibrant, residential community. Additionally, the Municipalities Planning Code (MPC) requires both the comprehensive plan and zoning ordinance address and permit a variety of housing options.

The Delaware Valley Regional Planning Commission (DVRPC) both creates and updates municipal population estimates for Chester County. The most recent update was released in October 2025 and should be viewed as a projected snapshot from that point in time and may be revised further in subsequent updates.

The DVRPC estimates a population increase of an additional 5,862 residents in the Township, between 2020 and 2050. With this increase, approximately 1,885 new housing units will need to be created based on the average family size in the Township of 3.11 in 2020.

Since 2020, the Township has seen a significant number of residential units either come on-line or receive their initial approvals. At the time of writing, approximately 1,478 units have come on-line, with an additional 386 units being approved, but not yet under construction. As such, the Township is on track to provide adequate residential units through 2050 to meet anticipated demand based on 2025 population estimates. It should be noted this estimate may change based on actual population growth, not estimated growth, that occurs in the Township over the next 25 years.

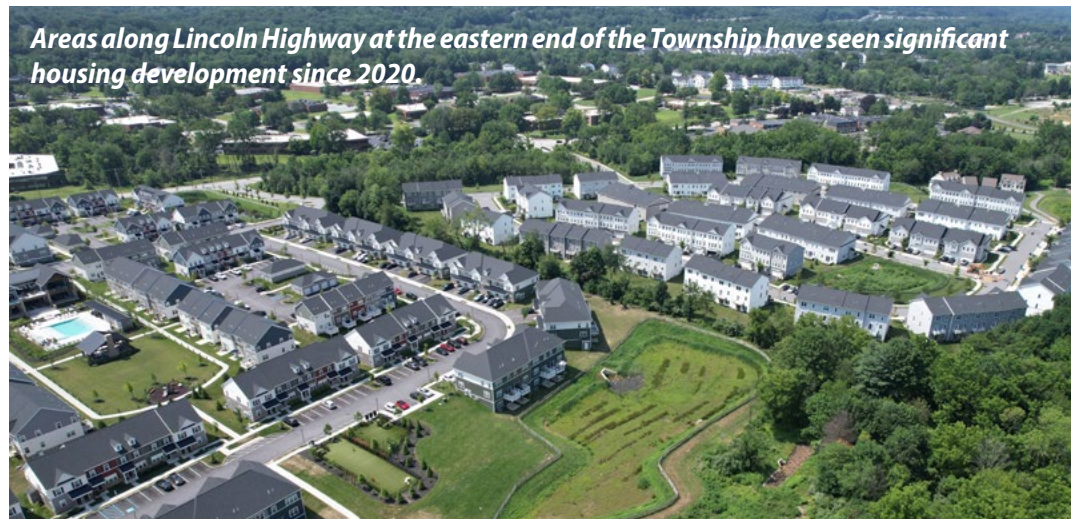
Completed since 2020*

Development	Housing type	Unit count
Summerhill (rental)	Townhomes	220
Exton Grove	Townhomes	99
Lochiel Farm	Townhomes	140
Exton Walk	Townhomes	68
Exton Walk	Single-family detached	95
The Point at Exton	Multi-family	342
Ashbridge Main Street at Exton	Multi-family	410
Keva Flats (expansion)	Multi-family	96
Whiteland Meadows	Single-family detached	8
Approved or under formal review*		
Villas at West Whiteland	Multi-family	32
Valley Creek Active Adult Community	Single-family detached	96
Valley Creek Active Adult Community	Twins	98
Valley Creek Active Adult Community	Townhomes	123
1375 Old Phoenixville Pike	Single-family detached	13
1358 Glen Echo Road	Single-family detached	5
1354 Pottstown Pike	Single-family detached	7
296 Boot Road	Single-family detached	4
Hoadley Tract (Grove Road)	Single-family detached	8

* Developments as of July 2025

HOW: Although primarily driven by market forces, the Township can influence overall housing diversity through municipal policy. Any effort to amend municipal policy should evaluate the overall need for, engage the broader community, and be crafted to address issues related to housing that are unique to the Township. Specific consideration could be given to the following:

- A. Consider permitting Accessory Dwelling Units (ADUs). An ADU is an independent, secondary housing unit that functions independently from the primary unit. The Township could investigate where ADUs can best be integrated into existing neighborhoods and develop appropriate use standards to mitigate impacts on neighboring properties. CCPC has an [eTool for ADUs](#) that could serve as a starting point to this effort.
- B. Consider permitting smaller-scale “missing middle” housing typologies in lower-density residential districts where appropriate. Typologies such as duplexes, triplexes, and fourplexes can be incorporated into established residential areas with appropriate use and design standards. This can result in additional units where infrastructure is already in place. CCPC has created a [Missing Middle Housing Guide](#) that could serve as a starting point to this effort.
- C. Consider creating a zoning bonus for affordable and/or workforce housing units. At the time of writing, the legality of mandatory inclusionary zoning to require affordable housing as part of new (re)development in the Commonwealth is unclear. However, the Township could consider creation of an optional zoning bonus to encourage creation of affordable and/or workforce units. Bonuses can include, but are not limited to, slight increases in density and lot and bulk (i.e. dwelling units per acre, height, etc.), decreases in parking minimums, and/or reduction in fees. CCPC has an [eTool for Affordable Housing Bonuses](#) that could serve as a starting point to this effort.
- D. Consider creation of standards regulating short-term rentals (STRs) as part of Chapter 250, Rental Inspections. [Chapter 250](#) establishes standards for the rental inspection program, and this could be amended to incorporate standards for regular inspections of STRs. Further consideration could also be given to creating a STR use and standards in the zoning ordinance to define specific areas they are permitted. Reasonable regulation of STRs can help in maintaining neighborhood character by ensuring occupancy consistent with that of an established neighborhood. CCPC has an [eTool for Short Term Rentals](#) that could serve as a starting point to this effort.





5 Develop strategies to ensure the long-term viability of institutional uses, minimizing their impact on adjoining uses.

WHY: Institutional uses are a critical part of the Township, providing essential services and support to residents, visitors, and businesses. They include facilities serving governmental agencies, emergency service providers, schools, houses of worship, and long-term and continuing-care facilities and faith-based residential arrangements. These uses are located all throughout the Township, with many being in areas immediately adjacent to residential uses.

HOW: Institutional uses are subject to the [Institutional District \(ID\)](#) overlay when located within one of the established commercial or industrial zoning districts. This overlay does not apply to institutional uses located within residential districts such as Mary C. Howse Elementary School or Grove United Methodist Church. Consideration could be given to amending the ID to also include residential districts and further develop reasonable supplemental standards for these uses to best address negative impacts on neighboring residential properties.



Facilities such as walking trails, landscaping, and stormwater facilities in Exton Walk are the responsibility of HOAs to maintain upon their formal dedication.



6 Develop strategies to better inform residents of homeowners associations (HOAs), their responsibilities, and when the Township may intervene to facilitate resolutions.

WHY: The Uniform Planned Community Act of 1997 establishes the rules and obligations for HOAs in the Commonwealth. HOAs are responsible for the enforcement of their recorded rules and regulations as well as managing the finances necessary to maintain facilities and infrastructure under their purview. The Township has no responsibility in the enforcement of HOA regulations and/or maintenance and repair of common areas under the purview of a HOA. However, the Township is involved in the initial creation of the HOA documents and final inspections of infrastructure prior to the release of any escrow as part of the overall land development process.

HOW: Work with developers to ensure HOA documents recorded as part of an approved subdivision or land development application best reflect Township policy. Specifically, restrictions in HOA covenants on things such as accessory dwelling units and home-based businesses could be crafted to be more consistent with what the Township permits. The Township could also engage with a HOA as part of their financial inspections and monetary release of escrows and sureties when the facilities are being dedicated specifically to the HOA and not the Township.



7 Encourage sustainable practices and opportunities for residents, businesses, and Township operations.

WHY: Encouragement of more sustainable practices and implementation of green infrastructure can help to mitigate impacts associated with climate change and rising energy costs. These practices provide benefits in terms of reduced demand for polluting and nonrenewable resources, while providing potential economic advantages for users and the community. Further, as energy costs continue to rise, and the existing electrical grid becomes more stressed with increased need from emerging industries, more sustainable practices can help to reduce overall energy costs.

HOW: The Township can encourage sustainable practices and opportunities through its existing regulatory structure, and with its own decisions and actions. Through both the zoning and subdivision and land development ordinances, the Township can play a role in reducing overall energy usage and increasing opportunities for green infrastructure. Specific actions can include:

- A. Continue to implement the Energy Transition Study (ETS) in an effort to meet energy transition targets of 100 percent renewable electricity by 2035 and 100 percent renewable energy by 2050. The ETS provides a wide range of strategies to meet these goals through the streamlining of permitting solar energy systems and being proactive with the provision of EV charging stations to community engagement campaigns to encourage energy transitions to meet the ETS targets.
- B. Incorporate more sustainable practices in Township facilities. Pursue options for procuring power from renewable sources, including on-site renewable generation. Further consider incorporation of hybrid/EVs as part of the Township motor pool during the procurement process.
- C. Consider updating the zoning ordinance ([Chapter 325](#)) to encourage more sustainable building and development practices. Things that could be considered include, but are not limited to:

1. Solar energy. Solar energy systems are permitted by-right in all zoning districts subject to the standards set forth under [§325-44](#). Last amended in 2024, these should be monitored and amended as needed to address the technology as it evolves. The DVRPC has a [Solar Renewable Energy Ordinance Framework](#) that can serve as a reference for this effort.
 2. Geothermal energy. Geothermal energy systems could be permitted by-right in all zoning districts. General standards could be developed that include provisions relevant to when land development approval may be required as well as documentation from other agencies such as the Chester County Health Department and PADEP as required. The DVRPC has a [Geothermal Renewable Energy Ordinance Framework](#) that can serve as a reference for this effort.
 3. Electric vehicle (EV) charging. EV charging stations are permitted in all zoning districts subject to the standards set forth under [§325-33](#). These standards should be monitored and amended as needed to address the technology as it evolves.
 4. Impervious pavement reduction. Review and amend as appropriate [§325-39\(G\)](#) and [§325-39\(H\)\(6\)](#) to ensure minimum parking requirements are not resulting in excessive, unused parking areas. Consideration could further be given to eliminating most minimums and requiring studies as part of all land development applications to determine minimums on a case-by-case basis.
 5. Managed meadows. Consider amendments to allow for managed meadows and/or pollinator gardens. Actions can include establishing standards for managed meadows as part of the zoning ordinance as well as amending the property maintenance code to exclude each from tall grass requirements.
- D. Consider updating the subdivision and land development ordinance ([Chapter 281](#)) to encourage more sustainable building and development. The MPC specifically permits the SLDO to incorporate provisions that encourage the use of renewable energy systems and energy-conserving building design . Things that could be considered include, but are not limited to:
1. Solar energy. Consider requirements that encourage layouts and site design that maximize solar gain for rooftop solar energy systems. Assess potential incentives for projects that provide on-site solar, including solar parking lot canopies.
 2. Energy Star facilities. Consider requirements that encourage more sustainable heating and cooling systems (geothermal, heat pumps, etc.), as well as other more efficient facilities and components of building construction.
 3. EV charging. Consider requiring charging stations be provided in new parking lots, or at a minimum, EV infrastructure such as conduit and spaces/facilities that can easily be upgraded to include EV charging stations at a future date as warranted.
 4. Impervious pavement reduction. Consider revisions to [§281-37](#) to ensure parking lot landscaping reduces the heat island effect. Specific considerations include the creation of a defined list of trees appropriate for a parking area and requirements for soils in planting areas be protected from compaction during construction to allow for greater plant health and infiltration.
 5. Heat island reduction. Consider requirements to require “cool roofs” or “green roofs” for commercial land developments over a defined square footage.
 6. Further refinements. Consider reviewing both the International Green Construction Code and recommendations from the US Green Building Council and incorporate targeted measures to advance sustainable building and development practices as part of the land development process.

- E. Consider adopting a “benchmarking” ordinance for commercial businesses with footprints of over 25,000 square feet. The Township has been partnering with the DVRPC and their Energy Benchmarking Program, which is designed to measure, disclose, and gauge the energy consumption of commercial structures against similar facilities. This process of “benchmarking” will ensure businesses are able to operate more efficiently by highlighting inconsistencies or unnecessary energy use thereby saving money and reducing business greenhouse gas emissions.
- F. Collaborate with developers to ensure Homeowners Association (HOA) documents for subdivisions support sustainable activities like rooftop solar arrays, pollinator gardens, and managed meadows. Consider outreach to HOAs about projects such as creating riparian buffers, permitting alternative energy systems, and converting stormwater basins into naturalized infiltration basins, as well as other green and resilient practices.

5.5 References and Resources

Further information on housing choices, housing needs, and green building can be found through the following:

- Chester County Planning Commission, Commercial Landscapes Series
<https://www.chescoplanning.org/municorner/ComLand/overview.cfm>
- Chester County Planning Commission, Housing Programs and Projects
<http://www.chescoplanning.org/housing/housing.cfm>
- Chester County Planning Commission, Missing Middle Housing
<https://www.chescoplanning.org/Housing/MissingMiddle/Introduction.cfm>
- Chester County Planning Commission, Planning Toolbox: Green Development Codes, Green Roofs, etc.
<https://chescoplanning.org/MuniCorner/AllTools.cfm>
- U.S. Green Building Council, Leadership in Energy and Environmental Design program -
<https://new.usgbc.org/>
- U.S. Department of Energy, Better Communities Alliance program
<https://betterbuildingsolutioncenter.energy.gov/bca>
- West Chester Area 100% Renewable Energy Transition Study
<https://sites.google.com/view/wcacog-100-re-transition/home>



»»»»» 6.0 Implementation



6.1 Introduction

This chapter presents the plan recommendations with pertinent information for their implementation. The recommendations are listed in the same order as presented in the preceding chapters. Also included are the corresponding chapter recommendation designation and the entities responsible for implementation. Specific methods of implementation can be found in their respective topical chapters.

6.2 Priority

Section 301(a)(4.2) of the MPC requires comprehensive plans include “a discussion of short-and long-range plan implementation strategies.” As this plan was developed as an implementable plan with fewer, but more targeted recommendations to address Township needs, all the recommendations herein are generally considered to be of a high priority.

6.3 Responsible Party

The Board of Supervisors sets priorities and assigns groups to undertake the tasks outlined in this chapter. These groups then provide their findings to the Board to inform actions that may be taken in the best interest of the Township. It is understood that all identified recommendations require Board support, participation, and approval in some form. As such, in the chart below, the Board of Supervisors are only specifically identified when the recommendation is under their exclusive purview.

For all the listed actions, Township staff will have some degree of involvement, and are not specifically listed in the chart below. The Zoning Hearing Board is not included as an identified group tasked with plan implementation as they only serve in a quasi-judicial capacity as the first arbitrator of situations involving zoning as defined by the Municipalities Planning Code.

The group or groups with primary responsibility for implementing a particular recommendation are listed under this heading.

Identified groups are as follows:

- Board of Supervisors
- Planning Commission
- Historical Commission
- Public Services Commission
- Township Engineer

Recommended Implementations



Safe, Healthy, & Walkable

- 1-1** Ensure road standards and Township policy advance both safety and efficient mobility for all users and minimize conflict with contemporary best practices.
Lead Group: Township engineer, Planning Commission
- 1-2** Continue coordination with PennDOT District 6 to ensure state-maintained roads evolve to advance safety and efficient mobility for all users.
Lead Group: Township engineer, Public Services Commission
- 1-3** Continue coordination with SEPTA, Amtrak, and other service providers to enhance existing and support efforts to expand transit and other commuter services.
Lead Group: Public Services Commission
- 1-4** Continue to develop a robust pedestrian and bicycle network providing for safe connections between the Town Center, parks, existing neighborhoods, and other community assets.
Lead Group: Planning Commission, Public Services Commission
- 1-5** Continue to implement appropriate and prudent methods to fund transportation improvements.
Lead Group: Board of Supervisors



Natural & Historic

- 2-1** Improve and prioritize Township stormwater management efforts to protect public safety and ensure full compliance with state and federal mandates for water quantity and quality.
Lead Group: Borough Engineer, Planning Commission, Public Services Commission
- 2-2** Coordinate with community partners to advance stewardship, further preserve and naturalize protected open space and waterways of the Township.
Lead Group: Public Services Commission
- 2-3** Review and amend natural resource protection standards to advance protection, stewardship, restoration, and interpretation of natural resources.
Lead Group: Planning Commission
- 2-4** Empower community action through Township-led education and resources, inspiring collective efforts to protect and preserve our precious natural resources.
- 2-5** Continue efforts to ensure historic resources remain an integral and vibrant part of the Township's fabric.
Lead Group: Historical Commission, Planning Commission
- 2-6** Consider applying for Certified Local Government (CLG) status for the Township.
Lead Group: Historical Commission



Trusted, Reliable, & Efficient

- 3-1** Maintain effective and efficient communications with residents and businesses regarding Township business, safety concerns, and other topics that impact community members.
Lead Group: Public Services Commission
- 3-2** Annually develop and implement a fiscally responsible Township budget that is responsive to evolving needs regarding provision of services and facilities.
Lead Group: Board of Supervisors
- 3-3** Support effective and efficient governance through appropriate administrative and funding support of volunteer commissions and committees.
Lead Group: Board of Supervisors
- 3-4** Ensure high-quality park and recreation facilities are accessible and adaptable community destinations for residents of all ages and abilities.
Lead Group: Public Services Commission
- 3-5** Support emergency and first responders to protect the health and safety of Township residents.
Lead Group: Board of Supervisors
- 3-6** Support public works to facilitate timely and responsive services for Township residents and businesses.
Lead Group: Board of Supervisors
- 3-7** Ensure Township sewage and water facilities continue to receive adequate funding and evolve as technology warrants.
Lead Group: Township engineer, Public Services Commission
- 3-8** Provide for and evaluate trash and recycling services for Township residents.
Lead Group: Public Services Commission
- 3-9** Continue to support educational institutions and their provision of high-quality school facilities and programming to serve community members.
Lead Group: Board of Supervisors, Planning Commission



The Crossroads

- 4-1** Continue efforts to transform The Crossroads into a vibrant, mixed-use town center serving both residents and visitors alike.
Lead Group: Planning Commission, Public Services Commission
- 4-2** Create or enhance green and functional public spaces in commercial areas.
Lead Group: Planning Commission, Public Services Commission
- 4-3** Ensure industrial/office uses continue to thrive with evolving preferences and needs.
Lead Group: Planning Commission
- 4-4** Support the successful creation of new businesses and retention of existing businesses through partner coordination, information sharing, and other means.
Lead Group: Board of Supervisors



Livable & Vibrant

- 5-1** Consider amendments to zoning ordinance to support adjustments for the Future Land Use plan.
Lead Group: Planning Commission
- 5-2** Ensure that all new development and redevelopment projects implement the most impactful and effective measures to mitigate impacts of stormwater runoff.
Lead Group: Township Engineer, Planning Commission
- 5-3** Continue to work with partners and outside providers to mitigate the impacts of development and redevelopment projects on existing infrastructure.
Lead Group: Planning Commission, Public Services Commission
- 5-4** Continue to support a variety of housing choices throughout the Township.
Lead Group: Planning Commission
- 5-5** Develop strategies to ensure the long-term viability of institutional uses while minimizing their impacts on adjoining uses.
Lead Group: Planning Commission
- 5-6** Develop strategies to better inform residents of homeowners associations (HOAs), their responsibilities, and when the Township may intervene to facilitate resolutions.
Lead Group: Township Engineer, Planning Commission
- 5-7** Encourage sustainable practices and opportunities for residents, businesses, and Township operations.
Lead Group: Planning Commission, Public Services Commission