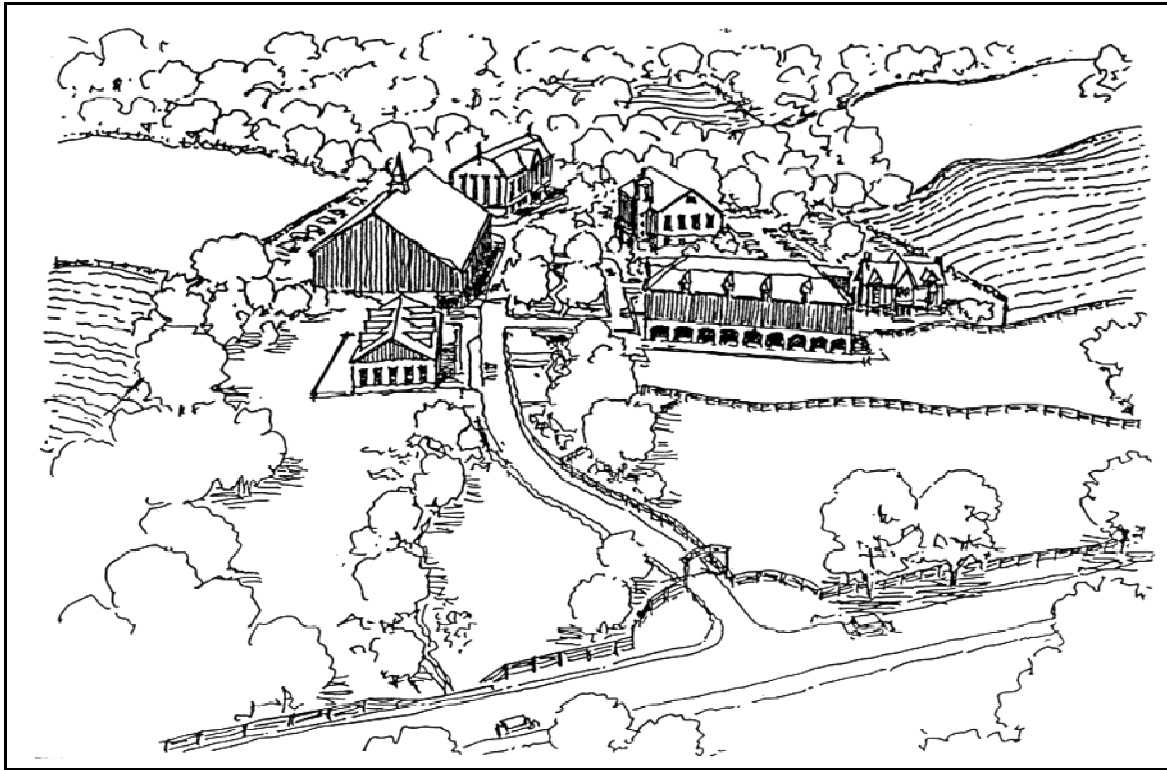
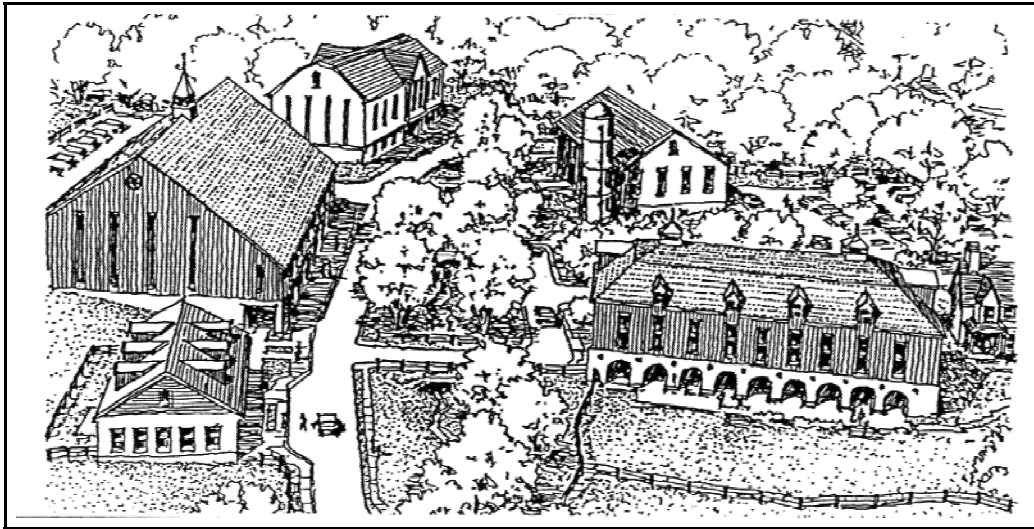


E. RURAL COMMERCIAL/INDUSTRIAL PARK MODEL



1. PURPOSE

The purpose of the Rural Commerce/Industrial Park Model is to provide parameters within which a grouping of business buildings with parking, loading and circulation can be developed. The scale, setting and exterior construction materials evoke rural character by relating to the appearance of traditional farm buildings, by fitting the structures and parking areas to the preexisting site, and by leaving a large part of the property in its natural state.



2. CHARACTERISTICS AND DESIGN GUIDELINES

Rural Commercial/Industrial Park Model shall incorporate to the following land use characteristics and design guidelines as a condition of approval:

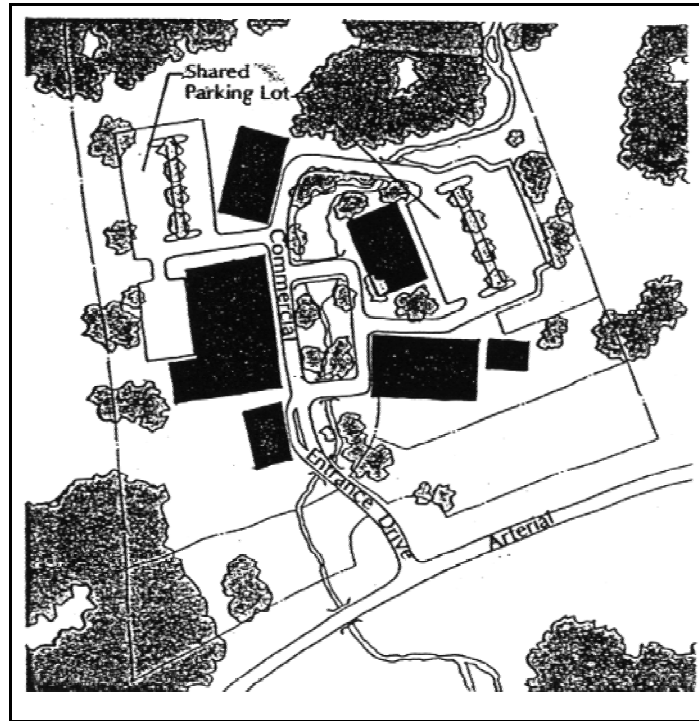
Form: The development should be grouped around a central area. Buildings should be kept well back from existing public roads, should have sloped roofs as a prominent visual features. Gables, dormer windows and cupolas will enhance the appearance, as will vertical orientation of exterior siding. Parking areas should be to the side or rear of the buildings except for handicapped spaces in front.

Utilities: All buildings with plumbing shall be connected to public water and sanitary sewer.

Streets: An existing farm lane should be enhanced and used as the access if available, or the access drive could be parallel to and adjacent to natural features.

Open space: There should be a conservation easement around the entire development and possibly a central green. Parking areas should be screened when located on the perimeter of the site.

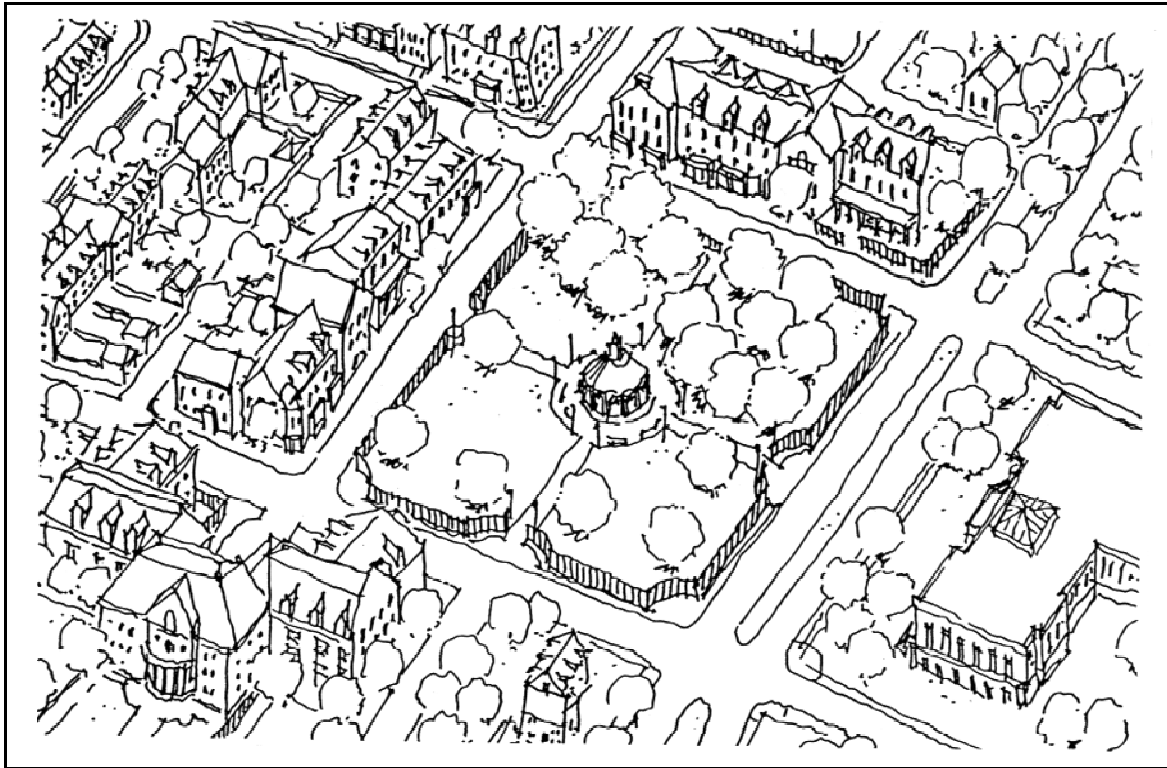
Bufferyards: A natural or planted buffer, should screen parking areas and where the abutting land is residential, a bufferyard, fencing and/or substantial setback should be provided to mitigate the effect of larger business buildings on adjacent smaller homes.



3. SITE REQUIREMENTS

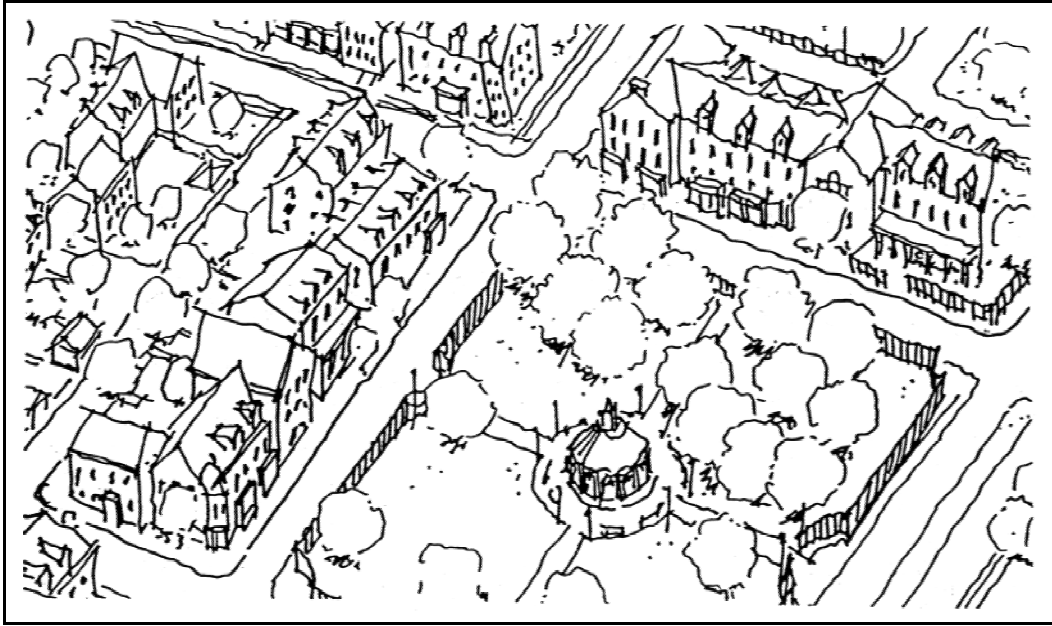
Minimum Site Size:	25 acres
Maximum Site Size:	100 acres
Minimum Open Space:	25% of gross acreage
Distance Between Commercial Developments	1,000 ft. property line to property line

F. LARGE INSTITUTIONAL MODEL



1. PURPOSE

The purpose of the Large Institutional Model is to encourage the integration of schools, hospitals, nursing homes, church complexes and similar institutions that are appropriate within a residential setting. The idea is to connect larger institutions to the community in which they are located.



2. CHARACTERISTICS AND DESIGN GUIDELINES

Large Institutional Model developments shall incorporate to the following land use characteristics and design guidelines as a condition of approval:

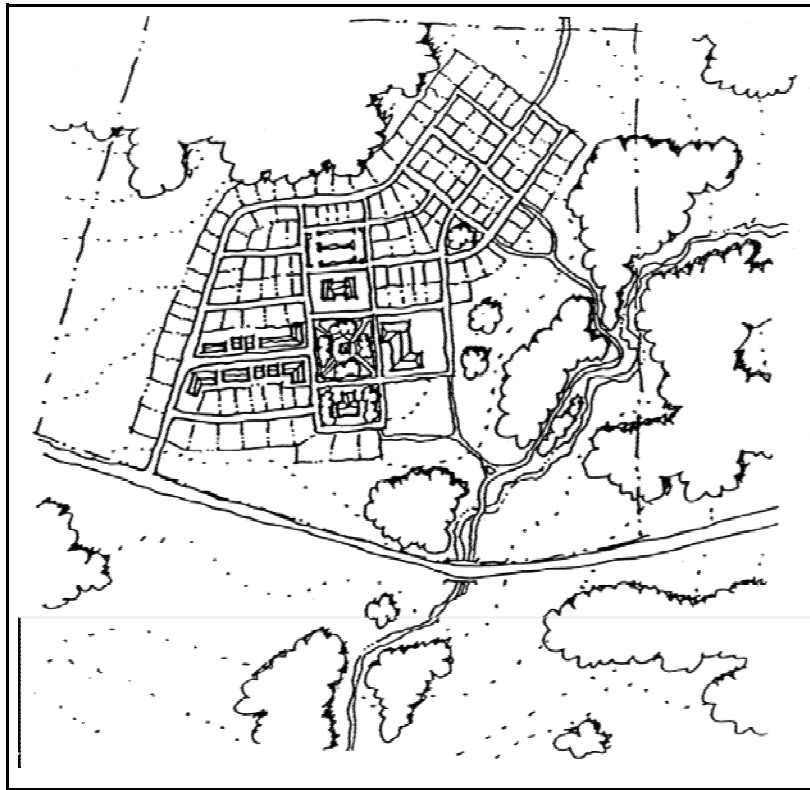
Form: The focus and core of the development should be the institutional building or complex, oriented toward a public green or plaza, surrounded by or abutting an existing or proposed residential development that is a part of the plan. The institutional area and the residential area should be integrated by a common network of streets, sidewalks, pedestrian trails and bikeways in green areas. The main access to, and heaviest vehicular concentration generated by the institution, should however, be separated from the local residential traffic. The residential area should include a variety of housing types in a dense pattern surrounded by open space.

Utilities: All buildings with plumbing shall be connected to public water and public sanitary sewer systems.

Streets: Streets within the plan should include sidewalks, street trees and pedestrian scale lighting. Curbside or on-street parking may be permitted with increased cartway widths. Parking lots should be placed behind buildings or hidden by planted berms if abutting a public right-of-way or adjacent to housing.

Open Space: Aside from the green at the center, the development should include significant areas of permanent open space, particularly those areas on the site that may contain steep slopes, woods or wetlands. Part of the open space may be used for recreational purposes.

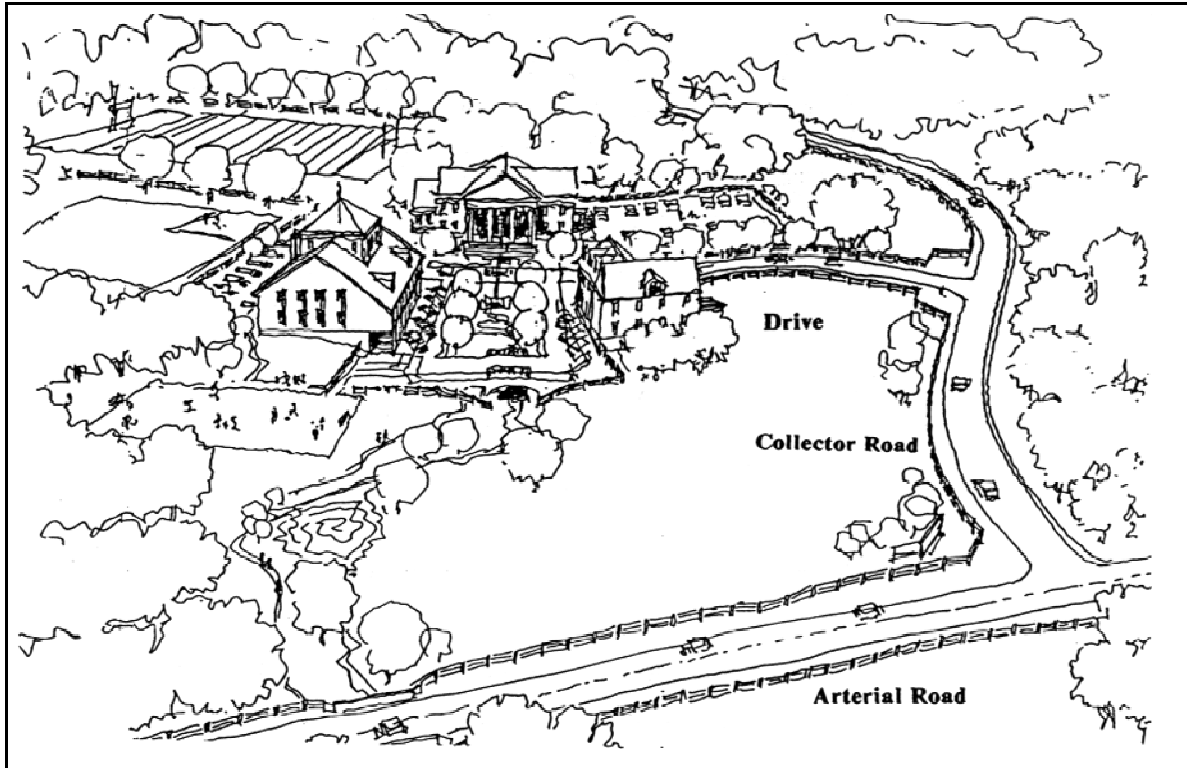
Bufferyards: Such planted yards should be provided to screen the development from adjacent nonresidential activity.



3. SITE REQUIREMENTS

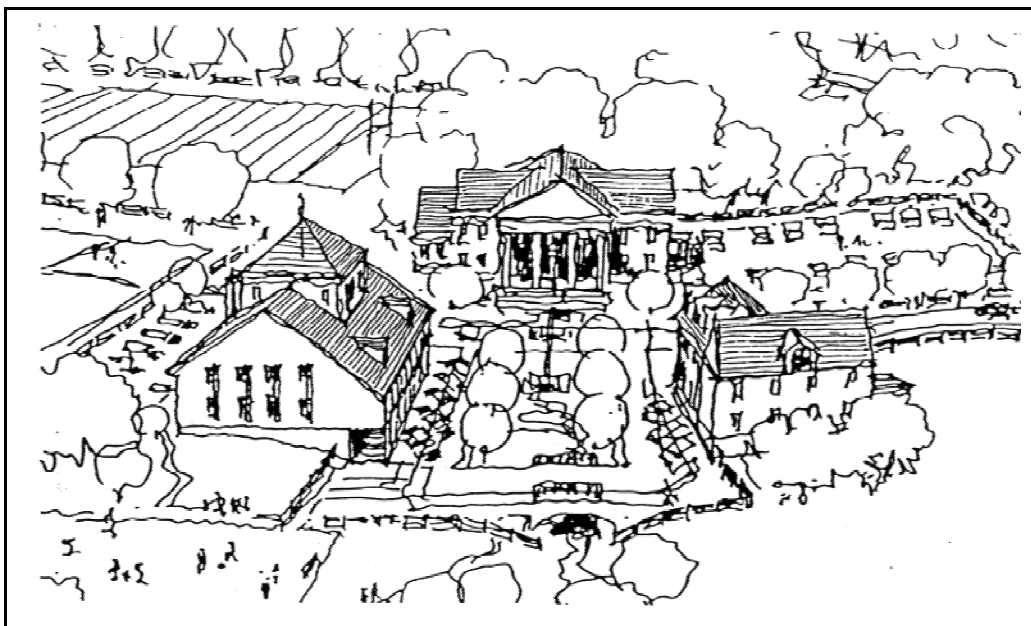
Minimum Property Size:	15 acres
Maximum Property Size:	100 acres
Minimum Large Institutional Lot Size	10,000 square feet
Open Space Requirements:	50% of gross acreage
Minimum Distance between Large Institutional Uses:	1 mile

G. SMALL INSTITUTIONAL MODEL



1. PURPOSE

The purpose of the Small Institutional Model is to create an opportunity for the siting of an individual institution, such as a church, school, day care center or other community facility, in a rural setting with minimal earth moving or removal of trees, and a substantial setback of buildings from abutting public rights-of-way.



2. GENERAL CHARACTERISTICS AND DESIGN GUIDELINES

Small Community developments shall incorporate to the following land use characteristics and design guidelines as a condition of approval:

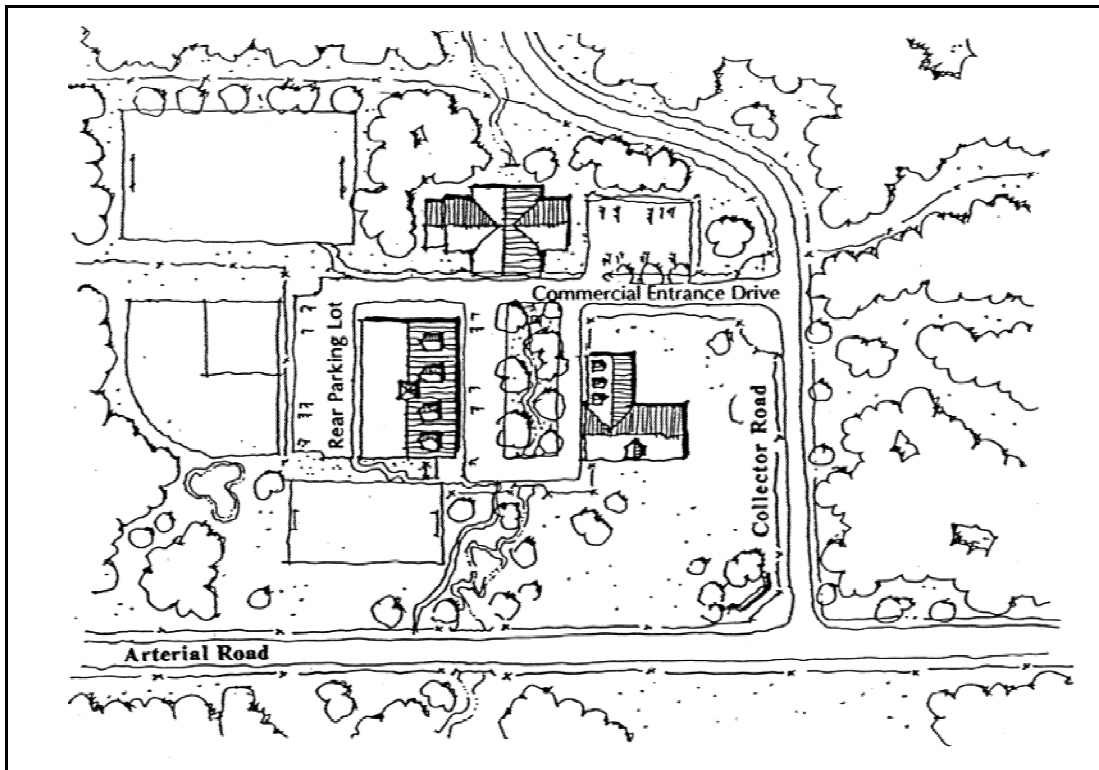
Form: The buildings within the development should be in a compact arrangement and interrelated to form a small campus with a central green. If one building constitutes the development, its entrance should face the street, with parking and servicing areas at the rear. The building or buildings should have prominent pitched roofs, dormer windows, cupolas and chimneys.

Utilities: Public water and sanitary sewer are not required.

Streets: One access driveway, marked by a fence, hedgerow or tree line, should be sufficient to serve the development, although a second drive is encouraged.

Open Space: Areas not occupied by buildings or parking, may be used for private recreation or left in a natural state. There should be a substantial setback between the buildings and adjacent property and public rights-of-way.

Bufferyards: Additional planting should be provided to screen parking areas from adjacent housing or to protect against busy highways or nonresidential uses that may abut the site.



3. SITE REQUIREMENTS

Site Requirements

Minimum Site Size:	5 acres
Maximum Site Size:	10 acres
Minimum Open Space:	40% of gross acreage
Minimum Distance Between Developments	1,000 ft. measured property line to property line

PENN TOWNSHIP PREFERRED DEVELOPMENT MODELS

Overview

Within each area of the Township a number of different land uses and development patterns may be appropriate. Rather than listing the permitted uses for each zoning district, a series of Models have been designed which illustrate the kind of development patterns that Penn Township is trying to encourage. The models set the tone for development and are intended to provide the foundation for detailed revisions to the Township Subdivision and Land Development Ordinance, as well as the community's Zoning Ordinance. The Development Models are:

- A. Infill
- B. Hamlet (Countryside & Rural)
- C. Village
- D. Scenic Corridor
- E. Commercial
- F. Rural Commercial/Industrial Park
- G. Institutional
- H. Low Density/Large Lot
- I. Farm/Forest

- * Each Model is presented through a series of sketches which clearly show the pattern of development and the relationship of the buildings to the surrounding environment.
- * Development Models are intentionally general (non-site specific) in nature - each of the models can be used in a number of areas where uses, land forms and physiography permits.
- * Each Model is presented by illustrating: the existing conditions and/or the expected development under current policies and standards, and the preferred development resulting from adherence to the Model principles.

Models as a Strategy

All of the Models are based on the following five (5) underlying principles:

1. **Public services should drive development - not the other way around.** The Comprehensive Plan identifies areas appropriate for new development. Decisions to extend water and sanitary sewer service should not be made after the fact in order to "catch-up" with unplanned development.
2. **"Fix what is broken" before developing elsewhere:** Many parts of the Township are already developed and therefore are already provided with utilities and services (roads, sewers, water, electric, phone, etc.). Many, if not all, of these areas are developed at low densities. Efforts should be made to develop these serviced areas first. Road networks should be improved, and connections for pedestrians and bicycles established in some areas.
3. **Siting of Public Buildings:** Public buildings such as schools, municipal offices, and libraries should be used to establish municipal centers - they should be located, where possible, in groupings with other public and private buildings, and connected by a network of roads and paths to the rest of the community where feasible. These buildings should be designed and sited to create a "village" scale environment.
4. **Protect Agricultural areas and the rural character of the Township:** Rural character was identified as being an extremely important asset and therefore is an underlying principle for all Models.
5. **Open Space System:** In order to maintain rural character, and to increase connections between the various parts of the Township, the comprehensive open space plan should be utilized in order to provide a series of greenways, linear paths and parks.

A. Infill model

The areas where this Model is appropriate are the partially or fully developed sections of the Township that are facing growth pressures such as the areas with access to State Route 130 and to a lesser degree Harrison City-Export Road, Bushy Run Road and Raymaley Road. The predominant land use pattern in these areas presently consists of low-density single-family residential sub-developments and, in some areas, small commercial and industrial developments. Many of the elements of a traditional town are present (that is, houses, shops, offices, warehouses, industries, public buildings), however, here they are spread out at low densities and they are segregated by use. The transportation system which provides the links between these developments presently tries to funnel all traffic onto arterial roadways. Because of the low densities and segregated uses, travel by any means other than the private automobile is difficult.

The Infill Model proposes to "fix what is broken" in these low density suburban areas through appropriate mixed-use infill development and road improvements. These improvements are designed to weave together the presently disconnected suburban elements to form a more cohesive community. These areas are already served by public sanitary sewers in many areas and public water service has also been provided.

Goals:

- * Transform existing disconnected development patterns into a series of interconnected neighborhoods through selective infill development.
- * Strive for a mixture of uses including: a variety of housing types and densities, local and regional commercial and retail, light industrial, as well as public facilities.
- * Encourage a more compact, pedestrian-oriented development pattern.
- * Take advantage of existing public infrastructure and establish appropriate public utility services.
- * Maintain open spaces.

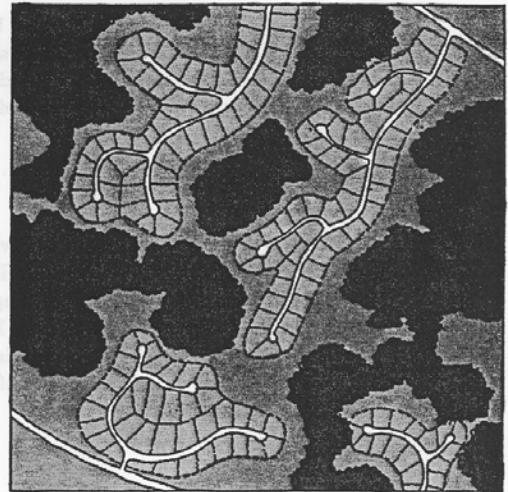
Policies

- * Zone (where regulations are in effect) specific areas within the Infill Model for mixed-use development. Zone other areas to allow for higher density residential.
- * Do not permit retail and commercial strip zones.
- * Encourage the development of neighborhoods with mixed-use centers.

- * Require, where possible, pedestrian-scale development. Establish Site Design and Architectural Review Procedures which set out appropriate building setbacks and heights, road widths, bulk coverage, building materials and landscaping.
- * Housing is to be developed at various scales and densities.
- * Require individual developments to provide through-road connections.
- * Encourage alternative means of transportation including: walking, cycling, public transit.
- * Open space is to be an integral part of the design. It is not to be left-over space between buildings. (see below)

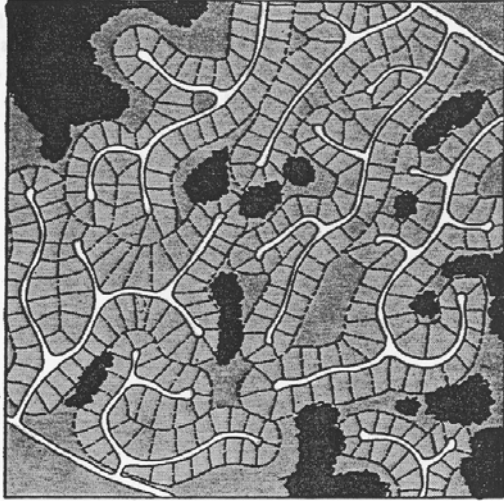
Infill: Existing Conditions

This drawing illustrates the present conditions in areas in close proximity to the State Route 130 corridor. New residential sub-developments have been inserted into a landscape of rolling farm fields and forests. The new road pattern consists primarily of cul-de-sacs which funnel onto one or two feeder roads connected to a major arterial.



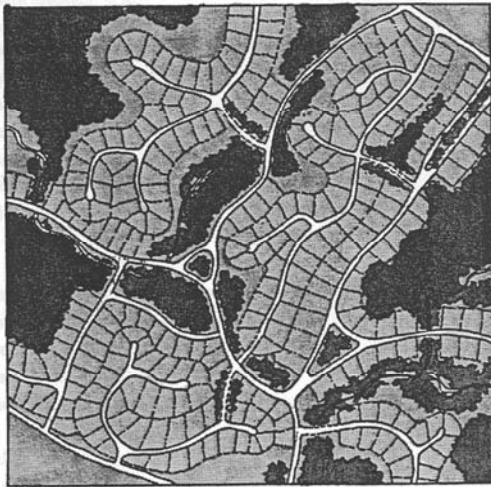
Infill: Conventional Development Policy

Under conventional development policies this kind of residential development pattern can be repeated until the entire area is covered with single family residential lots arranged along cul-de-sac roads. The lack of connections between development results in a situation where all traffic is funneled onto a major arterial - which contributes to traffic congestion problems.



Proposed Infill Development Model

This drawing illustrates the preferred development pattern for this area: smaller landscaped lots surrounded by permanently preserved open fields and forests. A network of roadways provides alternate routes for cars, pedestrians, and cyclists.



B. Hamlet Model

The Hamlet Model is introduced as an alternative to the typical residential subdivision. It is designed to allow small-scale development in a concentrated pattern on a portion of a development property, while preserving the remainder of the property as permanent open space. In order for this Model to work it is necessary to establish a minimum development property size (e.g. 40 acres) as well as a ratio of developable to nondevelopable land (e.g. 30/70 or 40/60). It is also necessary to ensure that

environmentally sensitive areas remain undeveloped. This is accomplished by mapping all sensitive areas such as steep slopes, wetlands, floodplains and mature forests. Hamlet lots are smaller than typical subdivision lots, however a greater number can fit within a smaller area which leaves a large portion of the property undeveloped for the use and enjoyment of all residents.

The open space is mandated to stay as open space in perpetuity and is most often maintained by a property owners' association to which everyone is contractually obligated to contribute when they purchase their home. Allowable uses for the open space include farming, horse pasture, parks, multi-purpose fields or nature trails. The details should be set out in the Zoning Ordinance, where applicable.

Two (2) sizes of Hamlets are anticipated in Penn Township: (1) Countryside-Hamlet with a limited number of units (e.g. 6 or 7 units grouped around the existing farm buildings) based on the carrying capacity of well and on-lot septic systems, and (2) Rural Hamlet - with a larger number of units (e.g. 25-35 depending on size of property) and allowed in areas serviced by public water and sanitary sewer.

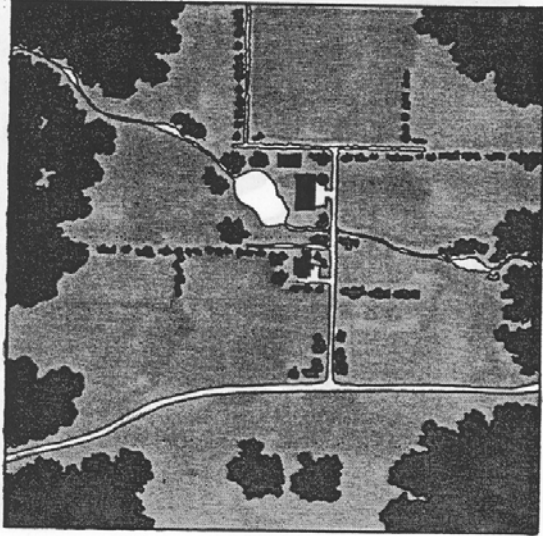
Goals:

- * Maintain the rural, and environmental quality of the land in every area of the Township.
- * Preserve open space in perpetuity.
- * Provide a variety of housing types and densities in the Township.
- * Preserve any significant existing buildings (such as farmhouses, barns, and silos) and landscapes (such as streams, ponds, hedge-rows and mature trees)

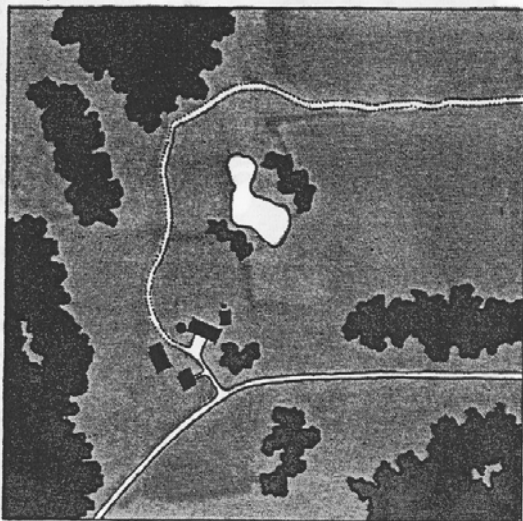
Policies:

- * Change Zoning and Subdivision and Land Development Ordinances to permit Hamlet and Traditional Neighborhood development.
- * Use special Zoning techniques to ensure that environmentally sensitive areas of a site are not developed.
- * Water table and soil tests are to be used to determine site carrying capacity and therefore number of permissible units in areas without public water and sewer services.

- * Establish minimum front setbacks (e.g. 100 ft.) in certain districts in order to minimize presence of the development from the road.
- * Open-space uses can include: wetlands, parks, recreation, golf courses, farms, and community gardens (details to be set out in the Zoning Ordinance).
- * Open spaces are owned in common, recorded against the title of the property and managed by a homeowners association.



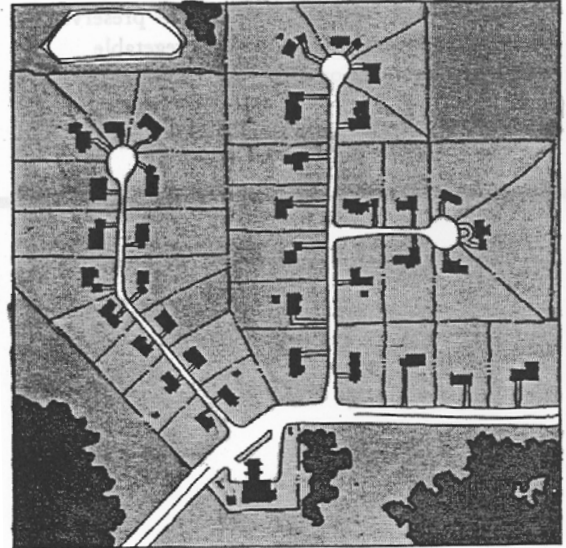
Hamlet: Existing Conditions: Farm A
Typical farm located on a secondary road

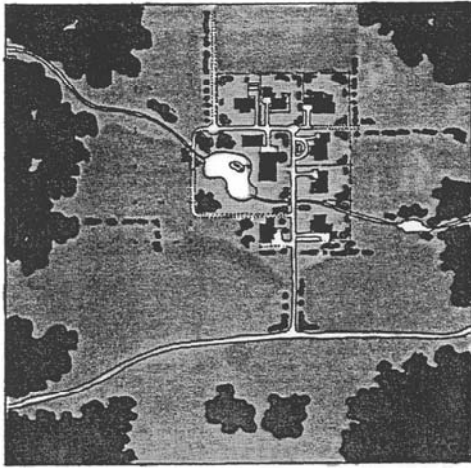


Hamlet: Existing Conditions: Farm B

Hamlet: Conventional Development Pattern

Conventional residential development usually occurs in two (2) typical patterns: (1) large-lot cul-de-sac subdivisions and (2) single-lot "piano-key" or "cookie cutter" development along existing roads. In both cases the rural feeling of the area is compromised.

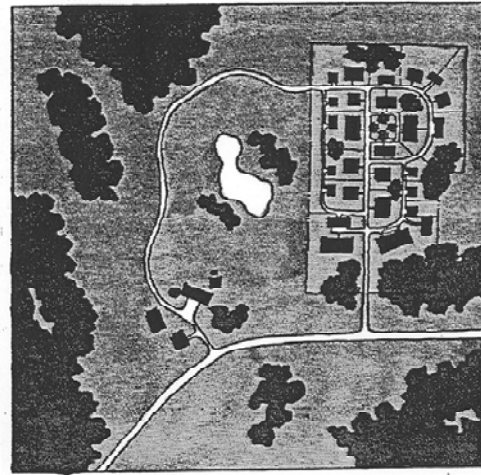




Proposed Countryside Hamlet

Farm A

6-9 units are arranged on 1/2 to 1 acre lots that are grouped around existing farms buildings and pond. The rest of the 50 acre farm is preserved for horse stables and paddocks, a vegetable garden and recreation area.



Proposed Rural Hamlet

Farm B

10-30 units are arranged on 1/3 to 1 acre lots set well back from the road. The open space is used for farming (leased to a local farmer) and/or recreation. The arrangement of houses around a central square creates a sense of community while the open space maintains the rural character of the property.

C. Village Model

The Village Model is based on the same traditional town planning principles that were used at the turn of the century to design small towns and villages. A mixed-use "Main Street" with shops and apartments is surrounded by a network of residential streets. A variety of housing types are included, ranging from apartments over shops, to single family houses, to small units located above garages. The density of housing tends to decrease as you move away from the village center. The Village Model has been adapted so as to better accommodate the passenger vehicle (for example by providing ample parking in the commercial area and by requiring access drives and lanes in residential areas). Residential streets are designed at

an intimate scale. (Both cartway and front setback dimensions are reduced to create a more pedestrian oriented environment). The "Main Street" can range in size from a convenience store or community center to a full mixed-use street, depending on the size of the village. The edge of the Village should be clearly marked by a growth boundary line and surrounded by permanently preserved open space to prevent contiguous development from destroying the Village character.

Goals:

- * Encourage the development of mixed use Villages as an alternative to typical subdivision development.
- * Provide a mixture of housing types and price ranges (from apartments, to single family to

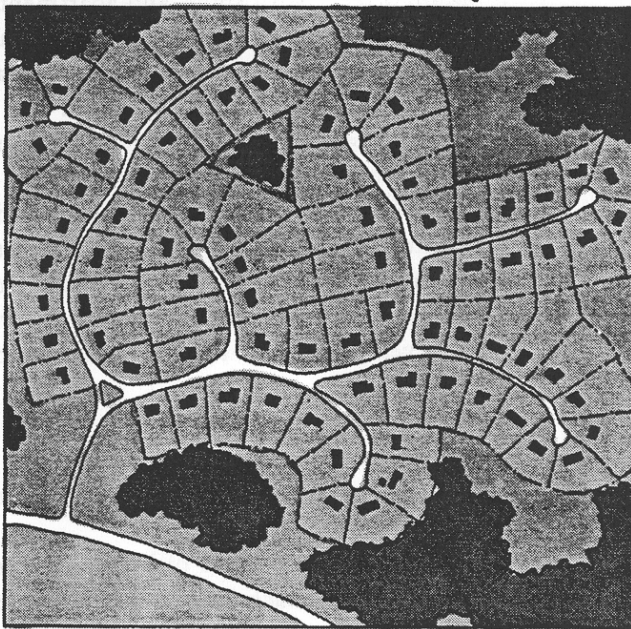
"Granny Flats" i.e. small apartments or offices over garages)

- * Create a "pedestrian scale atmosphere" - Villages should be designed to encourage residents to walk.
- * Reduce reliance on the private automobile by providing a mixture of uses within walking distance of one another.

Policies:

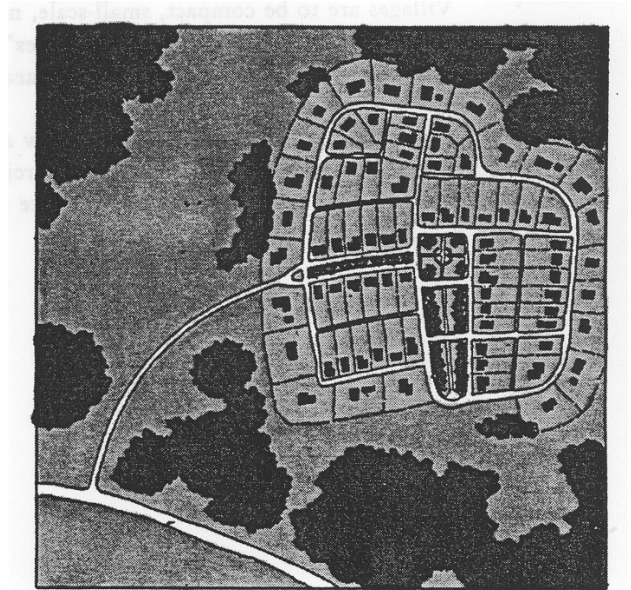
- * Villages are to be compact, small-scale, mixed-use, and pedestrian oriented.
- * In the Village center "Design Guidelines" should be established to control such features as, building setback, scale, character, materials, signage, lighting, and landscaping.
- * Zoning standards should be drafted so as to allow a variety of housing types and price ranges, home offices and "main street" commercial and institutional uses.
- * Villages should be created in accordance with a detailed land development plan.

Village: Development Under Existing Policy



This drawing shows a typical cul-de-sac subdivision. Large lots spread the houses across the landscape - destroying the character of the site. Single use Zoning forces residents to use their automobile to reach all destinations. Garage doors dominate the front of the houses giving the wide streets a vacant, unwelcome feeling.

Proposed Village Model



The Village Model: Residential neighborhoods are arranged within walking distance of the Village or neighborhood center. Streets are narrow and intimate and are arranged in a network pattern. Access drives or lanes allow garages to be located at the back of the house. "Granny Flats" (small apartments or offices) are permitted above the garage. The Village is surrounded by permanently protected open space which can be used as community recreation areas.

D. Scenic Corridor Model

This model is designed to guide development along scenic sections of the Township roadways. It sets out provisions for protecting significant views, and establishes setback and landscape guidelines designed to shield and reduce the presence of developments that can be seen from the road. This model is particularly relevant to sections of arterial roadways, but is also applicable to scenic sections of all roads in the Township.

Goals:

- * Preserve the rural character of the Township.
- * Avoid visual clutter and noise.
- * Maintain the economic viability of the Township by ensuring that it remain an attractive and scenic community.