



SIMONE JAFFE COLLINS  
LANDSCAPE ARCHITECTURE

January 27, 2004

**Pottstown / North Coventry Reconnections Study**

PUBLIC MEETING #1 MEETING MINUTES

North Coventry Township, Chester County and  
Borough of Pottstown, Montgomery County, PA  
SJC Project No. 03071.10

Meeting Date: January 20, 2004  
Meeting Time: 7 PM  
Location: North Coventry Township Fire House

Notes:

1. North Coventry Township Supervisor Bud Jenschke welcomed everyone to the meeting, gave a brief overview of the project, and introduced the study committee and consultant team.
2. Peter Simone of Simone Jaffe Collins (SJC) gave an overview of the project scope, schedule, intent, goals, and study process. Project goals include connecting North Coventry Township residents and Pottstown residents to each other and to the Schuylkill River; identifying and removing physical and psychological barriers that disconnect people from the Schuylkill River and from the two communities; creating a pedestrian friendly environment; reinforcing historic and heritage connections; and improving recreational opportunities. An aerial map was used to show the location of the project study area.
3. Peter Simone presented the existing site conditions and the site analysis information that included site photographs and GIS mapping of existing conditions and proposed planning documents. The site analysis process was discussed in relation to determining possible recommendations for the project.
4. Peter Simone discussed possible trail connections in addition to the existing planned trail connections in the study area. Possible recommendations include: widening the Hanover Street Bridge pedestrian sidewalk; creating a pedestrian connection between Pottstown and the Coventry Mall; creating a trail on the south side of the Schuylkill River from the Hanover Street bridge to Laurel Locks Farm and canal; using the abandoned railroad trestle as a possible link between the two communities; improving pedestrian links on the Keim Street Bridge; and creating pedestrian links to Pottstown Landing, Kennilworth, and South Pottstown.

SIMONE JAFFE COLLINS \ X:\03071.00\_Potts  
Reconnections\meetings\040120\_Pubmtgmin\_#1.doc

511 OLD LANCASTER ROAD BERWYN, PENNSYLVANIA 19312  
(610) 889 0348 FAX (610) 889 7521  
EMAIL • SJC@SIMONEJAFECOLLINS.COM

5. Peter Simone moderated the public comment portion of the meeting and explained the 'card process' and how the audience and study committee members input is used to develop ideas and the program for the Reconnections Study. A list of goals, facts, and concept ideas were discussed during the interactive portion of the meeting and are included below.

### **Goals**

- Connect
- ID and Remove Barriers
- Create Pedestrian Friendly Environment
- Improve Entry Points to Pottstown and North Coventry - Gateways

### **Facts**

- 12.5 Square Mile Area
- Two Water Trail Landings
- Bridges: Hanover Street, Route 100, Keim Street
- Old Railroad Trestle
- Great Architecture
- No Sidewalks
- Village Atmosphere in Pottstown Landing and Kenilworth
- Existing Parks
- Old Railroad Trestle
- Pottstown & North Coventry Have New Zoning
- Mrs. Smith's
- Regional Planning Efforts
- Montgomery County Open Space Initiative
- Bypass Impedes Connection
- Highways are Barriers
- SRGA Signage Study
- What is River Gradient in Study Area?
- What Divided Towns?
- River Road Floods
- Underground Railroad at Bellewood Estate? – Cultural Resource

### **Concepts**

- "It's the River Stupid"
- Clear Views to Connect
- Pedestrian Amenities
- Events & Programming
- Encourage Activity Along River
- Support Mrs. Smith's Development
- Make Pedestrian Experience Nice
- Adjust Zoning
- Nighttime Experience
- Keep Folks Out of their Cars
- Full Interchange at 422
- Hanover Street Bridge Improvements
- Old Keim Street Bridge Improvements – with new wide bridge
- Sidewalks in Kenilworth
- Keim Street Sidewalks Improvements in Pottstown
- River Road Trail Improvements & Safety
- River Road Closed to Cars

- River Road Traffic-One Way
  - Visual Connections to River & Communities
  - Loop Trail Connecting Pottstown & NCT
  - Create Gateways to Both Communities
  - Create “Places” Along River & Bridge
  - Create SAFE Area
  - Lighting Safety
  - History Trail
  - Bring Back Towpath Along River
  - Supply People with Livable Community
  - Create Alliances Between Two Communities
  - National Heritage Signage
  - Interpretive Signs
  - Pottstown Signage
  - Trail Near Rt. 422
  - Swim in River
  - Use Balloons at River
  - Reconnections Club for Kids
  - Old Keim Street Bridge Dedicate to Pedestrians – with New Vehicular Bridge
  - Use Islands
  - Add Boat Ramps
  - Hanover Street Bridge – Access to River Near Bridge
  - Dredge Islands
  - Audio Tour Tape Thru Study Area
  - Make People Aware of Reconnections Plan
  - Bring Kids Together to Bring Community Together
  - Post Notices for Community Meetings
  - Boats Create Noise
  - Trail Connection from River Park to Laurel Locks
  - Public Transportation Loop
  - East Main Street One-Way
  - Involve School System
6. A meeting attendee stated that there should be better sidewalk connections on Keim Street in Pottstown.
  7. Several people in the audience stated they would like see the study incorporate a trail connection on River Road that connects from Pottstown starting at the Hanover Street Bridge to Laurel Locks and the Mall in North Coventry Township.
  8. Several people stated that Pottstown residents currently walk on River and Laurelwood Roads to go to the Mall. This connection is unsafe for pedestrians and sidewalk improvements and / or trails should be provided.
  9. Additional River Road improvements include closing down River Road to vehicular traffic and making the roadway a pedestrian trail. The audience also discussed decreasing the vehicular lanes on River Road to one-way traffic to accommodate a pedestrian trail on the road.
  10. A suggestion to open up visual connections to the Schuylkill River and the two communities was discussed.

11. An audience member suggested creating a loop trail connecting Pottstown and North Coventry Township. Two types of loop trails were discussed a public transportation loop trail and a walking loop trail. The loop trail would connect people to major destination points in North Coventry and Pottstown.
12. A meeting attendee suggested creating an audio tour tape as a means of teaching people about the two communities and the Schuylkill River.
13. Developing a signage system for the two communities was discussed. Several people stated that interpretive signage could be incorporated in both communities and along the Schuylkill River. Some of the interpretive signage ideas included teaching trail users about the Pottstown and North Coventry local history, cultural heritage, architecture, and Schuylkill River environmental and historical heritage.
14. It was suggested that there could be informational signage placed throughout the study area where people could leave information about local events happening in the two communities.
15. A meeting attendee suggested incorporating gateway signs as a way to connect the two communities.
16. A meeting attendee noted that there is really no good signage in North Coventry that lets visitors know that they are in North Coventry, South Pottstown, Pottstown landing, or Kennilworth.
17. Creating interactive places and / or seating areas along the Schuylkill River and the bridges were discussed. These areas would allow opportunities for residents from both communities to interact with one another.
18. The audiences discussed creating a safe environment on the proposed trails for people. One possibility is to incorporate nighttime lighting.
19. A meeting attendee noted that there are remnants of a towpath that follows the Schuylkill River. This would be an interesting path to re-establish and interpret.
20. Several meeting attendees suggested it is important to create alliances between the two communities. This could be done through the local schools, through community events, better signage, and websites.
21. David Downs of the Schuylkill River Greenway Association noted that SRGA is conducting a signage study along the Schuylkill River.
22. A meeting attendee questioned whether it is feasible for people to swim in the Schuylkill River.
23. Jack Lane from Pottstown Borough suggested using balloons along the river. The use of hot air balloons as well as tethered balloons was discussed.
24. A meeting attendee suggested creating a "Reconnections" club for kids. This club would help connect the two communities.
25. Several meeting attendees stated that River Road and South Pottstown flood during large rain storms. The Reconnections Study should take this fact into consideration in the study analyses and recommendations.



26. A meeting attendee suggested dedicating the Keim Street Bridge to pedestrians. PennDOT could then build a new vehicular bridge.
27. A meeting attendee suggested using islands located along the Schuylkill River as a possible open space gathering area should be explored. Peter Simone stated that SJC is in the process of contacting the PA Bureau of Abandoned Mine Reclamation to determine who owns the islands. Another suggestion is to either clean the islands of debris or dredge the islands to allow canoeing along this portion of the river.
28. A meeting attendee noted that it is important to have access to the river near the Hanover and Keim Street Bridges.
29. Several meeting attendees stated that it is important to make people aware of the Reconnections Study and to better notify community members of the public meetings. A meeting attendee suggested sending notes home to schoolchildren to notify parents of the meetings.

Twenty-five (25) people signed the attendance sheet (Attached).

Please let us know if you should have any questions, additions, or revisions to these notes on or before February 9, 2004.

Respectfully Submitted,

SIMONE JAFFE COLLINS, INC.  
LANDSCAPE ARCHITECTURE

A handwritten signature in black ink that reads "Nicole Keegan". The signature is written in a cursive, flowing style.

Nicole Keegan, RLA

cc: Committee Members

Reconnections - Pottstown / North Coventry  
Public Meeting #1 January 20, 2004  
@ North Coventry Fire Hall

NAME	Address	PHONE NO.
P. Hardisty	8430 Schuylkill Rd Kearsburg	610-310-6552
Bon Downie	7284 Evans St Pottstown	610-326-0614
Ch Habesette	1988 Coventryville Rd Pottstown (North Coventry)	327-8022
John Miller	1252 SHENKEL RD NORTH COVENTRY	327-2465
Wooty Taylor	1426 Temple Rd. North Coventry	610-323-7174
Jack Long	100 East High St Pottstown	610-970-5510
Rob Morgan	850 N Charles Pottstown	610-323-3100
Art Geras	312 West King Street Pottstown (PDIDA)	484-433-4183
Russ Karen Vandenberg	142 River Rd. - North Coventry	610 326 9335
Paul Prince	934 High St. P.O. Box 696 Pottstown Pa.	610 323 7700
Jim Fairchild	23 E. G. A. 9 Pottstown PA	610 970-6508
Rob Thelin	1031 Bellevue Ave. Pottstown 19464	610 705 3325
Joseph & Virginia Fay	562 E. Cedarville Rd Pottstown, 19465	610 323 4544
Dennis Lastowski	472 S. Hanover St " "	" 970-3873
Jim Peltus	Edwards & Keagy 1247 Wards Ave West Chester PA.	610 701-7000
David Dows	SLHA	484 945 0200
DeWise Johnson	1138 Green St. Pottstown	610.327.1961
Tom Hiltner	222 Chestnut St. Pottstown	610.323.6837
Spencer Campbell	1550 Temple Rd. "	" " 1645
Alice Boatwright	811 Union St. Pottstown PA 19464	610 323 2687

[illegible]

**SIMONE JAFFE COLLINS • LANDSCAPE ARCHITECTURE**  
511 OLD LANCASTER AVENUE • BERWYN, PENNSYLVANIA 19312 (610) 889 0348



SIMONE JAFFE COLLINS  
LANDSCAPE ARCHITECTURE

11/19/03

**Pottstown / North Coventry Reconnections**

SJC# 03071.0

**COMMITTEE MEETING #1 - MINUTES**

Date/Time: 11/17/03, 9:00 AM

Location: Pottstown Borough Hall

In Attendance: Lynn Benensky – Pottstown Borough  
Carolyn Blackwell – Urban Partners  
Wayne Bowen – SRGA  
Ronald Downie – Pottstown Borough  
David Downs – SRGA  
Jim Fairchild – Pottstown Borough  
Jim Hartling – Urban Partners  
Tom Hylton – Pottstown Borough  
Robert Ihlein – Pottstown Borough  
Jack Layne – Pottstown Borough  
Gina Mangano – Montgomery County Planning  
Nicole Keegan - SJC  
Peter Simone - SJC  
Steve Sinclair – SJC  
Brian Styche – SJC

Purpose of Meeting: To introduce the consultant team to the Reconnections Committee, review the scope of work, set project dates, and review project objectives.

Notes:

1. Peter S. opened the meeting a brief introduction of the project. Meeting list and agenda were distributed.

**Goals, Facts, and Concepts Discussion:**

2. A list Goals, Facts, and Concepts discussed during the interactive portion of the meeting is listed below:

Goals

- Connect
- ID and Remove Barriers
- Create Pedestrian Friendly Environment
- Improve Entry Points to Pottstown
- Enforce Historic / Heritage Connections
- Recreation

### Facts

- 12.5 Square Mile Area
- Two Water Trail Landings
- Bridges: Hanover Street, Route 100, Keim Street, Old Railroad Trestle
- Great Architecture
- No Sidewalks
- Village Atmosphere in Pottstown Landing and Kenilworth
- Existing Parks
- Pottstown & North Coventry Have New Zoning
- Mrs. Smith's
- Regional Planning Efforts
- Inter-governmental Agreement
- Montgomery County Open Space Initiative
- Joint Agreement with West Pottsgrove / Borough on Recreation
- Bypass Impedes Connection
- Highways are Barriers

### Concepts

- "It's the River Stupid"
- Clear Views to Connect
- Pedestrian Amenities
- Events & Programming
- Encourage Activity Along River
- Support Mrs. Smith's Development
- Make Pedestrian Experience Nice
- Adjust Zoning
- Nighttime Experience
- Keep Folks Out of their Cars
- Full Interchange at 422
- River as Connector
- Examples of Mixed-Use
- Joint Funding
- Economic Development for Boroughs
- SRGA to call North Coventry to help set next Committee Meeting
- "Highway World" vs. Existing Town
- How Does North Coventry view Barriers?
- Involve PDIDA
- Trail Near Route 724
- Contact Mall Representatives
- South Pottstown Isolated by Roads
- Future Metro Connection
- Connect Parks
- Merchants' Association
- Recreation / Service Enterprises on River
- On-road Trails
- Railroad Track on North Side of River
- Outdoor Recreation Business Study (with Kutztown University)

3. Peter S. outlined the project goals and asked attendees for additional comments. Topics discussed included the political and physical obstacles of reconnecting to the river, creating a pedestrian-friendly environment, beautifying gateways to Pottstown, highlighting the community's heritage, and including recreational components.
4. A discussion of project facts led to the topic of bridges over the Schuylkill River. The Route 100 bridge was cited as a potential platform for a pedestrian connection. Attendees thought the Keim Street bridge was slated for replacement by Montgomery

County. SJC will investigate the status. Ronald D. stated that the Route 422 bridge is to have a pedestrian component in the future as part of the main spine of the Schuylkill River Trail.

5. The old railroad trestle, possibly owned by Pottstown Iron Works, will be investigated by SJC to determine ownership and any potential adaptive reuse. One of the bridge abutments was removed by the Keystone Boulevard construction work.
6. The lack of sidewalks in North Coventry Township and around North Coventry Mall was noted. Currently, residents cannot easily walk from their neighborhoods to the mall. Robert I. and Lynn B. suggested that Mall representatives, including the Merchants' Association, should be involved in the project.
7. Attendees mentioned the many interesting architectural styles found in Pottstown and North Coventry Township.
8. Peter S. mentioned that there is a village-like atmosphere in North Coventry Township's Pottstown Landing and Kenilworth sections.
9. Both North Coventry and Pottstown have recently undergone changes to their zoning ordinances.
10. Tom H. began a discussion of the redevelopment plan for the Mrs. Smith property. A concern about the preliminary sketch plan showing parking along the riverfront was raised. Peter S. suggested the owner of the Mrs. Smith property be shown examples of existing pedestrian-friendly developments.
11. There was difficulty in finding a good date regarding North Coventry committee members. Wayne B. and Rob I. will contact North Coventry Township representatives to find a good date for continuation of this meeting. **This meeting should be held before December 15<sup>th</sup>.**
12. Gina M. explained that both Pottstown and North Coventry participate in the Pottstown Regional Planning Effort. Though the plan has not been approved, Jack L. and Gina M. offered to forward SJC a summary of the work for review.
13. Council members raised the topic of Montgomery County money for greenway projects and connecting 3 Borough parks with funding from the Montgomery County Park program. Peter S. suggested the Borough should apply for joint funding from the State, and both counties. Jack L. mentioned the State's new economic development program for boroughs.
14. Peter S. shifted discussion to project concepts. The need for visual connections to the river was noted.
15. Jim H. noted a conflict between the "highway world" (future development trends) and developing a sense of community. The disconnection of pedestrians between North Coventry Mall and the surrounding villages of Pottstown Landing and South Pottstown was discussed. A meeting attendee stated that Routes 100 and 422 are also barriers to pedestrians.
16. Events and programming were seen as a way to encourage activity along the trail and riverfront. These events would also support development on the Mrs. Smith property.
17. Peter S. stated that SJC would evaluate current zoning for both Pottstown Borough and North Coventry Township and suggest adjustments as it relates to the reconnections project, if appropriate.
18. Peter S. highlighted the importance of lighting and encouraging nighttime use of trails.

19. The notion of a full interchange at Hanover Street and Route 422 was discussed. Jim F. believed a full interchange was not possible due to its proximity to the Rt. 100 interchange.
20. Peter S. mentioned that SJC would examine connections between North Coventry parks, the river, and river trail at the 422 Bridge as part of reconnections study.
21. The downtown Pottstown group PDIDA was mentioned as a party that should be involved in this project. SJC is to contact PDIDA.
22. Jim H. suggested recreation and service enterprises along the river as a possible concept to reconnect the surrounding communities to the river.
23. An on-road trail along River Road would be helpful in connecting Pottstown residents to North Coventry Mall.
24. Ronald D. suggested the OxyChem railroad line, once abandoned, will become an important piece of the Schuylkill River Trail.
25. SRGA members explained that their group is working with Kutztown University on a recreation business study along the river. To be completed in June 2004, the study will determine the potential for start-up enterprises and outfitters along the river. Currently, there are no rental businesses in the area.

**Scope of Work:**

26. A discussion and review of the scope of work followed. In regard to Item 1.9, Jim H. notified attendees that Urban Partners would not perform a comprehensive retail analysis of North Coventry Mall. Gina M. stated that Montgomery County Planning Commission is examining the mall from a regional standpoint and will put James H. in touch with the project manager for the study.

**Next Steps:**

27. The possibility of involving West Pottsgrove Township was mentioned since they conducted a joint recreation project with the Borough. Attendees were interested in the status of the vacant Flagg property. The SJC team is to contact West Pottsgrove.
28. Discussion of the project schedule centered on accommodating the schedules North Coventry Township committee members. The schedule will not be moved forward until this is done.
29. Lynn B. suggested Montgomery County Community College as a possible location for the public meetings.
30. Attendees also encouraged the involvement of Chester County Planning Commission. SJC is to contact the Chester County Planning Commission.
31. Jim H. indicated he would like to schedule a meeting with the owner of the Mrs. Smith property. The consultants will review the preliminary plan of the Mrs. Smith's property submitted to the Pottstown Borough. Post meeting note: A meeting has been scheduled for November 20<sup>th</sup>.
32. Rob I. will contact North Coventry Township officials to get involved in the upcoming meetings.
33. Rob I. Is to forward SJC a complete list of committee contact information.
34. SJC has forwarded a contract to Pottstown Borough. Rob I. to advise SJC of minor revisions.

**35. Next Meeting: Committee Meeting #2: date and location to be determined.**

Respectfully Submitted,  
SIMONE JAFFE COLLINS, INC.  
LANDSCAPE ARCHITECTURE

Nicole Keegan

Project Manager

cc: Reconnections Committee Members



Reconnections – Pottstown / North Coventry  
Committee meeting #1 November 17, 2003

NAME	Email	PHONE NO.
Samuel C. Samie	Pottstown Borough Hall -	610 970 6511
DAVID DOWNS	ddowns@schuyllhills.org	484-945-0200
Wayne Bowen	wbowen@schuyllhills.org	"
GINA MANGANO	GMANGANO@MAIL.MONTCEPA.ORG	610-278-3638
Lynn Benensky	lbenensky@pottstown.org	610 970-6512
ROBERT IHLEIN	RIHLEIN@POTTSTOWN.ORG	610-970-6515
TOM HYLTON	<del>tom</del> thomashylton@comcast.net	610.323.6837
Carolyn Blackwell	cblackwell@whisperpartners.us	215-829-1906
James Hartling	jhartling@whisperpartners.us	215-829-1902
Tim Fierchilo	jfirchild@pottstown.org	610-970-6508
Nicole Keegan		610-989-0343
Steve Sinclair		"
Peter Simone		"
Brian Styche		"
Jack Layno	jlayno@pottstown.org	610.970.6510



SIMONE JAFFE COLLINS  
LANDSCAPE ARCHITECTURE

12/2/03

**Pottstown / North Coventry Reconnections Study**  
SJC# 03071.0

**COMMITTEE MEETING #2 - MINUTES**

Date/Time: 12/1/03, 9:00 AM

Location: North Coventry Township Municipal Building

In Attendance: Lynn Benensky – Pottstown Borough Staff  
Kurt Zwikl – Director, SRGA  
David Downs – SRGA staff  
Ronald Downie – Pottstown Borough Council  
Bud Jenschke – North Coventry Township Supervisor (Jan)  
Brian Mulchaney – North Coventry Mall Manager  
Kevin Hennessey – Manager, North Coventry Township  
Andy Paravis – North Coventry Township Supervisor  
Jim Fairchild – Dir. Of Economic Development, Pottstown Bor.  
Tom Hylton – Chair, Pottstown Borough Planning Commission  
Robert Ihlein – Assistant Manager, Pottstown Borough  
Gina Mangano – Montgomery County Planning Commission  
Jim Hartling – Urban Partners  
Nicole Keegan - SJC  
Peter Simone - SJC

Purpose of Meeting: To introduce the consultant team to the Reconnections Committee, review the scope of work, set project dates, and review project objectives.

Notes:

1. Peter S. opened the meeting a brief introduction of the project. A preliminary project schedule, 11/17/03 meeting minutes, and agenda were distributed.
2. Peter S. reviewed the 11/17/03 meeting minutes. Peter S. suggested that economic development should be added to the project goal list developed at the 11/17/03 meeting.
3. A meeting attendee stated that the Keim Street Bridge is on the Delaware Valley Regional Planning Commission's 12-year plan. Currently The County may be seeking proposals for the redesign of this bridge. **Gina M. will forward SJC a County contact for the Keim Street Bridge replacement.**

4. SJC and Urban Partners meet with the John Wolfington, the Mrs. Smith property owner, to review the preliminary sketch plan for that site. Peter S. stated that Wolfington would redesign the plan to conform closer to the Pottstown Borough ordinances. Peter S. stated that the new plan would show more mixed uses and would address the entire site. The commercial uses on the site would be convenience and “boutique” retail, not destination retail.
5. Kevin H. noted that North Coventry Township does not currently have any funding in place for open space acquisition. Most of the funding for the Township has been for preservation of agricultural land.
6. A meeting attendee stated the Chester County Planning Commission (CCPC) is currently working with North Coventry Township and seven other municipalities to identify existing resources including recreation / open space. CCPC is in the process of helping to fund the third phase of the improvements at Kenilworth Park. The contact at CCPC is David Ward. **SJC to contact David to inform him of the Reconnections Project and to share information.**
7. A meeting attendee noted that the residents on Riverside Drive (east of Keim Street) have expressed, in the past, that they do not want trails going through the backyard of their property along the river. One committee member suggested locating an on-road trail through this portion of the project to avoid conflicts with residents.
8. Andy P. suggested the possibility of a pedestrian trail crossing at the old railroad trestle located west (upstream) of the Route 100 Bridge.
9. Tom H. stated that this study in conjunction with the previous work done in Pottsgroves (John Potts Park Concept) would have a good potential for future funding by both Chester and Montgomery counties. There would be a continuous park / open space / trail system incorporating two counties and several municipalities.
10. Peter S. noted that having a joint county park could potentially take the burden off the municipalities for long-term maintenance of the park.
11. Bud J. noted that the Pottstown Area Council of Governments Agreement should be formalized within a year. This is the largest regional planning effort in the state. It was suggested that the potential for state funding is great. **Gina M. and Rob I. still need to forward to SJC basic info about the Council of Governments (promised at last meeting).**
12. Andy P. stated that the pedestrian / bike connection from downtown Pottstown to the North Coventry Mall should be an important component (objective) of this study.
13. Bud J. stated that North Coventry Township has been studying a pedestrian link from Hanover Street west to the old railroad trestle near the Schuylkill River. He noted that there are some alignment challenges along River Road.
14. Tom H. stated that there is the potential for an improved pedestrian link from downtown Pottstown to the Wal-Mart. In addition, there is a small public park behind the Wal-Mart.

15. Peter S. stated that portions of Route 724 appear to have large shoulders / Right-of-Way that could accommodate on-road trails. Andy P. stated that Route 724 near Kenilworth has limited space for on-road trails.
16. Ron D. noted that someone should contact the golf course on Route 724 to see if they have available land for open space / pedestrian link opportunities. **Kevin H. will get a contact at the golf course for SJC to contact so that SJC can walk the riverfront property owned by the golf course.**
17. Bud J. stated that **SJC should contact the North Coventry Township Open Space Review Board and Recreation Department** to coordinate their planning efforts with the Reconnections study. Contact names: Jay Erb and Chris ? **(Bud or Kevin please advise).**
18. Bud J. mentioned that the township Historical Commission has recommended that the (Pottstown Landing) Laurelwood Road residential structures should not be converted to sympathetic commercial uses (professional offices, etc.).
19. Laurelwood Road as it passes beneath Rt. 422 is very narrow and may not present adequate room for pedestrians and vehicles. This link is a potentially very important link between Pottstown Landing and the North Coventry Mall. **SJC to assess.**
20. A meeting attendee noted that Pottstown Landing is on the National Historic Register. **SJC requests that Kevin H. forward to SJC a copy of National Register application which will indicate historic resources and basis for registry.**
21. Lynn B. stated that improved / clear signage is one way to promote pedestrian activity between the two communities.
22. Jim F. stated that PADIDA is focusing its efforts to facilitate development of businesses by creating / recruiting specific business to create a destination retail district. PADIDA concentrates its efforts on a 3-block area in the center of Pottstown. The boundaries are York / Evans to Hanover and Queen / King to Charlotte. **Jim F. – please forward contact name to SJC.**
23. Tom H. stated that it is very important to connect the two downtown areas of Pottstown and North Coventry to each other, the river, and parks.
24. Jim F. stated that local State Representatives should be informed of this study and included in the planning process. Everyone agreed they should be brought to the table once we have preliminary recommendations.
25. Brian M., manager of the North Coventry Mall stated that he is in favor of this study and would promote any type of improvements that would enhance the surrounding area. Pedestrian enhancements would promote mall business.
26. Andy P. stated that burying the utilities in North Coventry along Hanover Street would enhance the streetscape and overall appearance of the area.
27. Everyone agreed that the majority of the planning work would be completed on the North Coventry side of the river.

28. A meeting attendee mentioned the possibility of connecting to the Laurelwood canal located in North Coventry Township. Charlie Marshall is the owner of the Laurelwood canal property. This canal area is under an open space easement with Brandywine Conservancy. **Andy P. will speak with Mr. Marshall and advise him that SJC would like to visit the canal site and riverfront area of his property.**

**Project Schedule:**

29. The project schedule is as follows:

- a. Committee Meeting # 3:  
Date / Location: 1/14/04, 7PM North Coventry Twp. Municipal Building  
Purpose: Confirm goals and develop preliminary program-  
preview of agenda of Public Meeting #1.
- b. Public Meeting # 1:  
Date / Location: 1/20/04, 7PM North Coventry Fire Hall  
Purpose: Review project, discuss goals, develop / discuss  
program. Identify issues.
- c. Committee Meeting # 4:  
Date / Location: 2/2/04, 7 PM North Coventry Twp. Municipal Building  
Purpose: Review preliminary ideas and suggestions
- d. Committee Meeting # 5:  
Date / Location: 3/1/04, 7PM North Coventry Twp. Mun Building  
Purpose: Review refinements to concepts. Preview Pubic Meeting #2.
- e. Public Meeting #2:  
Date and Location: 3/29/04, 7 PM Montgomery County Community College, Pottstown  
Purpose: Present preliminary recommendations
- f. Committee Meeting # 6:  
Date / Location: 4/5/04, 7PM North Coventry Twp. Municipal Building  
Purpose: Review public meeting outcome. Discuss refinements to concepts.
- g. Public Meeting # 3:  
Date and Location: Time and location to be determined (**week of April 19 or 26 suggested**)  
Purpose: Present draft plan

30 day review period

30. Kevin H. is to verify if the North Coventry Fire Hall is available to hold the 1/20/04 public meeting. **Post Meeting Note: the Fire Hall location has been confirmed.**

31. Andy P. stated that a small group of citizens in South Pottstown has been previously formed for another project. He stated that he should be able to mobilize them again for this project.
32. Kevin H. stated that the area baseball leagues were seeking to expand and needed additional fields.
- 33. SJC will compose a draft press release prior to the 1<sup>st</sup> public meeting and circulate the press release (for comment and approval) to all committee members via email ASAP.**
- 34. Lynn will contact Montgomery County Community College to schedule the 2<sup>nd</sup> public meeting.**

**Bold Items are action items. Please take action ASAP.**

Thank you.

Respectfully Submitted,  
SIMONE JAFFE COLLINS, INC.  
LANDSCAPE ARCHITECTURE

Nicole Keegan

cc: Reconnections Committee Members

Reconnections – Pottstown / North Coventry  
Committee meeting #2 December 1, 2003  
North Coventry Township Municipal Building

NAME	Email	PHONE NO.
Don Downie	Bolton Pottstown 610-970-6511	610 970-6511
Steve Simone	STC	610 889-0348
Alvin Kiklad	STC	" "
Jim Hartling	Urban Partners	215-829-1902
Gina Margano	Pottstown Council on Economic Development	610-278-2458
Lynn Benensky	lbenensky@pottstown.org	610 970 6512
Rob Ihlein	RIHLEIN@POTTSOWN.ORG	610. 970. 6515
Tom Hylton	thomashylton@comcast.net	610.323.6837
Bud Jenschke	North Coventry	610-323-1694
Brian Merchant	COVENTRY MAIL	610-327-0700
Kevin Hewness	Twimg@Northcoventry-us	610-323-1694
ANDY PARAVIS	APARAVIS@AOL.COM	610-327-8508
Kurt Zuck	kzwk1@schupkillriver.org	610 484-945-0210
DAVID DOWNS	SRHA	484-945-0200
Jim Fairchild	Boz of Critch	610-970-6508



SIMONE JAFFE COLLINS  
LANDSCAPE ARCHITECTURE

1/27/04

**Pottstown / North Coventry Reconnections Study**  
SJC# 03071.0

**COMMITTEE MEETING #3 - MINUTES**

Date/Time: 1/14/03, 7:00 PM

Location: North Coventry Township Municipal Building

In Attendance: Ronald Downie – Pottstown Borough Council  
Bud Jenschke – North Coventry Township Supervisor  
Andy Paravis - North Coventry Township Supervisor  
Robert Ihlein – Assistant Manager, Pottstown Borough  
Kevin Hennessey –Manager, North Coventry Township  
Tom Hylton – Chair, Pottstown Borough Planning Commission  
Judy Comiskoik - PDIDA  
Nicole Keegan - SJC  
Peter Simone - SJC

Purpose of Meeting: Review project goals, site analysis findings, and review preliminary site recommendations.

Notes:

1. Peter S. opened the meeting with a brief introduction of the project. A meeting agenda, a draft agenda for public meeting # 1, and an outline list of site analysis findings and preliminary recommendations were distributed.
2. Peter S. reviewed the draft agenda for Public Meeting # 1. PS stated that Simone Jaffe Collins will review the project process, give a general overview of the project, and review project analysis findings. The remainder of the meeting will be an open discussion that allows the audience to comment on ideas and / or concerns they have with this project. SJC will use the "card-technique" to solicit ideas from the audience.
3. Bud J. will start the first public meeting and introduce the project and committee members.
4. Nicole K. stated that she is in contact with the Mercury Newspaper. The Mercury hopes to put an article in either the Sunday or Monday edition of the paper. The Mercury intends to have a reporter at the meeting. *Post Meeting Note: The Mercury ran an article and an editorial review in the Sunday, January 18, 2004 edition of the paper.*
5. **Rob I. suggested that Lynn B. contact the local cable network to see if they can broadcast the public meetings.**
6. Peter S. stated it SJC's understanding that the Keim Street Bridge is not currently on PennDOT's 12-year plan.

SIMONE JAFFE COLLINS \ X:\03071.00 Potts  
Reconnections\meetings\040114\_mtgmin\_#3.doc

511 OLD LANCASTER ROAD BERWYN, PENNSYLVANIA 19312  
(610) 889 0348 FAX (610) 889 7521  
EMAIL • SJC@SIMONEJAFECOLLINS.COM



7. A meeting attendee mentioned that Montgomery County is about to release their Transportation Plan. The first public meeting will be held on February 2, 2004 at Upper Merion Township.
8. Peter S. noted that SJC and Urban Partners met with the John Wolfington, the Mrs. Smith property owner, to review the preliminary sketch plan for that site. Revisions to the sketch plan have been made since that meeting.
9. **Andy P. will contact Robert Kerns, Montgomery County Planning Commission, and have Robert forward SJC the following information:**
  - a. **Electronic GIS format: 2003 Land Use data for the project area**
  - b. **Written documentation on the Council of Governments**
  - c. **Regional Planning Commission study information analysis findings and recommendations. (Preferable format: electronic GIS)**
  - d. **Current census information**
10. Ron D. suggested that the consultants address the islands located on the Schuylkill River in the vicinity of the Keim Street Bridge. Peter S. stated that he is in the process of contacting the PA Bureau of Abandoned Mine Reclamation and the Army Corp of Engineers to see who owns the islands and if dredging in the vicinity of the islands might mitigate flooding.
11. A meeting attendee noted that the park located at W. Main Street, York Street, Coyne Alley, and River Road is called Badorf Field. North Coventry Township Committee member to verify.
12. Peter S. stated that creating a "mixed-use" zoning in Pottstown Landing might benefit this community. Bud J. stated that the North Coventry Township Historical Commission wanted to keep the Pottstown Landing area zoned residential. Bud agreed that including office use in this area could help this community succeed economically.
13. A meeting attendee noted the there is bike trail signage / designation in Pottstown on High Street for the Montgomery County Bike Trails. The other Montgomery County bike trails in the study area do not have signage.
14. Tom H. noted that the relocation of Industrial Boulevard on the SJC Existing and Planned Transportation Map should not be designated as a planned improvement; rather it should be listed as a possible improvement.
15. Peter S. mentioned that SJC spoke to PennDOT concerning the feasibility of decreasing the cartway widths of the vehicular lanes and increasing the size of the sidewalks. PennDOT stated that it could be feasible depending on the traffic for this bridge. Peter S. noted that increasing the pedestrian sidewalks on the bridge should be considered as a possible recommendation.
16. Tom H. stated that Borough has studied resizing the curb radii at the intersection of Hanover Street and Industrial Boulevard / College Drive.
17. Kevin H. stated that the North Coventry Township safety officer studied the possibility of creating one-way traffic in Pottstown Landing on West Main Street and on River Road. The safety officer also suggested creating a roadway that that parallels Route 422, starting at South Hanover Street directly across from the Route 422 westbound ramp and ending along River Road just east of the Route 100 overpass.
18. Peter S. stated that one trail recommendation might be to create a trail that follows the Schuylkill River following River Road in North Coventry Township. The trail could connect from the Hanover Street Bridge and follow the Schuylkill River to Laurel Locks Farm. In order to do this it might be necessary to decrease the cartway width of River Road and make it one-way to accommodate the proposed trail. In addition, the trail

would go through private property, so an easement would be necessary through this portion.

19. A meeting attendee suggested exploring the possibility of creating one-way traffic on River Road. In addition, the attendee suggested that the one-way traffic should be east bound.
20. A meeting attendee stated that motorists travel above the speed limit on River Road. Traffic calming devices should be recommended for this road.
21. Andy P. stated that one visual enhancement for the North Coventry side of Hanover Street should be to bury the underground utility poles. Peter S. stated burying utility poles is very expensive.
22. Judy C. stated the building located in South Pottstown on the east side of Hanover Street just before the Hanover Street Bridge is visually unattractive.
23. A few temporary recommendations for the Keim Street Bridge were discussed. Recommendations discussed included: re-painting the bridge, adding pedestrian lighting, lighting the bridge so that the bridge truss is illuminated, and opening views from the Schuylkill River to the bridge.
24. Peter S. stated that SJC is attempting to determine who owns the abandoned railroad trestle. The railroad trestle could be a pedestrian link between the two communities.
25. Nicole K. stated that SJC recommends two pedestrian trail connections to link Pottstown to the Coventry Mall. The first trail would use River Road and Laurelwood Road through Pottstown Landing. The second trail connection uses a Hanover Street and Route 724 through Pottstown Landing. A committee member thought that most people walking from Pottstown to the Mall would use the River Road trail connection.
26. PennDOT is currently studying Route 422 for highway improvements. SJC will consult with the PennDOT study to see if the improvements for 422 can be designed with consideration to the Reconnections trail improvements where Route 422 intersects with Laurelwood Road and Hanover Street in North Coventry Township. SJC will also contact PennDOT to verify the timeframe of this study.
27. DVRPC is conducting a transportation study for the Route 724 corridor. SJC will contact DVRPC concerning this study.

Next Committee Meeting: #4 –Monday, February 2, 7 PM @ North Coventry Township Municipal Building. The purpose of the meeting is to review preliminary recommendations and discuss the outcome of the first public meeting.

**Bold Items are action items. Please take action ASAP.**

Thank you.

Respectfully Submitted,  
SIMONE JAFFE COLLINS, INC.  
LANDSCAPE ARCHITECTURE



Nicole Keegan

cc: Reconnections Committee Members

Reconnections – Pottstown / North Coventry  
 Committee meeting #3 January 14, 2004  
 North Coventry Township Municipal Building

NAME	Email	PHONE NO.
Ron & Dorene	rdouville.4@hotmail.com	610 326-0614
Bud Jenschke	BUDJENS@COMCAST.NET	610 - 469-3819
Andy Paravis	APARAVIS@AOL.COM	610-327-8308
Nicole Keegan	Simone Jaffe Collins	610-889-0348
Pat Simml	S J C	610 889-0348
Robert Ihlein	POTTSTOWN BOROUGH RHLIEN@POTTSTOWN.ORG	610-970-6515
Kenn Hennessy	Tupmcr@NorthCoventry.us	610-323-1694
Tom Hultay	thomashultay@comcast.net	610. 323. 6837
Glady Comstock	topdawncon@aol.com	610-327-6263



SIMONE JAFFE COLLINS  
LANDSCAPE ARCHITECTURE

2/16/04

**Pottstown / North Coventry Reconnections Study**  
SJC# 03071.0

**COMMITTEE MEETING #4 - MINUTES**

Date/Time: 2/2/04, 7:00 PM

Location: North Coventry Township Municipal Building

In Attendance: Gina Mangano – Montgomery County Planning Commission  
Robert Ihlein – Assistant Manager, Pottstown Borough  
Ronald Downie – Pottstown Borough Council  
Bill Deegan – North Coventry Township  
Kevin Hennessey – Manager, North Coventry Township  
Jim Fairchild – Director of Economic Development, Pottstown Borough  
Bud Jenschke – North Coventry Township Supervisor  
Jack Bicher – North Coventry Township  
Andy Paravis – North Coventry Township Supervisor  
Tom Hylton – Chair, Pottstown Borough Planning Commission  
Nicole Keegan – SJC  
Peter Simone – SJC

Purpose of Meeting: Review preliminary site recommendations.

Notes:

1. Peter S. opened the meeting with a brief address and distributed the meeting agenda and preliminary recommendations handout.
2. Peter S. reviewed the 1/29/04 Public Meeting minutes. Peter S. stated the biggest challenge for the next public meeting is to make the community aware of the Reconnections project and to increase public attendance.
3. Bud J. suggested publicizing Reconnections recommendations prior to the next public meeting. This could be done through another article in the Mercury newspaper.
4. **SJC will create a public announcement flyer to announce the 3/29/04 public meeting for Reconnections Committee members to distribute to the community.**
5. A meeting attendee suggested that the Committee distribute the public meeting flyer to local schools. The flyers could be handed out to students for them to take home to their parents. This would be a good way to publicize the Reconnections project and generate increased public attendance. **Kevin H. will contact Barry Flicker the Owen J. Roberts grade school principal concerning disturbing flyers to Owen J. Roberts. SJC will contact Jim Fairchild concerning Pottstown School District contacts.**

6. Kevin. Hennessey stated that the Reconnections project public meetings are announced through the North Coventry Township's website. In addition, North Coventry Township is working on creating links to the Borough of Pottstown's website.
7. Peter S. reviewed the preliminary recommendations for the Reconnections Project (see attached handout for a detailed list of recommendations). The following discussion occurred:
8. Bud. J. suggested that in addition to the listed recommendations for the Hanover Street Bridge SJC should consider incorporating plantings on the Bridge. Peter S. stated that this was a good idea and recommended using drought tolerant, low maintenance plant material such as ornamental grasses, shrubs, and perennials, rather than trees. All plants would need irrigation. Trees might be difficult to include on a bridge due to their irrigation and maintenance requirements, and the freeze – thaw affects on the trees roots.
9. Ron D. stated that Pottstown investigated the idea of featuring fireworks on the Hanover Street Bridge for community special events. This idea was rejected once they discovered that there was a gas line connected to the bridge.
10. SJC presented three concept diagrams showing River Road trail options in North Coventry Township. The proposed trail would connect pedestrians from Hanover Street / South Pottstown area to River Park, Pottstown Landing, and the Coventry Mall. All three options use portions of the existing cartway of River Road for a pedestrian trail creating one-way vehicular traffic on River Road.
11. Bud J. stated that he prefers option no. 3. This option includes the addition of a new Road that runs parallel to Route 422, between Hanover Street and the Route 100 overpass.
12. A meeting attendee noted that River Road option no. 3 traverses through wetlands making it more difficult to build a road through this section of land.
13. Bud J. commented that he is hesitant to propose option no. 2 to the public since this option requires removing at least two houses that stand on the west side of Elm Street and at West Main Street.
14. Ron D. commented that the proposed one-way traffic for the River Road options would inconvenience some of the South Pottstown community motorists. He noted that westbound traffic on River Road is more heavily traveled and suggested that the eastbound one-way traffic proposed be changed to westbound one-way traffic. Pottstown motorists travel west on River Road to the Coventry Mall. Making traffic one-way westbound rather than one-way eastbound would eliminate bottleneck traffic that might occur at the southbound Hanover Street Bridge / River Road intersection if the right-hand turn lane onto River Road is eliminated. Hanover Street southbound bound traffic changes from two lanes to one lane after this intersection.
15. Kevin H. circulated an aerial map illustrating parcels owned by North Coventry Township. North Coventry Township owns a significant number of parcels on the western side of South Pottstown between Hanover Street and the Route 100 overpass.
16. Peter S. stated that option no. 1 would be the easiest and least expensive option to accomplish in the short term. The Township would have to write a letter to PennDOT advising them of this roadway change. Further study will have to be conducted to determine the traffic impacts on the Hanover Street Bridge and the Hanover Street / River Road intersection.
17. Ron D. suggested that in addition to the listed recommendations for the Laurelwood Road / Pottstown Landing improvements SJC should consider incorporating lighting under the Route 422 overpass on Laurelwood Road.

18. Andy P. suggested that SJC contact the Laurel Locks property owner concerning the proposed trail connection from River Park to Laurel Locks in North Coventry Township.
19. A meeting attendee stated that there is bus service from Pottstown to the Coventry Mall. **SJC stated that they would include existing bus service routes in their transportation analysis.**
20. The committee discussed paving options for proposed sidewalks. Tom H. stated that he has seen asphalt paved sidewalks used successful in other towns and villages. Bud J. stated that unit pavers should also be considered.
21. **SJC will contact Chris Washburn concerning the NCT Open Space Network Plan.**
22. Peter stated that if material was dredged from the Schuylkill River islands it could be placed on the golf course property (the parcel located between Route 422 and the Schuylkill River) if the Township were to acquire this piece of land. This nearby site to store dredged materials will reduce costs.
23. The committee discussed economic development for the South Pottstown and Pottstown Landing. **SJC will contact Dick Frens at PDIDA concerning their program in Pottstown.** Jim F. mentioned that Phoenixville has the Local Economic Revitalization Tax Assistance Act (LERTA) program. This program might be a possibility for Pottstown and North Coventry to consider.
24. Peter S. recommended considering South Pottstown for a revitalization zone. He believes this area is a good candidate for revitalization, and the Township already owns many of the parcels.
25. Jim F. stated that the streetscape improvements on Hanover Street in Pottstown should continue on Hanover Street in North Coventry Township.
26. Rob I. suggested including a cultural heritage museum to the Reconnections recommendations. Other possible museums mentioned at the meeting were Fire Fighter's museum, model train museum, and a vintage racing car museum.
27. A meeting attendee suggested restoring the canal and having a canal heritage walk.
28. Peter S. stated that SJC is considering extending the scenic overlay to include the Schuylkill River across North Coventry Township and Pottstown.
29. Peter S. stated that SRGA is pursuing adding a boat rental concession at the SRGA headquarters, so that visitors can take canoe trips on the Schuylkill River.
30. Rob I. suggested that one of the area parks in the study area should accommodate a large area for major special events, such as an outdoor concert. This would be a good revenue producer. This should be included as a recommendation.

Next Committee Meeting: #5 –Monday, March 1, 7 PM @ North Coventry Township Municipal Building. The purpose of the meeting is to review refinements to concepts / recommendations and preview public meeting 2.

Next Public Meeting: #2 –Monday, March 29, 7 PM @ Montgomery County Community College. The purpose of the meeting is to present preliminary recommendations.

**Bold Items are action items. Please take action ASAP.**

Thank you.

Respectfully Submitted,  
SIMONE JAFFE COLLINS, INC.  
LANDSCAPE ARCHITECTURE

A handwritten signature in black ink that reads "Nicole Keegan". The signature is fluid and cursive, with the first name "Nicole" and last name "Keegan" clearly distinguishable.

Nicole Keegan

cc: Reconnections Committee Members

encl: Recommendation Outline, 2/2/04  
River Road Options, 2/2/04

Reconnections – Pottstown / North Coventry  
Committee Meeting #4 - February 2, 2004  
@ North Coventry Township Building

NAME	Address	PHONE NO.
Greg Margano	Montgomery County Planning Comm	610-278-3638
Robert Thlein	Borough of Pottstown	610-970-6515
Renald C. Wernicke	Borough of Pottstown / SRGA	610-326-0614
Bill D. Logan	NORTH COVENTRY TWP.	610- <del>323</del> -1694
Kevin Henning	North Cove	
Jim Panchish	Boro of Pottstown	
Bob Jenschke	North Coventry	610-970-6508
Bill DeLeon	North Coventry	610-469-3819
Pete Simon	SJC	
Nicole Keegan	SJC	610-389-0348
ANDY PARMUIS	North Coventry	610-327-8508
Jack Bicher	North Coventry	(610) 323-7733
Tom HYLTON	POTTSTOWN	610.323.6837





SIMONE JAFFE COLLINS  
LANDSCAPE ARCHITECTURE

3/8/04

**Pottstown / North Coventry Reconnections Study**  
SJC# 03071.0

**COMMITTEE MEETING #5 - MINUTES**

Date/Time: 3/1/04, 7:00 PM

Location: North Coventry Township Municipal Building

In Attendance: Robert Ihlein – Assistant Manager, Pottstown Borough  
Ronald Downie – Pottstown Borough Council  
Jay Erb – North Coventry Township  
Kevin Hennessey – Manager, North Coventry Township  
Andy Paravis - North Coventry Township Supervisor  
Tom Hylton – Chair, Pottstown Borough Planning Commission  
Nicole Keegan - SJC  
Peter Simone - SJC

Purpose of Meeting: Review site recommendations and prepare for Reconnections public meeting #2.

Notes:

1. Peter S. distributed the meeting agenda, draft public meeting #2 meeting agenda, project recommendations list, priorities list for proposed recommendations, draft press release for public meeting #2 and a preliminary recommendations estimate of probable costs.
2. Peter S. reviewed the draft agenda for Public Meeting # 2. Peter S. stated that Simone Jaffe Collins would review the project process, give a general overview of the project, briefly review project analysis findings, and present the project recommendations and associated costs. The remainder of the meeting will be an open discussion that allows the audience to comment on ideas and / or concerns they have with this project. A PowerPoint presentation will be used to for the site analysis findings and proposed recommendations.
3. Ron D. will start the first public meeting and introduce the project and committee members.
4. **Ron D. stated that PCTV will record the next public meeting for cable re-broadcast. Ron D. will verify this arrangement with PCTV.**
5. Nicole K. reported that both Owen J. Roberts and the Pottstown School District agreed to distribute public meeting #2 public announcement flyers to schools / school children. Both North Coventry Township and Pottstown will make copies of the flyers and forward them to the school district for circulation. **Nicole K. will forward Owen J. Roberts and Pottstown School District contact information to Pottstown Borough and North Coventry Township. The flyers are to be sent to schools by March 15<sup>th</sup>.**

SIMONE JAFFE COLLINS\ C:\Documents and Settings\Nicole S. Keegan\Local  
Settings\Temporary Internet  
Files\Content.IE5\HAY3M2WL\040301\_ComMtg#5\_minutes.doc

511 OLD LANCASTER ROAD BERWYN, PENNSYLVANIA 19312  
(610) 889 0348 FAX (610) 889 7521  
EMAIL • SJC@SIMONEJAFECOLLINS.COM

6. Everyone agreed that 3<sup>rd</sup> and final public meeting should be held at the North Coventry Fire Hall. **Kevin H. is to contact the North Coventry Fire Hall and make arrangements for this meeting. The meeting is tentatively set for May 17<sup>th</sup> at 7 PM. Kevin will verify this date with the Fire Hall.**
7. **SJC will forward a DRAFT press release via email to all committee members for review. Committee members will have until Monday March 8<sup>th</sup> to send in their comments on the press release. Once the press release is finalized Andy P. will contact the Mercury newspaper and forward the press release and a few sketches prepared by SJC of the proposed recommendations.**
8. Peter S. used a PowerPoint presentation to review the proposed linkage recommendation plan and sketches of some of the proposed reconnection recommendations (see attached handout for a detailed list of recommendations). The following discussion occurred:
9. Ron D. suggested removing lower branches and vines from the trees along the Chester County side of the Schuylkill River along River Road. This would allow clear views to the Schuylkill River from the proposed River Road Trail.
10. Andy P. agreed that SJC could present the North Coventry Township Open Space Network Plans at the next public meeting, but requested that we only show the areas in the reconnections project study area.
11. Tom H. requested that SJC space the proposed street trees on Hanover Street and Laurelwood Road closer than 50 feet on center as is indicated on the cost estimate.
12. Peter S. noted that it is very expensive to bury the utility poles underground. Ron D. suggested moving the utility poles to the alley behind Hanover Street.
13. Tom H. suggested using a "tree" cable for the utility pole wires. This combines the wires to one area rather than on two or more lines with a "T" on top of the pole. This create less power cable for branches to become entwined with. This idea in combination with street trees would help to hide the utility poles and wires along Hanover Street and is a less expensive option than burying the poles.
14. **SJC will revise the cost estimate on Hanover Street and list burying the utility and moving the utility poles behind Hanover Street as cost footnotes. Show from Hanover St. Bridge to Rt. 422 only.**
15. Ron D. recommended adding sidewalk to the south side Kenilworth, rather than the north side, since the north side has the Rt. 422 interchange and will be more difficult for pedestrian to cross.
16. **SJC will forward the committee via email the economic development recommendations prior to the next public meeting.**
17. Tom H. questioned whether or not there was enough space for a foot trail along the Pottstown side of the Schuylkill River. *Post Meeting Note: SJC verified that there is not enough space for a trail in this area and will remove this item as a recommendation.*
18. Ron D. suggested adding another Rt. 422 cloverleaf ramp to the northeastern corner of Hanover Street and Rt. 422. A few buildings might have to be removed for this interchange to be implemented. Andy P. thought that North Coventry Township might be opposed to this idea.
19. **SJC will contact Lee Whitmore at Chester County Planning Commission regarding the idea of adding an interchange to this area of Rt. 422 to get his feedback.**

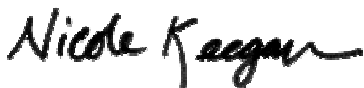
- 20. SJC will contact the Army Corp of Engineers concerning dredging around the islands located near the Keim Street Bridge along the Schuylkill River.**
21. Peter S. reviewed the short-term priorities for the Reconnections project (see attached handout).
22. Ron D. stated that the most important priorities from the onset of the project were Hanover Street in South Pottstown (Hanover Street between River Road and Rt. 422), Pottstown Landing / Laurelwood Road, and trail along River Road. These items should be listed first in the priorities list.
- 23. SJC will separate the South Pottstown Hanover Street Improvements into segments.**
24. Tom H. suggested breaking the project and cost estimate into phases with less expensive projects first.
- 25. Committee Meeting #5 is scheduled for April 5, 2004, 7PM @ North Coventry Township. SJC is suggesting rescheduling this meeting later in April so that there is adequate time to gather feedback from March 29<sup>th</sup> Public Meeting #2. We are suggesting rescheduling the meeting to either Monday, April 19<sup>th</sup> or Monday, April 26<sup>th</sup> at 7 PM. Please let us know if either of these dates work.**

Next Public Meeting: #2 –Monday, March 29, 7 PM @ Montgomery County Community College. The purpose of the meeting is to present draft plan recommendations.

**Bold Items are action items. Please take action ASAP.**

Thank you.

Respectfully Submitted,  
SIMONE JAFFE COLLINS, INC.  
LANDSCAPE ARCHITECTURE



Nicole Keegan

cc: Reconnections Committee Members

encl: DRAFT Public Meeting #2 Agenda, 3/1/04  
Preliminary Estimate of Probable Costs, 3/1/04  
Reconnections Recommendation Priorities List, REVISED 3/8/04

Reconnections – Pottstown / North Coventry  
Committee Meeting #5 – March 1, 2004  
@ North Coventry Township Building

NAME	Address	PHONE NO.
Jay Erb	1153 Temple Rd Pottstown PA 19465	610 970 2408
Ed. Irlain	100 E. High St. Pottstown 19464	610 970 6515
ANDY PARAVIS	893 E Cedarville Rd	610 327 8508
Ken Downie	778 N. Evans St. Pottstown, Pa. 19464	610 326-0614
Nicole Kegan	SJC	610-999-0349
Peter Simone	SJC	"
Tom Hylton	222 CHESTNUT ST, POTTSTOWN PA 19464	610-323-6837
Kevin Hewness	845 S. Hancock St Pottstown PA 19464	610-323-1694

Reconnections - Pottstown / North Coventry  
Public Meeting #3 - May 17, 2004  
@ North Coventry Fire Station

NAME	Address / email
Dawn Royer	340 S. Hanover St. Pottstown PA 19465
Shirley Rambo	340 S. Hanover St. Pottstown PA 19465 s.rambo@verizon.net
C.A. Gaberzeth	1988 Coventryville Rd Pottstown PA 19465
LEN TRAUER	1472 Unionville Rd - Pottstown PA 19465 <sup>ST JOHN'S</sup> LENSELDE@aol.com
WAYNE DASSE	18 E. MAIN ST. POTTSTOWN PA 19465 wasspase@aol.com
DAUNIA HUNTINGER	316 S. HANOVER ST. POTTSTOWN DONNALECK@aol.com
DOT LECK	196 E. Main St. Pottstown
Sharon Harris	130 West main st. Pottstown, Pa 19465
Bill Leach	837 Temple Rd. Pottstown, PA
Ronald C. Danzono	100 E. High St. Pottstown, Pa. 19464
Charlie & Ann Marshall	1040 W. Schuylkill Road, 19465
Tom Wyllon	222 Chestnut St. Pottstown, PA 19464
Rebecca Forko-Shelly	33 Roland Ave Pottstown PA 19464
Ellen E. SAVAGE	1332 HAWK ST Pottstown PA. 19465
Kenn Hammersy	845 S. Hanover St. Pottstown Twanger@northcoventry.us
BUD JENSCHKE	845 S. Hanover St POTTSTOWN PA 19465 BUDJENS@NORTHCOVENTRY.US
Jack Lagana	100 E. High St. Pottstown 19464 / jlagana@pottstown.org
LINDA KULP	198 EAST MAIN ST, POTTSTOWN, PA 19465 KULPYA@aol.com
Michelle Zulker	153 West Main St Pottstown 19465 michelle-zulker@msn.com
STEVE STROM	323 S. HANOVER ST. Pottstown Pa 19465
David Kidon	SIMONE JAFFE COLLINS • LANDSCAPE ARCHITECTURE 318 511 OLD LANCASTER AVENUE • BERWYN, PENNSYLVANIA 19312 (610) 889 0348
Kathleen Whiteman	318 S. Hanover St Pottstown Pa 19465
AIFRED WHITEMAN	341 S. HANOVER ST. POTTSTOWN 19465
CHRISTOPHER H. WASHBURN	" " " MALVERN DRIVE, POTTSTOWN 19465

Paul & Christine Gray

Bob & Carol Metz

Ron & Mitzi Chusman

Rod Watson

William Brogley

HARVEY B. PETERMAN

Jim Marks

9121 Main St. Pottstown, Pa. 19465

11831 Main St. Pottstown, Pa. 19465

426 Kline Ave Pottstown, Pa. 19465

225 S. Hanover St. Pottstown Pa. 19465

2348 Ming Dr. Pottstown 19464 810-369-9491

120 E. MAIN ST. POTTSTOWN, PA. 19465

1161 Marcus Dr. Pottstown 19465

Reconnections – Pottstown / North Coventry  
Public Meeting #3 – May 17, 2004  
@ North Coventry Fire Station

NAME	Address / email
Barry Haring	437 Loop Road Pottstown bhsahcnetzero.net
Jack Bisher	1510 Chestnut Hill Road Pottstown PA 19465
Robert Thlein	1031 Bellaville Ave. Pottstown 19464
DAVE STREET	334 S HANOVER ST 19465
Jay Erb	1153 Temple Rd Pottstown PA 19465 jayerb@yahoo.com
Jay Kure	1174 S Hanover St
Wanda Canale	2340 Spruce Rd.
Jeremy Daltor	1400 S Keim St Pottstown, PA 19465
Tindy Egle	345 S. Hanover St. Pottstown, Pa 19465
Ginny Wade	148 W Main St Pottstown PA 19465 eeyore962@aol.com
Brian Wade	148 W Main St. Pottstown PA 19465
Tina Hood + Bob Risko	6044 Kline Ave #6 Pottstown PA 19465
Christian Walters	339 South Hanover Street Pottstown Pa. 19465



## News

Top Stories

At everyone's disposal

Berks Edition

Local Sports

Editorial

Readers Say

Columnists

Daily Business

Sunday Business

Sunday Living

Sunday Entertainment

Readers' Recipes

Death Notices

Weather

TV Listings

Movie Listings

Weekly Advertisers

Specials

Regional News at

AllAroundPhilly.com

AP - The Wire

National News

## Sports Wire!

## Classifieds

## Personals

## Business Directory

## Personal

## Finance/Stocks

## How to Place a Print Ad

## How to Subscribe

## Our Newspaper

## Other Publications

## Maps

## Directions

## Fun and Games

## Consumer Guide

## Lifestyles



## Top Stories

### Township looks to shape its 'path of growth'

Michelle Karas , mkaras@pottsmmerc.com

04/07/2003

**DOUGLASS (Mont.) -- Attractive to developers for rural character and proximity to routes 422 and 100, the township is one of eight municipalities that will benefit from a regional planning effort.**

The question on the minds of 40 residents who attended a recent meeting regarding the Pottstown Metropolitan Regional Plan was how soon can the township benefit from the plan.

Robert Kerns and James Levy, Montgomery County planners, discussed the plan concerning Douglass and the other municipalities in the Pottstown Metropolitan Region: New Hanover, West Pottsgrove, Upper Pottsgrove, Lower Pottsgrove, Pottstown, North Coventry and East Coventry.

Douglass is "in the path of growth," Kerns told the audience of about 40 people. As part of the Pottstown Metropolitan Regional Plan, we "can shape it for the future," he said.

"Douglass Township is in an interesting position," Kerns said. "There's a balance of growth and rural preservation in the township."

Under current zoning the amount of housing that could be built in the region is excessive, he said. Thus, a regional planning effort is especially important in Douglass, where the population increased 30 percent from 1990 to 2000, and housing counts increased nearly 29 percent in the same time period, according to county data.

The county average increase in housing counts over that time was 11 percent, per the data. Of the municipalities participating in the regional planning effort, only Lower Pottsgrove saw a greater population increase -- 35 percent -- and a comparable increase in housing counts of 30 percent.

Under Douglass' current zoning, there is a potential for 1,632 new housing units. With rezoning proposed as part of the regional plan, that number can be reduced to 816, Kerns said. Douglass could reduce proposed high-density housing units from 500 to 272 units, thanks to an abundance of this type of housing in nearby Pottstown, according to the planners.

Nearly 900 Douglass residents responded to a recent survey conducted by the county planning commission and listed the rural character of the township as their No. 1 reason for choosing to live there. Other reasons included that they







were born and raised there, that they were near friends and work, and that they liked the suburban character of the area, Kerns said.

According to the survey, township residents' priorities were job opportunities, agricultural and open space preservation, improving sewer and water, and improving the traffic and the roads. The survey also showed that people want new development to go in already developed areas such as Pottstown, and in and around existing suburbs.

Because of commercial and residential developments in the works in the township, residents wanted to know how soon could the rezoning planned as part of the regional plan take effect.

"We have a current commercial proposal along Route 100. Should the township wait to see how it will fit?" asked Dale Buchanan, vice chairman of the township Board of Supervisors.

Although a draft of the regional plan will not be available for consideration until January 2004, the Montgomery County Planners will be conducting a review of commercial zoning in May that could be helpful to the township, Kerns said.

"What recourse does the township planning commission have to put something on hold until the regional plan is in line?" asked township resident Karen Keiser.

Kerns said moratoriums, although not supported in Pennsylvania, have been used as a tool in other states. Otherwise, townships may choose to change zoning laws now, he said.

A similar public meeting will be held at the township building in New Hanover at 6:30 p.m. April 14.

©The Mercury 2004

## Reader Opinions

Be the first person to voice your opinion on this story!

Back to top



E-mail this story  
to a friend



Voice your opinion  
on this story



Pottstown Memorial Medical Center

Healthcare You Can Believe In



Find a  
Doctor



Cyber  
Nursery

Copyright © 1995 - 2004 PowerOne Media, Inc. All Rights Reserved.

News | Classifieds | Directory | Today's Ads | AllAroundPhillyJobs | PhillyCarSearch | AllAroundPhilly | AllAroun

Posted on Tue, Dec. 09, 2003

## Chesco deal would boost preserved farmland

**If the county approves buying development rights to 380 acres, that would push the amount of preserved farmland to more than 17,500 acres.**

By Benjamin Y. Lowe  
Inquirer Staff Writer

**WEST CHESTER** - Chester County officials are planning to announce today that they have preserved more than 10 percent of the county's farmland.

Before the county commissioners meeting is a measure to buy development rights to three northern Chester County farms. If approved, 380 acres will be added to the preservation rolls.

That would push the amount of preserved county agricultural land to more than 17,500 acres, which is 10 percent of the 1997 inventory, Kevin Baer, coordinator for the Chester County Agricultural Development Council and Agricultural Land Preservation Board, said yesterday.

Colin A. Hanna, the commissioners' chairman, said that surpassing the 10 percent threshold was a major achievement for Chester County, where farms have been converted into subdivisions at one of the fastest rates in the state.

"I think [the purchase] underscores the seriousness of Chester County's commitment to agricultural preservation," Hanna said.

Baer said two of the three farms are owned by Charles and Ann Marshall of North Coventry Township. The third is owned by Chris Uebelhoer of West Vincent Township.

Chester County's farmland preservation efforts have been coordinated through two programs that have spent \$76 million in state, county and local funds, Baer said.

One, the Commonwealth Agricultural Conservation Easement Purchase Program, was launched by the state in 1989. It uses a combination of state and county funds.

The second, launched by the county two years ago, is the Northern Chester County Challenge Grant Program, which uses a combination of county and local funds.

The challenge grant program, designed to fill the gaps in the state program, has enabled the county to assist townships with their own land-preservation efforts. The state program, for example, does not include horse farms, Baer said, and the county program can help with that.

The county program calls on townships to pay for part of development rights costs. The program, however, ends this year.

Both incoming Republican Commissioners Donald A. Mancini and Carol Aichele, who have pledged to support open-space efforts, could not be reached for comment about the future of that program.

Andrew E. Dinniman, the lone Democratic commissioner, said the decision to extend the program would be "the first test as to whether the Republicans will keep their promise to continue . . . the landscapes program."

If the 380 acres are added, total preservation acres will be 17,860 of the 175,400 acres of available county farmland, as catalogued by the U.S. Department of Agriculture.

Although surpassing the 10 percent threshold is good news for open-space advocates, a recent study by a Washington think tank found that far more Chester County land was developed than was saved over the last 15 years.

The Brookings Institution said in a report released this week that 29,400 acres of county farmland had been converted into housing since 1988. That is 12,400 more acres than the county preserved over roughly the same period, Baer said.

Statewide, Chester County has preserved the fourth-highest amount of land, state officials said. It is ahead of Lehigh County, but behind Lancaster, Berks and York Counties.

"The biggest problem is the land values are so much higher" than what the government can usually afford, said Edward M. Magargee, director of the Delaware County Conservation District. "Unless somebody really wants to save their land, it's an economic problem for them."

Purchasing development rights constrains the amount of building on a given piece of land, so that means counties often compete with developers for the remaining large parcels.

The competition for land is especially stiff in Chester County, where the population between 1990 and 2000 increased 15 percent to 433,500, according to census data.

"That's the race that we're in," said Ann Orth, director of land preservation for the French and Pickering Creeks Conservation Trust in South Coventry Township.

"Developers are offering staggering amounts of money [for land], and people who may have been of modest means are suddenly becoming millionaires, but the land is being lost," she said. "Those people, if we are going to protect their land, need to be compensated. We have to make a tremendous effort to do that."

She said a Chester County landowner with a 20-acre farm easily could sell it to a developer for at least \$1 million.

---

Contact staff writer Benjamin Y. Lowe at 610-701-7615 or [blowe@phillynews.com](mailto:blowe@phillynews.com).

Posted on Wed, Dec. 10, 2003

## Chesco OKs preservation deal for farms

By Benjamin Y. Lowe  
Inquirer Staff Writer

**WEST CHESTER** - County officials approved the purchase of development rights yesterday for three farms in northern Chester County, bringing the total of preserved farmland to 17,900 acres, just more than 10 percent of its 1997 farmland inventory.

Two of the three farms are owned by Charles and Ann Marshall of North Coventry Township. The third farm is owned by Christopher A. Uebelhoer of West Vincent Township.

The Marshalls sold the development rights on 353 acres of their Laurel Locks farms. They donated development rights on another 125-acre parcel to the Brandywine Conservancy.

The county paid the Marshalls \$2.4 million for the rights. It paid Uebelhoer about \$148,000 for rights to his 25-acre tract.

Both purchases were made under the Northern Chester County Challenge Grant Program, which expires at the end of this year.

The vote was unanimous.

---

Contact staff writer Benjamin Y. Lowe at 610-701-7615 or [blowe@phillynews.com](mailto:blowe@phillynews.com).



## News

Top Stories

At everyone's disposal

Berks Edition

Local Sports

Editorial

Readers Say

Columnists

Daily Business

Sunday Business

Sunday Living

Sunday Entertainment

Readers' Recipes

Death Notices

Weather

TV Listings

Movie Listings

Weekly Advertisers

Specials

Regional News at  
AllAroundPhilly.com  
AP -- The Wire

National News

## Sports Wire!

## Classifieds

## Personals

## Business Directory

## Personal

## Finance/Stocks

## How to Place a Print Ad

## How to Subscribe

## Our Newspaper

## Other Publications

## Maps

## Directions

## Fun and Games

## Consumer Guide

**Boscov's Shoppers Win EVERYDAY**  
when you visit [www.boscovs.com](http://www.boscovs.com)

## Top Stories

### Several ideas presented to rekindle togetherness of Pottstown, Norco

Laura Catalano, Special to The Mercury

01/22/2004

### NORTH COVENTRY -- At a public meeting on the Reconnections planning study, landscape architect Peter Simone displayed a photo of a man in an electric wheelchair.

The man was making his way from Pottstown to North Coventry along River Road, where no sidewalks exist.

"How can we make these routes safer for all of us?" asked Simone, a planner with Simone Jaffe Collins, the Berwyn firm conducting the study.

Creating a safe pedestrian thoroughfare between North Coventry and Pottstown is one primary goal of the Reconnections study. It is by no means the only goal.

About 40 people turned out at the Norco Fire House Tuesday night to bat around ideas aimed at re-establishing a feeling of connectedness between the two municipalities.

Some concepts introduced included transforming River Road in North Coventry into a one-way street with room for bikes and pedestrians, dredging the Schuylkill River to make it more appealing for water enthusiasts and improving signs for historic areas on both sides of the river.

Reconnections Committee members, planners, residents and public officials made those suggestions, and many more, in an effort to help guide the \$40,000 Reconnections planning study.

The study is being funded in part by the Schuylkill River National and State Heritage Area, through a \$25,000 grant from the Pennsylvania Department of Conservation and Natural Resources Heritage Parks Program. In addition, both





municipalities have contributed \$3,000, and developer John Wolfington, owner of the Mrs. Smith's complex, has put in \$9,000.

The meeting included a presentation by Simone, who explained that the study encompasses a 12.5-square-mile area in a two-mile radius from the Hanover Street Bridge. Primary focus is on the waterfront area of both municipalities, Simone said.

A main objective is to create walkways and bike paths between the communities, thereby bringing more people from Pottstown to the Coventry Mall, and more people from North Coventry to businesses in downtown Pottstown.

"We do not have opportunities to walk and bike close to home. Trails and greenways are the number one requested amenities all across the United States," Simone said.

Other goals of the study include improving entry points to the communities, creating more opportunities for recreation along the river and reinforcing the historic attributes of the area.

But when it came to making suggestions on specific methods of achieving those goals, Simone left the talking up to those attending the meeting.

River Road resident Russell Vandegrift recommended closing his street to traffic.

"It really could be an incredible walkway," Vandegrift observed.

Simone suggested instead making it into a one-way street to reduce traffic and create a walking trail.

Simone also recommended converting an abandoned railroad trestle bridge into a footbridge. North Coventry Township Manager Kevin Hennessey proposed developing a loop that took people from the Hanover Street Bridge, along River Road, across the trestle bridge and into Pottstown's Riverfront Park.

Pottstown business owner Denise Johnson liked the idea of improving the walkway on the Hanover Street Bridge, but she thought planners should go one step further.

"Why not make the Hanover Street Bridge a place to linger?" she asked.

Adding statues or a seating area could make the bridge itself an attraction, she said.

Pottstown lawyer Paul Prince suggested that the Keim Street Bridge, which the state Department of Transportation is expected to replace, be converted to a pedestrian bridge. He recommended constructing a stairway down to an island in the river, where a kiosk and boat launch could serve as attractions.

Prince also advocated dredging the river to improve boating in the area.

Pottstown school board member Rob Morgan agreed.

"If we could dredge the river, that would probably be a tremendous asset," said Morgan, who owns Morgan Moving and Storage in North Coventry.

FREE

Morgan, who owns Morgan Moving and Storage in North Coventry.

Pottstown Borough Councilman Ron Downie discussed the possibility of creating an audiotape to guide people through historic areas.

The meeting was the first public forum on the Reconnections study. A second meeting is scheduled for March 29 at Montgomery County Community College in Pottstown. A final meeting will be held in April to present the proposed plan, once it is drafted.

Once both municipalities approve a plan, officials will begin looking for funding for projects outlined.


First, the study must be conducted. And, in order for it to be successful, residents' ideas are needed.

"The more people we have participate in the study, the better the study will be," Simone said.

©The Mercury 2004

## Reader Opinions

Be the first person to voice your opinion on this story!

Back to top 



E-mail this story  
to a friend



Voice your opinion  
on this story

**Pottstown Memorial Medical Center**  
*Healthcare You Can Believe In*

**Find a  
Doctor**

**Nursery**

Copyright © 1995 - 2004 PowerOne Media, Inc. All Rights Reserved.

News | Classifieds | Directory | Today's Ads | AllAroundPhillyJobs | PhillyCarSearch | AllAroundPhilly | AllAroun

Partly cloudy 75°  
 ➔ 5 Day Forecast



# The Mercury

A Pulitzer Prize-Winning Newspaper

NEWS SEAL

Advanced se

News | Classifieds | Directory | Today's Ads | AllAroundPhillyJobs | PhillyCarSearch | AllAroundPhilly | AllAroun

Thursday 3 June, 2004 | Home > News > News > Top Stories

## News

Top Stories

At everyone's disposal

Local Sports

Editorial

Readers Say

Columnists

Daily Business

Sunday Business

Sunday Living

Sunday Entertainment

Death Notices

Weather

TV Listings

Movie Listings

Weekly Advertisers

Specials

Regional News at

AllAroundPhilly.com

AP -- The Wire

National News

## Sports Wire!

## Classifieds

## Photo Galleries

## Personals

## Business Directory

## Personal

## Finance/Stocks

## How to Place a Print Ad

## How to Subscribe

## Our Newspaper

## Other Publications

## Maps

## Directions

## Fun and Games

## Consumer Guide

## Lifestyles



**Boscov's Shoppers Win EVERYDAY**  
 when you visit [www.boscovs.com](http://www.boscovs.com)

## Top Stories

### Walkway proposed to connect downtown, mall

Laura Catalano , Special to The Mercury

05/22/2004

**NORTH COVENTRY -- The final draft of the Reconnections plan sets as a top priority a roughly \$3 million project that would improve pedestrian access between High Street and the Coventry Mall.**

The final plan also eliminates a controversial recommendation that called for constructing a cloverleaf interchange off Route 422 onto Hanover Street.

Planner Peter Simone presented the final draft Monday at the last public meeting on the matter. Simone is a landscape architect with Simone Jaffe Collins, the Berwyn firm that conducted the \$40,000 Reconnections study. About 45 residents and community leaders from Pottstown and North Coventry attended the meeting.

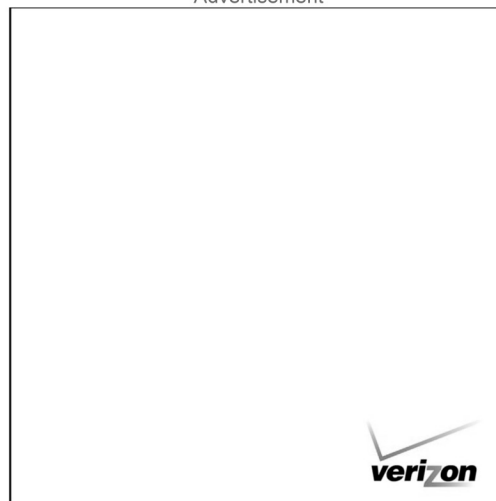
Many North Coventry residents came out to oppose the proposed changes to the Route 422 exit ramp. One of the 17 recommendations made in the plan suggested adding a westbound Route 422 on-ramp and an east bound off-ramp near the existing ramps on South Hanover Street. It was intended to improve access to Pottstown from Route 422.

Residents in that area had voiced worries at an earlier meeting that such a proposal would ruin their neighborhood, destroy property values and create unsafe traffic conditions.

Simone promised the residents that the recommendation had been eliminated from the plan.

"This is the one item in the study we couldn't come to a consensus on," said Simone, referring to the fact that Pottstown wanted the ramp changes while North Coventry officials did not. "We know it's controversial; we understand why. If I lived in one of those houses, I wouldn't want it either."

Advertisement







lived in one of those houses, I wouldn't want it either.

The final Reconnections Plan makes recommendations for 16 other projects, all aimed at reconnecting Pottstown and North Coventry. Of those recommendations, top priority will be given to establishing a better walking link between the commercial centers of the two communities --- High Street and the Coventry Mall.



"It could be a very beautiful place to walk along the river, but it's not a safe place right now," Simone noted.

The next step in the process will be to seek funding for the project. Simone estimated the entire project -- which would include adding sidewalks, widening walkways, building trails and beautifying the bridge -- could cost \$3 million.



Broken down, those costs, which are all rough estimates, encompass four different aspects of the project. Improving the Hanover Street Bridge by widening walking lanes and adding irrigated planters and other visually appealing amenities would cost about \$750,000. Another \$600,000 would go to improve pedestrian access to River Road. That could mean making the road into a one-way street. It could also mean building a walking trail along the existing roadway.



Improvements to Hanover Street, including adding sidewalks and pedestrian lighting, could cost \$850,000, and another \$800,000 would be needed to do the same along Laurelwood Road.

The project would likely be done in phases through grant money. The report also lists state and federal grants available for improving pedestrian and bike routes along major roads. Simone suggested seeking as much as \$1 million from both the Federal Highway Administration and the state Hometown Streets grant, among other agencies.

The Reconnections study will benefit the funding process, said Simone.

"You have two municipalities in two counties working together. That gives you additional points when you're looking for funding," he said.

While most people in the audience applauded the plan, some voiced concerns about maintenance, crime and funding. Several West Main Street residents worried that increased pedestrian traffic along River Road could translate into more crime.

"Do you have enough police to go back and forth along the walkways to make it safe for everybody?" asked resident Ginny Wade.

Simone suggested augmenting North Coventry's Town Watch program to assist police. He also insisted that making the area more attractive would reduce crime.

"The way you take communities back is to use them and to make them more accessible to people who want to go there to jog or play with their kids," Simone said. "Then, the people who go there for bad reasons aren't going to go there because there are people there."

Simone also observed that some of the 16 recommendations in the Reconnections Study might never come to pass. The ones that do will take time.

"Some of these things take many, many years to happen. That's the value of having these plans. It puts these things on record so we can begin working toward them," he said.

**NORTH COVENTRY  
POLICE DEPARTMENT**

# Memo

**To:** Mr. Kevin Hennessey, Township Manager  
**From:** Corporal Rob Malason  
**Date:** December 4, 2003  
**Re:** Reconnections project

As you requested, I took a look at the River Road and West Main Street area concerning the potential of implementing one way roadways. West Main Street will have sufficient width to handle the traffic as long as parking is restricted to one side of the street. The residents have vehicles parked on both sides of the street, and have done so for years, allowing enough room for only one vehicle to pass through. My concern is with getting this traffic back out onto River Road. If it is desired to have a portion of River Road blocked off and designated for pedestrian traffic, I would think that it would be that way from Hanover Street as far west as possible, even to the Route 100 overpass bridge.

Using one way roadways will require traffic to enter South Hanover Street at either River Road or West Main Street. Since a traffic signal already exists at River Road, it would make most sense to utilize the signal to control eastbound traffic on River Road accessing South Hanover Street. A concern arises then in that both southbound traffic lanes of Hanover Street that cross the Schuylkill River must now merge into one southbound lane, as no right turns would be permitted at River Road. This pinch point will likely create traffic conflicts.

Bringing traffic back onto River Road from Main Street at Elm Street would still leave a significant portion of River Road as two-way, and would require traffic that was westbound of West Main Street to make a left turn onto River Road, crossing the eastbound River Road traffic. The Elm Street area is not conducive to a significant traffic flow, with a sharp left curve in the road and a sight obstruction (hedges) at the intersection with River Road. A multi-way stop sign installation may be considered.

A consideration would be to extend West Main Street across Elm Street, bringing it out onto River Road between 234 and 258 River Road. This would require obtaining property and knocking down two houses that stand on the west side of Elm Street at West Main Street. This will involve legal expenses and other costs.

Extending Main Street or creating an access road that backs up against Route 422 and the interchange ramp with Route 100 northbound is a consideration, but the buildings at APR Supply, The Recycling Center and Hemmy's Auto Body are in that area, as well as houses further west along River Road. A consideration would be to create a roadway that parallel's Route 422, starting at South Hanover Street directly

across from the Route 422 westbound off ramp and ending along River Road just east of the Route 100 overpass. This will involve significant construction costs.

While tractor trailer traffic is already very limited on the roadway due to the 13'3" clearance of the Route 100 overpass bridge, there still will be some truck traffic that desires to use the area, especially trucks that service APR Supply. Adequate turning radius must be maintained to allow for this.

If barriers to separate pedestrian traffic and vehicular traffic on River Road are planned, the portions of River Road between Hanover Street and York Street where curbs are in place will create a cattle chute for traffic. If a vehicle breaks down in that portion, traffic will be log-jammed behind it because of a lack of a shoulder, being forced to travel back past the mall to circumvent the blockage.

An additional consideration for creating a pedestrian crossing between Pottstown Borough and North Coventry Township would be to look at the abandoned railroad trestle that crosses west of Route 100. A downside to this would be attempting to patrol this area and monitor foot traffic in that area, as it would be logistically difficult to monitor other than to commit a police officer to foot patrols in the area when needed. Another thing to consider would be to suspend some type of pedestrian crossing bridge on the underside of the Route 100 river bridge, linking the trails at Riverfront Park in Pottstown with River Road. Obviously, PENNDOT must be included in anything that deals with their bridge. Neither river crossing by the mentioned methods would be handicapped accessible.

There are no easy answers to the proposed project. Please let me know if I can offer any other assistance with this issue.

Respectfully submitted,



R. W. Malason  
Corporal

# Rt. 724 Corridor Study Summary

---

## Delaware Valley Regional Planning Commission

### **STUDY PURPOSE AND BACKGROUND**

Improvements to PA 724 have not kept pace with increased land development and continuing population growth in this region of Chester County. Congestion along portions of PA 724 has forced many motorists onto alternative roads ill equipped to carry increased traffic. This has led to safety and capacity related problems in the corridor and surrounding road network.

Chester County's Transportation Improvements Inventory (TII) for 2003 put cost estimates for all county transit, highway and bridge needs at approximately \$1.5 billion. Limited public funds for major road improvements at all levels of government have curtailed their ability to respond appropriately to many of the current and future problems facing PA 724 and the surrounding road network. As such, better planning for and management of the existing facility is an important step towards finding suitable methods to mitigate these problems. Specific goals of this study include:

- Identifying cost effective solutions to existing traffic problems on the corridor.
- Identifying areas where better access management can yield results.
- Develop common theme for improvements to PA 724 (e.g. no major widening) to better streamline inter-municipal planning and road management activities.
- Building communication and consensus between the municipalities bordering the roadway.

### **PLANNING PROCESS**

The study was guided by a PA 724 taskforce formed in July 2002. The following municipalities and regional organizations were represented on the task force:

- North Coventry Township
- East Coventry Township
- East Vincent Township
- East Pikeland Township
- Chester County Planning Commission
- Delaware Valley Regional Planning Commission (DVRPC)
- Tri-County Area Chamber of Commerce (TCACC)

Over several meetings held at the TCACC offices in Pottstown between 2002 and 2003, the task force worked to identify existing problems and areas for further study. Existing problems fell into five general categories:

1. Physical deficiencies (sight distance, turning radii).
2. Congested intersections.
3. Local roads used as cut throughs.
4. Insufficient access controls.
5. Miscellaneous issues related to deficient signage, substandard pavement, overgrown roadside vegetation, and lack of street lighting.

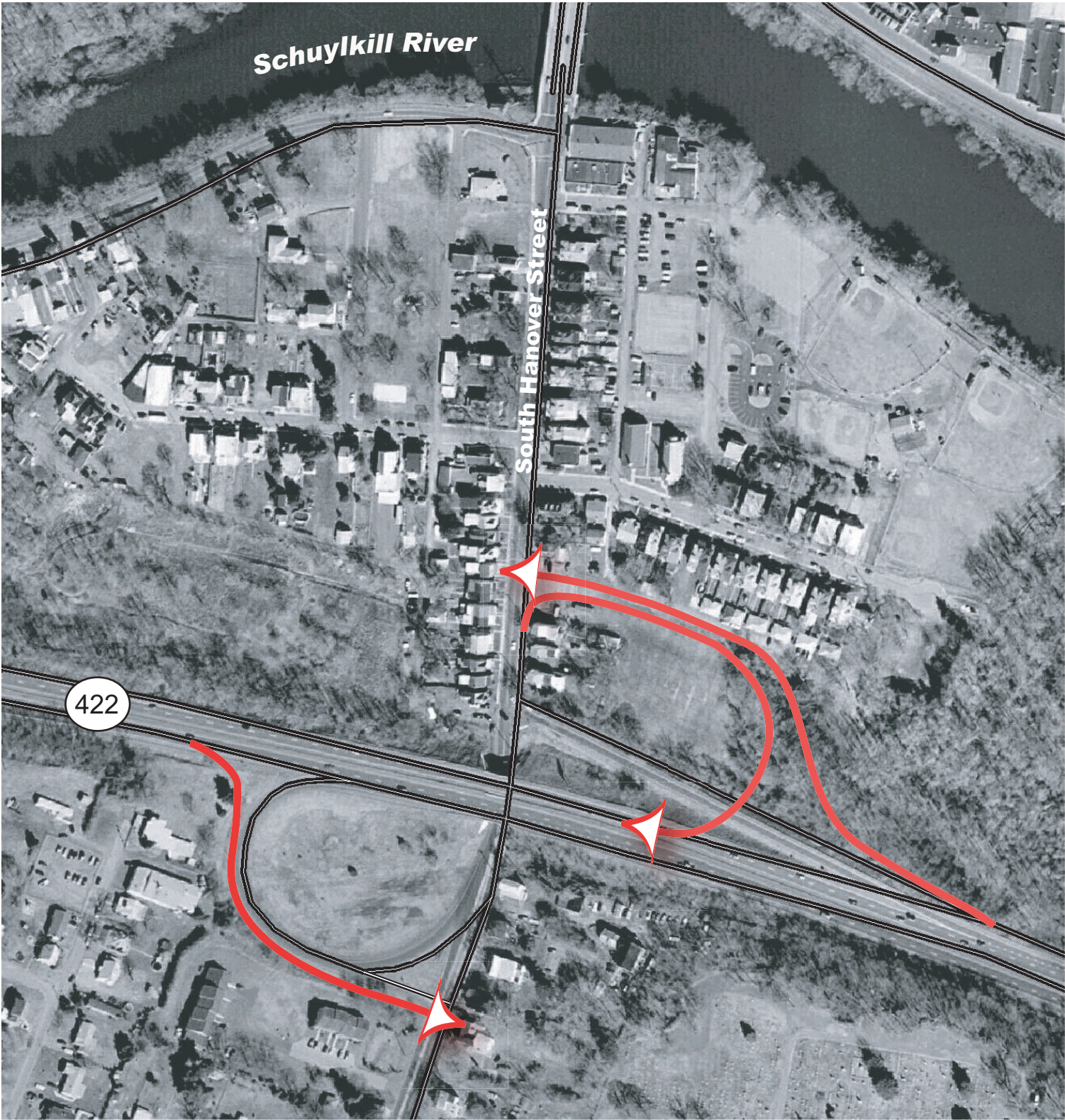
The task force helped to recommend and prioritize measures to alleviate problems identified on PA 724. In addition, those roads in the surrounding road network requiring further study and/or future mitigation were identified.

There was unanimous agreement by the task force members that no significant widening of PA 724 should occur outside of limited operational improvements such as additional turn lanes or intersection realignments. Consequently, where possible, use of existing shoulders on PA 724 for turn lanes was recommended as a low cost option with minimal impact to abutting properties. New traffic signals at certain intersections and better municipal coordination and enforcement of access controls were also recommended. In addition, the task force agreed that not every physical deficiency could or should be addressed. For example, any physical improvement to the PA 724 and Kiem Street intersection would result in severe impacts to land use, outweighing any benefits that might result.

This report was prepared to provide a brief description of existing conditions on and around PA 724, the issues identified by the task force, and the resulting recommendations. This includes descriptions of the corridor, study area, land use, and current travel patterns. Each identified problem and recommended solution is then presented. Finally, general recommendations for improvements/further study to the surrounding critical road network are given.



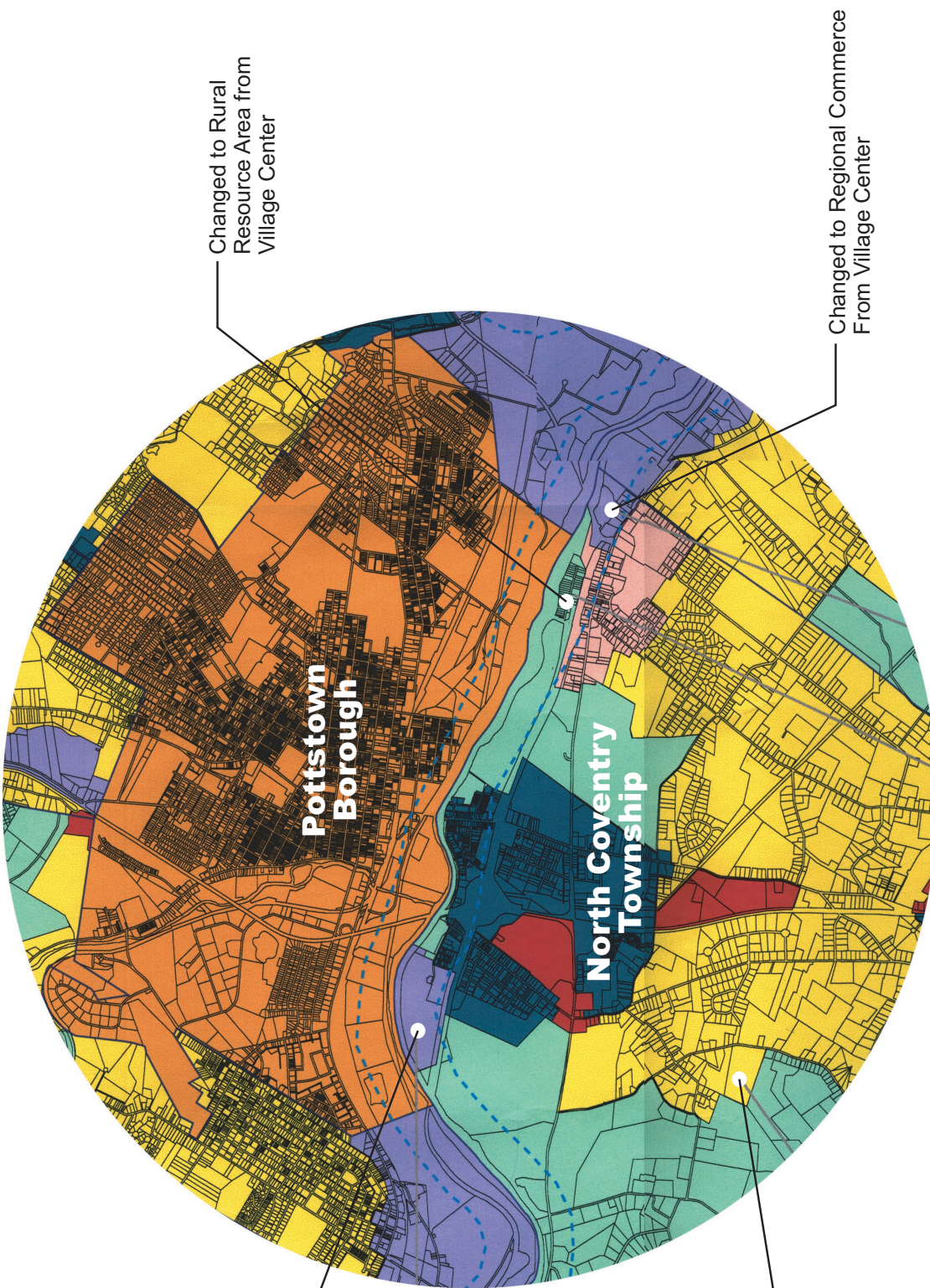
# Route 422 Access Ramp Options



New Access Ramp







Changed to  
Regional Commerce  
from Rural Resource  
Area

Changed to  
Suburban Residential  
from Rural Resource  
Area

Changed to Rural  
Resource Area from  
Village Center

Changed to Regional Commerce  
From Village Center

# Future Land Use Working Draft #2

Pottstown Metropolitan Regional Planning Commission  
Regional Plan  
October 7, 2003



This map is based on 1990 aerial photography, Montgomery County Board of Assessment's parcel map, Municipal Ordinance, and field surveys. It was created to maintain spatial accuracy. However, this map should not be used for engineering purposes. Chester County data provided by Chester County.



## Future Land Uses

<b>Metropolitan Center</b> Metropolitan Ctr. <ul style="list-style-type: none"> <li>- Urban Mixed Use</li> </ul>	<b>Regional Commerce</b> Regional Commerce <ul style="list-style-type: none"> <li>- Office</li> <li>- Industrial</li> <li>- Limited Commercial</li> </ul>	<b>Village Centers</b> Fagleyville Vill Ctr. Halfway House Vill Ctr. Parker Ford Vill Ctr. Kenilworth Vill. Ctr. <ul style="list-style-type: none"> <li>- Mixed Use Village</li> </ul>	<b>Community Centers</b> Gilbertsville Ctr. Coventry Ctr. Sanatoga Vill Ctr. North End Vill. Ctr. New Hanover Ctr. <ul style="list-style-type: none"> <li>- Offices</li> <li>- Community Shopping Ctr.</li> <li>- Retail</li> <li>- High Density Residential</li> </ul>
<b>Rural Resource Area</b> Rural Preservation Residential <ul style="list-style-type: none"> <li>- Rural Residential</li> <li>- Village Commercial</li> <li>- Large-lot Industrial</li> <li>- Agriculture</li> </ul>	<b>Suburban Residential Area</b> Suburban Residential <ul style="list-style-type: none"> <li>- 5 DU/Acre to 1 DU/2 Acres to be served by public sewer and water.</li> </ul>	<b>Regional Retail</b> Regional Retail <ul style="list-style-type: none"> <li>- Larger Scale Retail Uses</li> </ul>	

Schuylkill River Overlay  
 Parcels  
 Municipal Border

	<b>Rural Resource Area</b>
<b>Land Use Objective</b>	These designated areas are intended to protect the rural and agricultural nature of these parts of the Pottstown Metropolitan Region.
<b>Use Options</b> (See Footnote 1)	<div> Agriculture Residential Uses Rural Village Commercial Institutional Uses Recreational Uses Large-lot Industrial Uses (Including Quarry &amp; Landfills) </div> <div> Animal Facilities Utilities Other Similar Uses </div>
<b>Density/Intensity</b> (See Footnote 2)	<u>Residential Uses</u> Residential uses shall have a maximum density of 1 dwelling unit per 2 acres, except within the villages of the Rural Resource Area. <u>Rural Village Commercial</u> Commercial uses in the <b>existing</b> villages of the Rural Resource Area shall be no greater than <b>5,000</b> s.f. in size. <u>Large-lot Industrial</u> Industrial uses typically found in rural areas, including quarrying and landfills, are permitted on lots of 5 acres or greater in size. <u>Other Uses</u> Uses not specifically detailed above will be determined by each municipality.
<b>Additional Development Standards</b>	<u>Required Policies</u> <ul style="list-style-type: none"> <li>New developments or subdivisions in the Rural Resource Area shall not be served by public sewer or water, except when necessary in existing rural villages or other locations requiring service for the health, safety, and welfare of the surrounding community.</li> <li>All future development shall be designed, sized, and located in a manner which preserves the rural and village settings of the Rural Resource Area.</li> </ul>
	<u>Recommended Techniques &amp; Strategies</u> To be added.

- Municipalities are authorized to permit the uses within each identified land use category. Uses are not required to be permitted, except as identified within the Intergovernmental Cooperative Implementation Agreement. Each municipality shall ultimately determine the uses to be permitted from the authorized land use categories and the locations where they are permitted via the municipal zoning ordinance.
- The densities/intensities listed above serve as regional limits. While densities/intensities must not be inconsistent with the above limits, exact densities/intensities shall ultimately be defined by local zoning ordinances. It is not assured that the stated density/intensity limits of these land use categories will be an entitlement to landowners but is intended to recognize existing development patterns and provide flexibility for individual municipalities.



	<b>Suburban Residential Area</b>
<i>Land Use Objective</i>	These areas are intended to provide locations for new residential growth and nonresidential services for these new neighborhoods in the Pottstown Metropolitan Region.
<i>Use Options</i> (See Footnote 1)	Residential Uses Agriculture Commercial Uses Office Uses Institutional Uses Recreational Uses Utilities
<i>Density/Intensity</i> (See Footnote 2)	<u>Residential Uses</u> Residential uses shall have a maximum density of 5 du/acre. <u>Commercial Uses</u> Commercial uses shall not exceed 15,000 square feet in size. <u>Office Uses</u> Office uses shall not exceed 15,000 square feet in size. <u>Other Uses</u> Uses not specifically detailed above will be determined by each municipality.
<i>Additional Development Standards</i>	<u>Required Policies</u> <ul style="list-style-type: none"> <li>• This area is intended to be served by public sewer and water.</li> <li>• All future development should support and enhance the residential character of the Suburban Residential Area in its architecture, site design, and other development impacts to the surrounding neighborhood.</li> </ul>
	<u>Recommended Techniques &amp; Strategies</u>  To be added.

1. Municipalities are authorized to permit the uses within each identified land use category. Uses are not required to be permitted, except as identified within the Intergovernmental Cooperative Implementation Agreement. Each municipality shall ultimately determine the uses to be permitted from the authorized land use categories and the locations where they are permitted via the municipal zoning ordinance.
2. The densities/intensities listed above serve as regional limits. While densities/intensities must not be inconsistent with the above limits, exact densities/intensities shall ultimately be defined by local zoning ordinances. It is not assured that the stated density/intensity limits of these land use categories will be an entitlement to landowners but is intended to recognize existing development patterns and provide flexibility for individual municipalities.

	<b>Village Center</b>
<i>Land Use Objective</i>	These centers are existing villages along major roadways throughout the Pottstown Metropolitan Region that are intended to promote a mix of uses while preserving their unique village setting for the Region.
<i>Use Options</i> (See Footnote 1)	Residential Uses Commercial Uses Office Uses Institutional Uses Recreational Uses Utilities Other Similar Uses
<i>Density/ Intensity</i> (See Footnote 2)	<u>Residential Uses</u> Residential uses shall have a maximum density of 8 du/acre. <u>Commercial Uses</u> Commercial uses shall not exceed 15,000 square feet in size. <u>Office Uses</u> Office uses shall not exceed 15,000 square feet in size. <u>Other Uses</u> Uses not specifically detailed above will be determined by each municipality.
<i>Additional Development Standards</i>	<u>Required Policies</u> <ul style="list-style-type: none"> <li>• This area is intended to be served by public water and sewer.</li> <li>• All uses within these village centers should be designed, sized, and located in a manner that preserves their village character.</li> </ul>
	<u>Recommended Techniques &amp; Strategies</u>  To be added.

1. Municipalities are authorized to permit the uses within each identified land use category. Uses are not required to be permitted, except as identified within the Intergovernmental Cooperative Implementation Agreement. Each municipality shall ultimately determine the uses to be permitted from the authorized land use categories and the locations where they are permitted via the municipal zoning ordinance.
2. The densities/intensities listed above serve as regional limits. While densities/intensities must not be inconsistent with the above limits, exact densities/intensities shall ultimately be defined by local zoning ordinances. It is not assured that the stated density/intensity limits of these land use categories will be an entitlement to landowners but is intended to recognize existing development patterns and provide flexibility for individual municipalities.

	<b>Community Mixed Use Center</b>
<b>Land Use Objective</b>	These centers are intended to be community-level focal points for the Pottstown Metropolitan Region; with shopping, services, and residential uses combined in a mixed use and pedestrian-oriented design.
<b>Use Options</b> (See Footnote 1)	<div>Residential Uses</div> <div>Commercial Uses</div> <div>Office Uses</div> <div>Shopping Centers</div> <div>Institutional Uses</div> <div>Recreational Uses</div> <div>Utilities</div> <div>Other Similar Uses</div>
<b>Density/Intensity</b> (See Footnote 2)	<p><u>Residential Uses</u> Residential uses shall have a maximum density of 12 du/acre.</p> <p><u>Individual Commercial &amp; Office Uses</u> Individual Commercial and Office buildings shall be no greater than <b>30,000</b> s.f. in size, unless architectural features that allow them to blend in with the surrounding Community Center's character are utilized.</p> <p><u>Shopping Centers</u> Shopping centers up to 150,000 s.f. in size are permitted, with no individual use being greater than 80,000 s.f. in size.</p> <p><u>Other Uses</u> Uses not specifically detailed above will be determined by each municipality.</p>
<b>Additional Development Standards</b>	<p><u>Required Policies</u></p> <ul style="list-style-type: none"> <li>• This area is intended to be served by public sewer and water.</li> <li>• All future uses within these Community Centers should be designed, sized and located in a manner that is pedestrian-oriented and promotes a town center character.</li> <li>• Interconnections of uses within and adjacent to the Community Center should be maximized to the greatest extent possible for pedestrian and vehicular circulation.</li> </ul>
	<p><u>Recommended Techniques &amp; Strategies</u></p> <p>To be added.</p>

1. Municipalities are authorized to permit the uses within each identified land use category. Uses are not required to be permitted, except as identified within the Intergovernmental Cooperative Implementation Agreement. Each municipality shall ultimately determine the uses to be permitted from the authorized land use categories and the locations where they are permitted via the municipal zoning ordinance.
2. The densities/intensities listed above serve as regional limits. While densities/intensities must not be inconsistent with the above limits, exact densities/intensities shall ultimately be defined by local zoning ordinances. It is not assured that the stated density/intensity limits of these land use categories will be an entitlement to landowners but is intended to recognize existing development patterns and provide flexibility for individual municipalities.

	<b>Regional Retail</b>
<i>Land Use Objective</i>	These areas are intended to provide the Pottstown Metropolitan Region with large-scale regional destination shopping areas.
<i>Use Options</i> (See Footnote 1)	Shopping Centers Individual Commercial & Office Uses Recreational Uses Utilities Other Similar Uses
<i>Density/ Intensity</i> (See Footnote 2)	<u>Shopping Centers</u> Shopping Centers up to 450,000 square feet in size are permitted. <u>Other Uses</u> Uses not specifically detailed above will be determined by each municipality.
<i>Additional Development Standards</i>	<u>Required Policies</u> <ul style="list-style-type: none"> <li>• This area is intended to be served by public sewer and water.</li> <li>• Interconnections of uses within and adjacent to the Regional Retail area should be maximized to the greatest extent possible for pedestrian and vehicular circulation.</li> </ul>
	<u>Recommended Techniques &amp; Strategies</u> To be added.

1. Municipalities are authorized to permit the uses within each identified land use category. Uses are not required to be permitted, except as identified within the Intergovernmental Cooperative Implementation Agreement. Each municipality shall ultimately determine the uses to be permitted from the authorized land use categories and the locations where they are permitted via the municipal zoning ordinance.
2. The densities/intensities listed above serve as regional limits. While densities/intensities must not be inconsistent with the above limits, exact densities/intensities shall ultimately be defined by local zoning ordinances. It is not assured that the stated density/intensity limits of these land use categories will be an entitlement to landowners but is intended to recognize existing development patterns and provide flexibility for individual municipalities.

	<b>Regional Commerce</b>
<b>Land Use Objective</b>	These areas are intended to provide larger-scale regional employment, manufacturing, and distribution uses for the Pottstown Metropolitan Region.
<b>Use Options</b> (See Footnote 1)	Office Uses Commercial Uses Industrial Uses (Including Storage Uses) Agriculture Recreational Uses Utilities
<b>Density/Intensity</b> (See Footnote 2)	<u>Office Uses</u> These uses will be determined by each municipality. <u>Commercial Uses</u> Commercial uses are intended to provide local services for employees within the Regional Commerce area of the Region. No commercial use shall exceed 15,000 square feet in size, unless it is part of a mixed use development. Within a mixed use development, commercial uses shall be no greater than 20 percent of the total square footage of the project. <u>Industrial Uses</u> These uses will be determined by each municipality. <u>Other Uses</u> Uses not specifically detailed above will be determined by each municipality.
<b>Additional Development Standards</b>	<u>Required Policies</u> <ul style="list-style-type: none"> <li>• This area is intended to be served by public sewer and water.</li> <li>• Industrial Uses within the Regional Commerce area will be regulated by performance standards to protect adjacent uses from production, pollution, or other external impacts.</li> </ul>
	<u>Recommended Techniques &amp; Strategies</u>  To be added.

1. Municipalities are authorized to permit the uses within each identified land use category. Uses are not required to be permitted, except as identified within the Intergovernmental Cooperative Implementation Agreement. Each municipality shall ultimately determine the uses to be permitted from the authorized land use categories and the locations where they are permitted via the municipal zoning ordinance.
2. The densities/intensities listed above serve as regional limits. While densities/intensities must not be inconsistent with the above limits, exact densities/intensities shall ultimately be defined by local zoning ordinances. It is not assured that the stated density/intensity limits of these land use categories will be an entitlement to landowners but is intended to recognize existing development patterns and provide flexibility for individual municipalities.

	<b>Metropolitan Center</b>
<b>Land Use Objective</b>	This center is intended to encourage the revitalization of the Borough of Pottstown as the historic, urban, mixed use core of the region.
<b>Use Options</b> (See Footnote 1)	<div>Residential Uses</div> <div>Commercial Uses</div> <div>Office Uses</div> <div>Industrial Uses</div> <div>Institutional Uses</div> <div>Shopping Centers</div> <div>Recreational Uses</div> <div>Utilities</div> <div>Airport</div> <div>Other Similar Uses</div>
<b>Density/Intensity</b> (See Footnote 2)	Any mix of densities and uses shall be permitted that are compatible with and enhance the Borough of Pottstown's historic, urban environment.
<b>Additional Development Standards</b>	<u>Required Policies</u> <ul style="list-style-type: none"> <li>• All development shall be consistent with the surrounding character of the neighborhood.</li> <li>• This area is intended to be served by public sewer and water.</li> </ul>
	<u>Recommended Techniques &amp; Strategies</u>  To be added.

1. Municipalities are authorized to permit the uses within each identified land use category. Uses are not required to be permitted, except as identified within the Intergovernmental Cooperative Implementation Agreement. Each municipality shall ultimately determine the uses to be permitted from the authorized land use categories and the locations where they are permitted via the municipal zoning ordinance.
2. The densities/intensities listed above serve as regional limits. While densities/intensities must not be inconsistent with the above limits, exact densities/intensities shall ultimately be defined by local zoning ordinances. It is not assured that the stated density/intensity limits of these land use categories will be an entitlement to landowners but is intended to recognize existing development patterns and provide flexibility for individual municipalities.





**PROJECT MODIFICATIONS FOR  
THE IMPROVEMENT OF THE ENVIRONMENT**  
Section 1135(b) of the Water Resources Development Act of 1986



Habitat Restoration along the back bays of the New Jersey Intracoastal Waterway are possible under this authority.

**Authority and Scope.** Section 1135 (b) of the Water Resources Development Act of 1986, as amended, provides authority for the Corps of Engineers to investigate, study, modify, and construct projects for the restoration of fish and wildlife habitats where degradation is attributable to water resource projects previously constructed by the Corps of Engineers. Project modifications are limited to a Federal cost of \$5 million per project.

**How to Request Assistance.** The Corps will initiate a preliminary investigation of a potential project after a letter from a prospective sponsoring agency is received. The sponsor must be fully empowered under State law to provide the required local cooperation. A sample letter of request is shown on the reverse side of this paper.

**Funding.** The sponsor is required to contribute 25 percent of the total project costs. All lands, easements, rights of way, relocations and dredged material placement areas (LERRD) necessary for construction of the project are the responsibility of the local sponsor. The value of LERRD may be credited towards the sponsor's share of project costs; however, the sponsor must contribute a minimum of 5 percent of the total project costs in cash.

**Local Cooperation.** Formal assurance of local cooperation must be furnished by a local sponsoring agency, as defined in the letter of request. During the planning phase, the sponsor will be required to demonstrate financial capability to fulfill all items of local cooperation.



## SMALL FLOOD CONTROL PROJECTS

Section 205, Flood Control Act of 1948, as amended



A stream improvement project was constructed along the Aquashicola Creek in Palmerton, Carbon County, Pa. under this authority.

**Authority and Scope.** Section 205 of the Flood Control Act of 1948, as amended, provides authority for the Corps of Engineers to develop and construct small flood control projects. Each project is limited to a Federal cost of not more than \$7 million, which includes all project-related costs for feasibility studies, planning, engineering and design, and construction. Federal flood control projects are designed to alleviate major flooding problems by means of reservoirs, local protection works, or by combinations of both. A local protection project may consist of structural solutions such as channel enlargement, realignment, or paving; obstruction removal; levee and wall construction; and bank stabilization; and/or non-structural solutions such as a flood warning system.

**How to Request Assistance.** The Corps will initiate a preliminary investigation of a potential project after a letter from a prospective sponsoring agency is received. The sponsor must be fully empowered under State law to provide the required local cooperation. A sample letter of request is shown on the reverse side of this paper.

**Funding.** The sponsor is required to contribute 35 percent of the total project costs. All lands, easements, rights of way, relocations, and dredged material placement areas (LERRD) necessary for construction of the project are the responsibility of the local sponsor. The value of LERRD may be credited towards the sponsor's share of project costs; however, the sponsor must contribute in cash a minimum of 5 percent of the total project costs for structural solutions.

**Local Cooperation.** Formal assurance of local cooperation must be furnished by a local sponsoring agency, as defined in the letter of request. During the planning phase, the sponsor will be required to demonstrate financial capability to fulfill all items of local cooperation.

## **CORPS OF ENGINEERS CONTINUING AUTHORITIES PROGRAM**

### **OVERVIEW**

The Continuing Authorities Program (CAP) establishes a process for quick response to a variety of water resource problems without the need to obtain specific congressional authorization for each project. This decreases the amount of time required to budget, develop, and approve a potential project for construction. Philadelphia District has constructed numerous such projects, and has developed a wide diversity of technical experience in solving problems associated with shoreline and streambank erosion, navigation, flood control, and environmental restoration.

Under the CAP, the Corps is authorized to construct small projects within specific Federal funding limits. The total cost of a project is shared between the Federal government and a non-Federal sponsor(s). The limits for the Federal share of these costs are shown in the following table:

<b>AUTHORITY</b>	<b>TYPE OF PROJECT</b>	<b>FEDERAL COST LIMIT PER PROJECT</b>
Section 14	Emergency Streambank and Shoreline Protection for Public Facilities	\$1,000,000
Section 103	Hurricane and Storm Damage Reduction (Beach Erosion Control)	\$2,000,000
Section 107	Navigation	\$4,000,000
Section 111	Mitigation of Shoreline Damage Due to Federal Navigation Projects	\$5,000,000 (or specific authorization)
Section 205	Flood Damage Reduction (Flood Control)	\$7,000,000
Section 206	Aquatic Ecosystem Restoration	\$5,000,000
Section 208	Snagging and Clearing for Flood Control	\$500,000
Section 1135	Project Modifications for Improvement of the Environment	\$5,000,000

The following is a brief description of each program:

EMERGENCY STREAMBANK AND SHORELINE PROTECTION FOR PUBLIC FACILITIES (Section 14, Flood Control Act of 1946, as amended). Work conducted under this

authority serves to prevent erosion damages to endangered highways, bridge approaches, and similar essential and important public works (for example, municipal water supply and wastewater treatment systems and plants), or non-profit public facilities (churches, hospitals, and schools), by the construction or repair of streambank and shoreline protection works. Also eligible are known cultural resources whose significance has been demonstrated by a determination of eligibility for listing on, or actual listing on, the National Register of Historic Places and/or equivalent state register.

**HURRICANE AND STORM DAMAGE REDUCTION (BEACH EROSION CONTROL)** (Section 103, River and Harbor Act of 1962, as amended). The Corps of Engineers may construct small beach restoration and protection projects not specifically authorized by Congress. The intent of work conducted under this authority is to prevent or control shore erosion, and reduce damage to upland development caused by wind- and tidal-generated waves and currents along coasts and shores, and lakes, estuaries, and bays directly connected therewith. Projects must not be dependent on additional improvements for successful operation.

**NAVIGATION** (Section 107, River and Harbor Act of 1960, as amended). The Corps of Engineers may construct small river and harbor improvement projects not specifically authorized by Congress when they will result in substantial benefits to navigation. Navigation improvements may include providing waterway channels, anchorages, turning basins, harbor areas, and protective jetties and breakwaters for safe and efficient movement of vessels. Each project must be complete and not commit the United States to any additional improvement to insure successful operation.

**MITIGATION OF SHORELINE DAMAGE DUE TO FEDERAL NAVIGATION PROJECTS** (Section 111, River and Harbor Act of 1968, as amended). This authority provides for the study, design, and construction of work for prevention or mitigation of damages to both non-Federal public and privately owned shores to the extent that such damages can be directly identified and attributed to Federal navigation works. Normally, the degree of mitigation is the reduction of erosion or accretion to the level that would have existed without the influence of navigation works at the time the works were accepted as a Federal responsibility.

**FLOOD DAMAGE REDUCTION (FLOOD CONTROL)** (Section 205, Flood Control Act of 1948, as amended). Small flood control projects may be constructed without specific authorization by Congress, when the Chief of Engineers determines that such work is advisable for the purpose of reducing the susceptibility of property to flood damage and relieving human and financial losses. The project must be a complete solution to the flood problem involved, and not require subsequent improvements to insure effective operation.

**AQUATIC ECOSYSTEM RESTORATION** (Section 206, Water Resources Development Act of 1996). The Corps of Engineers is authorized to investigate, study, modify, and construct projects for the restoration and protection of aquatic ecosystems provided that projects will improve the quality of the environment, are in the public interest, and are cost-effective. Work conducted under this authority is intended to restore structure and function to degraded ecosystems. Degradation need not be attributable to an existing Federal water resource project.

SNAGGING AND CLEARING FOR FLOOD CONTROL (Section 208, Flood Control Act of 1954, as amended). Work under this authority is limited to clearing and snagging of accumulated debris from a specific event or channel excavation and improvement with limited embankment construction by use of materials from the channel excavation.

PROJECT MODIFICATIONS FOR IMPROVEMENT OF THE ENVIRONMENT (Section 1135, Water Resources Development Act of 1986, as amended). The Corps of Engineers is authorized to review water resources projects constructed by the Corps to determine the need for modifications in the structures and/or operations of such projects for the purpose of improving the quality of the environment in the public interest, and to determine if the operation of such projects has contributed to the degradation of the quality of the environment. Work under this authority is meant to restore or enhance environmental quality through modifications either at the project site or at other locations that have been affected by the construction or operation of the project, so long as such measures do not conflict with the authorized project purposes.

## **PROJECT CRITERIA**

Each project constructed by the Corps of Engineers to solve a water resource problem must meet certain criteria, which are described below:

a. The project must be complete in itself and not commit the Corps of Engineers to further construction. This means that the project must solve a specific problem and not require a subsequent project to complete the solution.

b. The project must be economically or environmentally justified. That is, the benefits from the project must exceed the cost of the project, including project operation and maintenance costs. Economic benefits and costs are usually expressed on an average annual basis reflected in a benefit-to-cost ratio (BCR). Environmental projects must produce ecosystem restoration benefits considered to be justifiable for the costs. This does not involve development of a traditional BCR, since the environmental quality benefits associated with such projects can rarely be quantified in dollars, but may require an incremental analysis of restoration benefits realized versus costs.

c. The project must be environmentally acceptable. Consideration of the environment is an integral part of the planning of the project. In all cases, the Corps prepares environmental assessments, which are coordinated with Federal, state, and local agencies, as well as the general public. When there are significant environmental impacts anticipated, the Corps prepares an environmental impact statement.

d. The sponsor of the project must be willing to assist with the project. This usually involves providing cost-sharing as well as lands, easements, rights-of-way, relocations, and dredged material placement areas (LERRD), which is a non-Federal responsibility and may be necessary for construction and maintenance of the project. In addition, projects must be operated

and maintained by the local sponsor following construction.

## **PLANNING PROCESS**

The process employed by the Corps of Engineers for studying, developing, and implementing projects under the CAP is described below:

a. A non-Federal government unit such as a state, county, or municipality submits a written request to the Philadelphia District for an investigation of a water resource problem. In addition, for Sections 206 and 1135 the non-Federal interest may also be a non-profit entity the consent of the affected local government is necessary.

b. After receiving a request from the local sponsor, the District will conduct an initial evaluation of the problem. This includes a site visit with the requester to determine the extent and nature of the problem and whether a solution to the problem is both viable and in the interest of the Federal government. If adequate Federal interest exists, the planning process will proceed and the District may undertake studies upon approval of the North Atlantic Division. Studies are initiated subject to the availability of funds and staff. If there is not adequate Federal interest, the Corps will notify the requester that Federal assistance cannot be provided.

c. Project planning is initially funded to a certain limit solely by the Corps of Engineers, but often requires a non-Federal contribution to complete further feasibility studies. This initial effort determines whether the project is in the Federal interest and develops a Project Study Plan (PSP) to detail the cost and duration of remaining studies. The duration of these studies varies depending on the scope of the problem. For a the feasibility study, the scope and cost is negotiated between the Corps and the sponsor. The sponsor is generally responsible for 50 percent of the costs of the feasibility study, and studies with a Feasibility Cost sharing agreement signed after September 2001 may provide the entire local share, as in-kind services. All in-kind services must be determined integral to the Feasibility Study.

d. Following completion of a feasibility study, preparation of project plans and specifications is initiated. This includes developing a solicitation package based on the recommended plan. Following approval of project implementation and funding, the non-Federal sponsor and the Federal Government sign a Project Cooperation Agreement (PCA). The project is then advertised to prospective contractors and awarded to the lowest bidder. The local sponsor is required to provide the non-Federal share of project funds as well as any necessary LERRD at this time. Construction of the project is usually completed within one year of award.

e. For certain, smaller efforts, the Feasibility and Plans & Specifications Phases are combined into a single Planning and Design Analysis Phase.

## **INITIAL STUDY FUNDING**

Initial study funding varies by authority...

a. For Section 103, 107, 111, and 205 studies, the first \$100,000 is at Federal expense. All additional feasibility study costs are shared 50/50 with the non-Federal sponsor.

b. For Section 14 and 208 projects, a single phase Planning and Design Analysis (PDA) is accomplished. PDA costs are at Federal expense up to \$40,000. Costs in excess of \$40,000 are cost shared with the non-Federal sponsor during construction.

c. For Section 206 and 1135 projects, the first \$10,000 is at Federal expense for preparation of a Preliminary Restoration Plan (PRP). Depending upon the estimated Federal cost of project implementation, subsequent studies will either be conducted as feasibility studies (Federal share of project > \$1,000,000) or combined planning and design phase (Federal share of project < \$1,000,000). Feasibility studies and combined planning and design phases are initially fully funded by the Federal Government. Subsequent to project approval, plans and specification costs are initially fully funded by the Government. For approved restoration projects, the feasibility phase, plans and specification, or combined planning and design phase costs are included as part of the total project costs to be shared with the non-Federal sponsor.

d. These different patterns have evolved since each authority was based upon different legislation enacted at different times with different intentions. The following table provides a breakdown of both Feasibility and Construction cost sharing for each authority.

Type of Project	Feasibility Study Cost Share	Feasibility Study Cost Paid When	Construction Cost Share
Streambank and Shoreline Protection for Public Facilities	None- PDA instead	N/A	35%
Small Beach Erosion Control Projects	50%	As Study Progresses	35%
Small Navigation Projects	50%	As Study Progresses	10-35%
Small Flood Control Projects	50%	As Study Progresses	35%
Snagging and Clearing for Flood Control	None- PDA instead	Time of Construction	35%
Project Modifications for the Improvement of the Environment	25%	Time of Construction	25%
Aquatic Ecosystem Restoration	35%	Time of Construction	35%

## SAMPLE LETTER OF REQUEST

District Engineer  
U.S. Army Engineer District, Philadelphia  
Wanamaker Building  
100 Penn Square East  
Philadelphia, PA 19107-3390

(DATE)

Dear Sir:

In accordance with the provisions of Section 1135 (b) of the Water Resources Development Act of 1986, as amended, which authorizes the Federal government to review the water resources projects constructed by the Army Corps of Engineer to determine the need for modifications in the interests of improving the quality of the environment, the *[cooperating agency]* makes formal application for a study of *[waterway or locality, County, State]*.

*[Insert paragraph giving a brief description of problem].*

The *[cooperating agency]* understand(s) that **a fully Federally funded Preliminary Restoration Plan will first need to be prepared that determines Federal interest and defines the overall project. Subsequent investigations which could include a Ecosystem Restoration Report, development of a design and preparation of plans and specifications will follow.** The cost of which will be shared between the *[cooperating agency]* and the Corps of Engineers **with the local shared deferred until the construction phase.** The *[cooperating agency]* must **then** provide 25 percent of the project cost. Of this 25 percent share, the *[cooperating agency]* may provide up to 80 percent in in-kind services.

The *[cooperating agency]* can provide the following local cooperation **and participation needed for construction:**

1. Provide without cost to the United States all lands, easements, rights-of-way, and relocations, including suitable borrow and dredged material placement areas (LERRD), as determined by the Federal government to be necessary for the construction of the project. The value of LERRD will be included in the total project costs and credited towards the sponsor's share of project costs, **as defined in the project cooperation agreement.**

2. Hold and save the United States free from claims for damages that may result from the construction and subsequent maintenance of the project, except damages due to the fault or negligence of the United States or its contractors.

3. Assume responsibility for all costs in excess of the Federal cost limitation of \$5 million.

4. Ensure maintenance and repair of the project during the useful life of the works as required to serve the project's intended purpose, with no additional cost to the Federal government.

5. Provide a cash contribution of 5 percent of the project cost.

6. If the value of the sponsor's contribution above does not exceed 25 percent of the project cost, provide a cash contribution to make the sponsor's total contributions equal to 25 percent.

7. **The *[cooperating agency]* also understands that until it signs the project cooperation agreement or similar legal agreement it has the ability to withdraw as a cooperating agency without financial obligation. It also understands that it's continued cooperation is subject to review and approval of both the concept plan as defined in the preliminary restoration plan and the subsequent more detailed plan developed as part of plans and specifications.**

*SIGNATURE OF COOPERATING AGENCY*

*Revised September 2000*