Cultivating Strong Communities

Making Progress. Good for Everyone.

PPA Conference
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Smart Growth Planning for Suburban Communities

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Cultivating Strong Communities

Who We Are
Why We Exist
What We Do

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Ten Principles of Smart Growth

1. Create a range of Housing Opportunities & Choices
2. Create Walkable Neighborhoods
3. Encourage Community & Stakeholder Collaboration
4. Foster Distinctive, Attractive Communities with a Strong Sense of Place
5. Make Development Decisions Predictable, Fair and Cost Effective
6. Mix Land Uses
7. Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas
8. Provide a Variety of Transportation Choices
9. Strengthen & Direct Development Towards Existing Communities
10. Take Advantage of Compact Building Design
BALANCE

The Growth Management Element of

Envision Lancaster County

The Comprehensive Plan for Lancaster County, Pennsylvania
Urban Growth Area Strategy
• Focused growth where services exist
• Includes re-development initiatives

Rural Strategy
• Reduce sprawl
• Maintain and enhance agriculture
• Protect natural, cultural, historic, architectural and scenic resources

Implementation Strategy
• Provide tools needed to implement the Urban Growth and Rural Strategies
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Targets for Growth and Residential Development Density

- 85% of new growth to UGA’s
- Limit new growth in rural areas to 15%
- Net average of 7.5 DU/Acres in UGA’s
- Net average of 2.5 DU/Acres in VGA’s
GROWING TOGETHER

- A Comprehensive Plan for Central Lancaster County

- Lancaster Inter-Municipal Committee
  Regional plan for 11 municipalities of Central Lancaster that comprise the LIMC
  - First of its kind in PA
  - No other plan as big with as many municipalities in a core metropolitan area
  - Six years to develop and adopt by all 11 municipalities
Key Directions

• Expand Regional Cooperation
• Use land resources more efficiently
• Enhance support role of the LIMC
• Strengthen the economic role of Central Lancaster County
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MULTI-MUNICIPAL PLANNING

Manheim Central
Regional Plan

- MPC Enabling Legislation
- Focus on Shared Goals
- Involvement of School District
- Regional Coordination of Land Uses
- Protection of Resources
- Strengthen Economic Core
MUNICIPAL ZONING

• Impediment to Smart Growth Success

• Permitted Uses – By-right, simple approval process

• Special Exception Uses – Requires Zoning Hearing Board Approvals, Subject to Appeal process

• Conditional Uses - Permitted, however subject to conditions and appeal proceedings

• Focus is on process rather than setting forth expected and desired outcomes
Integration of Smart Growth Principles within Local Zoning Codes

1. Range of Housing Choices
2. Walkable neighborhoods
3. Community and Stakeholder Collaboration
4. Distinctive, attractive communities with a sense of place
5. Predictable, fair and cost effective development requirements
6. Mix of land uses
7. Preservation of open space, farmland & natural areas
8. Variety of transportation choices
9. Strengthen and direct development toward existing communities
10. Compact building design
Range of Housing Choices
Walkable Neighborhoods

ASTONSHIRE
Community and Stakeholder Collaboration

HMA – WARWICK TWP.
Predictable, fair, cost effective development requirements

NEWPORT SQUARE
Mix of land uses

RICHMOND SQUARE
Preservation of open space, farmland and natural areas
Variety of transportation choices

PADOT – FRUITVILLE PIKE BRIDGE
Strengthen and direct development toward existing communities

LANCASTER’S NORTHWEST GATEWAY
Compact building design

HERITAGE STRASBURG
Integration of Smart Growth Principles within Local Zoning Codes

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Municipal level is where smart growth will occur or not
Take regional plan, like LIMC, and incorporate TND into municipal comprehensive plan and zoning ordinance.
Two contrasting municipalities in which Charter Homes has attempted to do smart growth, TND communities:

- York Township with conditional use process for TND
- Lower Allen Township with by-right for TND
Conditional Use is only as good as the standards that are in the zoning ordinance

If they are specific standards, then the process gets very contentious between the developer, community and citizens

Results:

(1) York Township repealed its ordinance

(2) Charter Homes is considering its options for a TND in York Township
Lower Allen Township

Identified two brownfield and two greenfield “growth opportunity areas” in their comp plan

TND could be developed “by right” if:

• 50% of the land was in a GOA
• TND had access to PA-DOT road so that PENN-DOT would be involved, thus requiring TIS and an indication of what adjoining intersections needed to be improved
LAT requires a “master plan” and architectural guidelines for the preliminary plan for TND

Result:

We are about to submit our proposed TND plans to the LAT staff and BOC and expect to go through the normal “by right” review and approval process

http://www.lower-allen.pa.us/forms/CED/SLDordinance.pdf
Conclusion:
Don’t let the “vision” for a TND be jeopardized by the “process”
Mark Stanley, Esquire
THE IMPACTS OF DEVELOPMENT
Schools and Traffic
Schools

A. Pennsylvania Municipalities Planning Code (“MPC”)

B. Pending Legislation
   i) House Bill 1527 – Educational Impact Fee
   ii) Senate Bill 552 – Educational Impact Fee
   iii) House Bill 1754 – Notice of Approved Plans
C. Practice Tips

i. Be proactive

ii. Do your homework/due diligence

iii. Most School Districts have websites that provide information

iv. How does the School District plan for Growth?

v. Economic Impact Analysis

vi. Talk with Superintendent
Traffic

A. Legislation
   i. General Rules
   ii. Onsite Improvement vs. Offsite Improvement.
B. Transportation Partnership Act

i. Act was adopted by the PA Legislature in 1985.

ii. Stated Purpose and Intent of Act.

iii. Act permits one or more municipalities to identify an area in need of traffic improvement and establish district to pay for such improvements via separate assessments. 53 P.S. 1622(a)
Traffic

iv. Act cannot be used for maintenance and repair projects, but rather must be used for new or widened roads and other transportation systems. 53 P.S. 1622(a) and (b)

v. The Act is an alternative method to raise funds for traffic improvement to the imposition of traffic impact fees under Act 209 (53 P.S. 10501-A through 10507-A).
Traffic

vi. The Township commissions a study of the area to be improved to:

a) identify area to be improved;
b) develop a program of projects;
c) identify the beneficiaries of the projects in the program; and
d) develop an analysis on how cost should be allocated to the benefitted parties.

53 P.S. 1624.
Traffic

vii. Program of Improvements and financial plan is subjected to local, county and state (PennDOT) review and approval. 53 P.S. 1624

viii. Allocation of cost must assess a share of cost to all existing uses and potential uses of vacant tracts. 53 P.S. 1623.

ix. Public notice and public hearings are required before adoption of district, program and allocation. 53 P.S. 1623 (e and f)
Traffic

x. Projects may be undertaken by the municipality or through a municipal or multi-municipal authority. 53 P.S. 1622(a)

xi. Regardless of which municipal entity undertakes the projects, the district, program and allocation must be approved by the governing body of the participating municipalities by ordinance. 53 P.S. 1622(a) and 1623(b)
Traffic

xii. Property owners owning more than 50% of assessed value of real estate within district can nullify the ordinance by filing an objection thereto with the Prothonotary. 53 P.S. 1623(e)
Traffic

C. Township vs. State Roads
   i. State Highway Occupancy Permit ("HOP") Process
   ii. Impact on Neighboring Properties

D. Agreement of Release Process
      • Agreement of Release
      • Engineering Alternatives
      • Indemnification
Traffic

E. Indemnification Agreement Process
   i. Strike-Off Letter on Form of Indemnification
      May 13, 2009
         • Design Waiver
         • Access
         • Drainage

F. Smart Growth Transportation Task Force
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1. “Smart” transportation projects where funds are invested to preserve the existing transportation infrastructure and address critical safety problems, the highest priority for investment of transportation funds;

2. “Smarter” transportation projects where funds are invested in operations and management projects and in strategic capacity improvements such as intersection improvements, improved signalization and other improvements with the potential to incentivize growth in designated growth areas;
Traffic

F. Smart Growth Transportation Task Force

3. “Smartest” transportation projects where funds are targeted to high-leverage projects with the potential for stimulating appropriate development in designated growth areas, and particularly in concentrated building areas, and with respect to high returns in economic development and improved quality of life.
Questions?

www.coalitionforsmartgrowth.org
The Coalition for Smart Growth

Education and Advocacy
Save the Date

The Chesapeake Bay and Lancaster County: Making the Connection
Our 5th Annual Summit on the Growth Issues facing Lancaster County

Keynote Speaker, State Senator and Chesapeake Bay Commission Member, Mike Brubaker

Thursday, October 28th, 2010
7:30 am- 2:30pm
Farm and Home Center, Lancaster, Pennsylvania

www.coalitionforsmartgrowth.org