

ZONING

224 Attachment 7

EXHIBIT B **MANUAL OF DESIGN GUIDELINES** **[Added 5-13-2024 by Ord. No. 1586-2024]**

<u>MANUAL OF DESIGN GUIDELINES</u>	
Building Type and Classification:	
<u>Overview:</u>	<p>Building types could be classified according to their size, placement in relation to the street, and overall use and occupancy. What is important to note is that building types are more important for a classification system than the use or uses of buildings.</p> <p>While the use of a building could change from time to time, the building should stay in place and be adaptively reused in order to provide a historical continuum.</p>
<u>Revitalization Guidelines & Best Practices:</u>	<ol style="list-style-type: none"> 1. The traditional building types on the blocks in Coatesville from 1st to 3rd Avenues along Lincoln Highway are retail and service buildings in a row and attached. Existing buildings are typically three to four stories in height and adjoin the sidewalk. A method of coding building types would be to require normative types of buildings which are consistent with the function of those that already exist on the block. 2. Relative to the overall composition of the City, several building types could be coded relative to their size, placement and use/occupancy including: Residential; Municipal, Civic and Quasi-Public; Downtown Service, Retail and Dining; Other Service, Retail and Dining; Light Industrial; and Industrial. 3. From a retail clustering perspective, building types could be “nested” in specific blocks to promote the long-term appreciation of specific store or shop types (e.g., clothing stores) or use types (e.g., restaurants).
Adaptive Reuse of Existing Buildings:	
<u>Overview:</u>	<p>Adaptive reuse typically involves a change of use of the building in a sympathetic way, without substantively changing the exterior architectural character. As such, the appearance of the building is maintained and the historic flavor of the building is preserved.</p> <p>Through the reuse of existing buildings, the City of Coatesville can retain its historic and architectural character, and sense of place. Adaptive reuse helps to protect and sustain the heritage character of the City.</p>
<u>Revitalization Guidelines & Best Practices:</u>	<ol style="list-style-type: none"> 1. Existing buildings should always be viewed as candidates for reuse, before considering any demolition or new construction, especially building that are two stories or more in height. An objective assessment of building conditions should be made, and a valid sales and/or rental effort should be in place for a substantial period of time, before any demolition is considered. 2. The adaptive reuse of an existing building is a type of “recycling,” whereby a building is used over and over. In the suburbs, buildings are frequently torn down in order to accommodate a new use. In the City, adaptive reuse of existing buildings is important. A wide variety of uses can be housed in the same building over a long period of time.
Alley	
<u>Overview:</u>	<p>An alley is the access route servicing the rear and/or side of buildings. The alley is very important in that it allows for the preservation of the frontage of the lot, without curb cuts, so that the buildings and sidewalk system can be oriented to the pedestrian.</p>
<u>Revitalization Guidelines & Best Practices:</u>	<ol style="list-style-type: none"> 1. Although termed a street, thoroughfares such as Diamond Street function like an alley. In some cases, therefore, the alley can be the “address” for a building where the front door is located. Typically, however, the alley provides a service function and is subordinate to the primary street.

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	<p>2. Alleys should be paved like a street so that they can be used by trucks and other service vehicles.</p> <p>3. Two-way alleys should be 20 feet in width to provide adequate lanes for two-way travel. (Alleys of 16 feet in width are eligible for Pennsylvania liquid fuels tax rebate.)</p> <p>4. Since alleys are a type of a street typically providing secondary vehicular access to the rear or side of the lot. Garages may be located on either side of the alley, are not required to have a setback, but cannot encroach into the alley right of way. Additionally, maintenance of the alley between the lot and the alley centerline and along the entire width of the property along the centerline, are the responsibility of the property owner.</p> <p>Alleys are not required to be designed with sidewalks, curbs or landscaping, but these improvements are encouraged in alleys.</p>
Building Height	
<u>Overview:</u>	The location, form, scale, height, proportion, orientation and materials of buildings is important to the character and sense of place of the City.
<u>Revitalization Guidelines & Best Practices:</u>	<p>New buildings should promote the urban form of the City, complement the street and alley network, adjoin the sidewalk, and help to form the street wall.</p> <ol style="list-style-type: none"> 1. New buildings should demonstrate context-sensitive design that expresses urbanity. Buildings that look like barns, silos, windmills, ships, boats, elephants, crumpled aluminum foil, or like icons, shall not be built in the urban context. 2. New buildings shall be constructed and maintained with materials such as brick or stone masonry (veneer or solid), architectural metals (ribbed or stucco, paneled wall systems), architectural concrete (precast or formed in place), concrete masonry (split face or textured), and fiber-cement siding. No more than 50% of the primary façade of any principal building shall be stucco or Exterior Insulated Finish System (EIFS). 3. For additional details, refer to the sections entitled: Adaptive Reuse of an Existing Building; Building Height/Width/Proportion; Building Location and Placement (Setback); Building Separation Distances; Building Size; Building Types; Build-To Line, aka Street Wall; and First/Floor/Ground Floor Use.
Building Height/Width/Proportion	
<u>Overview:</u>	<p>Building height is the vertical distance measured from the average elevation of the proposed finished grade at the front of the building to the highest point of the roof for flat roofs, to the deck line of mansard roofs, and to the mean height between eaves and ridge for gable, hip, and gambrel roofs. Many historical buildings in the City of Coatesville are two to four stories in height, with a story height of nine to 14 feet.</p> <p>Verticality is a fundamental and predominant form characteristic of the historic buildings in the City of Coatesville and that which distinguishes the historic urban form from the horizontal sprawl of the buildings built in the 1960's and onward. Most historic buildings in this area of the City are two to four stories in height, and are taller than they are wide.</p>
<u>Revitalization Guidelines & Best Practices:</u>	<ol style="list-style-type: none"> 1. Buildings shall be at a minimum of two stories in height to reinforce the scale of the Downtown. One-story buildings shall be prohibited in the TND Overlay District. 2. New buildings shall be no wider than 36 feet, unless designed with bays and offset by a one- to four-foot recess or projection at intervals of no more than 36 feet. 3. New buildings, as well as additions and alterations to existing buildings, should conform with the vertical character of the City. This includes the proportions of facades and the elements that comprise them, such as: storefronts, window and door openings, columns, balustrades, and bay windows. Building openings and windows shall not constitute less than 20% nor more than 50% of the square footage of all exterior walls.

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	<p>4. An individual principal building shall occupy no more than 10,000 square feet of gross floor area for the first floor or ground floor. If new buildings are proposed with larger footprints and wider facades than most of the buildings in the City of Coatesville, they should be designed with vertical massing and detailing to emphasize verticality. Windows should be vertical in orientation to be consistent with the traditional design of buildings in the City.</p>
<p>Building Location and Placement (Setback)</p>	
<p><u>Overview:</u></p>	<p>Building location is critical to the creation of the “public realm” of the City of Coatesville. The streetscape character of the place is formed by buildings located close to the sidewalk to promote a pedestrian-friendly frontage. Additionally, the placement requirement for a building, or its setback from the street, solidifies its location on a lot. The placement is determined by dimensional setback and build-to line requirements measured from the lot boundary, typically the street right-of-way line, the sidewalk, or the curbline at the edge of the paved cartway.</p>
<p><u>Revitalization Guidelines & Best Practices:</u></p>	<ol style="list-style-type: none"> 1. New buildings shall be placed in line with existing buildings to form a street wall, preferably in line with the existing street wall, and adjoining the sidewalk. The street wall is in place for the most part between 1st and 8th Avenues along the Lincoln Highway. However, buildings may be recessed up to four feet, or at the width allowed in the underlying district, behind the existing street wall line in order to widen sidewalk areas for a restaurant to use as a sidewalk cafe. 2. Buildings shall anchor every corner where streets and/or alleys intersect. The corner of a block may be anchored by a deck parking structure, provided it is designed with liner shops on the ground floor, and provided it is detailed with a vertical bay form. 3. On lots where there are existing buildings that are already set back from the street wall line, existing buildings shall be adaptively reused within the existing footprint by placing 36 inch to 42 inch high barriers, such as walls, decorative fencing, hedges, or other landscape or hardscape features to form the street wall line. Permanent installations are preferred over temporary installations but City codes department will have final approval of materials used. 4. The cumulative effect of proper building placement to form the street wall provides an outdoor room effect which helps to reinforce the public space and public realm of the City.
<p>Building Separation Distances</p>	
<p><u>Overview:</u></p>	<p>Building separations on the street should be maintained in the widths and at the distances that exist in the City.</p>
<p><u>Revitalization Guidelines & Best Practices:</u></p>	<ol style="list-style-type: none"> 1. The integrity of the street wall is based on the use of historically authentic building separation distances. As such, any new construction should respect the historic pattern and dimensions which have been maintained in the City for over 100 years. 2. The preferred building separation distance should be the average dimension of space between buildings on a block, across from one another on both sides of a street. 3. Along new streets, the separation distance of the street wall on one side of a street should average 70 feet across the street from the street wall on the opposite side of the street, most buildings in Coatesville are 65 to 75 feet across the street from one another.

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Building Size	
<u>Overview:</u>	The sizes of most of the buildings along the Lincoln Highway are relatively small and reflect the character of the City with a historical and traditional character.
<u>Revitalization Guidelines & Best Practices:</u>	<ol style="list-style-type: none"> 1. Building size for new buildings should be in the range of existing smaller buildings in the City. Any new buildings proposed to be larger in size than 10,000 square feet should be: relegated to locations outside of the core CBD area; off Lincoln Highway; or scaled and proportioned to blend with existing buildings on the block. Large, out-of-scale, massive footprint buildings that dwarf existing buildings have a negative impact on the streetscape character. 2. Big-box types of buildings of 15,000 square feet or greater on the first floor/ground floor would also dramatically change the scale and character of the Downtown. If a big- box is proposed, it should also be relegated to locations: outside of the core CBD area, off Lincoln Highway; or as an alternative, new buildings can be scaled and proportioned to the normative size of existing buildings using architectural features employed throughout this Manual. The City codes department will have final approval of building size if they feel the Developer is adhering to this Manual.
Build-To Line, a.k.a. Street Wall	
<u>Overview:</u>	The build-to line/street wall helps to define the overall streetscape space and, therefore, the “outdoor room” character of the City’s streetscape. The build-to line/street wall is a line which delineates the placement of the building from the sidewalk or the street on which the building fronts and is generally formed by the walls of the buildings along the street. Other structures, such as a wall or a fence, could be placed at the build-to/street wall line in certain cases.
<u>Revitalization Guidelines & Best Practices:</u>	<ol style="list-style-type: none"> 1. The street wall of any building shall be the same as the adjoining buildings on the block, to promote a continuation of the streetscape character and space. 2. On a corner lot, the build-to line should be on both sides of the lot on which the building has street frontage. 3. Whenever a front porch, portico, or stoop is involved, it shall be placed on the build-to line. 4. The build-to line may have up to a four-foot offset for a recess or projection, in order to provide variety and diversity in building location relative to the street and sidewalk. 5. Variations to the vertical expression of the building at the street wall should be made at intervals up to 36 feet so that the typical shopfront width is repeated in any building. 6. Walls of 36 to 42 inches in height should be constructed whenever open air parking, dining, or courtyard areas are built along a street frontage, so as to help define the street wall line.
Driveway Aprons	
<u>Overview:</u>	Driveway aprons enable vehicles to access a lot across the sidewalk system. Driveway aprons can create difficulties with pedestrian circulation.
<u>Revitalization Guidelines & Best Practices:</u>	<ol style="list-style-type: none"> 1. Mid-block driveway aprons should be prohibited along Lincoln Highway between 1st and 4th Avenues, in order to promote safe pedestrian frontages. 2. In the TND and overlay districts, mid-block driveway aprons should be minimized so that pedestrians can have a continuous sidewalk network flanked by shops, stores and related uses. 3. If new driveway aprons are proposed along a block where there are existing driveway aprons, they should be placed no closer than 120 feet from one another.

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Deck Parking Structure	
<u>Overview:</u>	As Downtown Coatesville revitalization efforts continue, parking structures are an acceptable way to accommodate existing and future parking demand. Such structures should complement the City’s architectural heritage.
<u>Revitalization Guidelines & Best Practices:</u>	<ol style="list-style-type: none"> 1. Locate deck parking in the general vicinity of the areas shown in the transportation plan in the most recent revitalization plan. 2. Design deck parking structures with the same vertical facade proportion as the normative buildings in the Downtown (like the Bicentennial Parking Garage in West Chester). 3. Provide first floor retail liner shops to create a pedestrian- oriented ground floor condition.
First Floor/Ground Floor Use	
<u>Overview:</u>	The use of the first floor or ground floor primarily for non-residential uses enhances the identity of the Downtown as a walking district. Such use also promotes a continuation of the “window-shopping” system for pedestrians.
<u>Revitalization Guidelines & Best Practices:</u>	<ol style="list-style-type: none"> 1. In most of the TND, the first floor/ground floor of any building shall be used for retail stores, shops, services, or other non-residential uses that lend themselves to a walkable community. 2. If a building is not used for a non-residential use at the ground floor level, it should not present a blank wall. Instead, windows or other architectural features to personalize the building and enable a continuation of uninterrupted pedestrian interest should be employed. (Ex. In shopping centers, a thirty-foot rule is used. No store front, shop front, or other space is left without some welcoming feature within a thirty-foot distance. Otherwise, people tend to go in another direction as it is not interesting to walk by a blank wall.)
Landscaping and Street Trees	
<u>Overview:</u>	<p>Landscaping in the core area of the City, between 1st and 4th Avenues along Lincoln Highway, currently includes street trees, shade trees, planting areas, and planters. This greenery provides an attractive and functional compliment to the architecture of the City.</p> <p>Street trees add charm, beauty and shade to the streets of the City. Street trees also provide a landscape architectural compliment to the architectural alignment of buildings in the City, especially along the main streets in the Downtown.</p>
<u>Revitalization Guidelines & Best Practices:</u>	<ol style="list-style-type: none"> 1. The Lincoln Highway Design Standards of the Subdivision and Land Development Ordinance should be followed for all land development initiatives along Route 30. 2. Landscape design should also be considered to include fences and walls to soften and screen the appearance of parking areas. 3. A low wall or evergreen hedge of 36 to 42 inches in height shall be placed at the street wall line to screen parking areas to help maintain streetscape character. 4. The enhancement to the landscaping in Downtown Coatesville should extend beyond 1st to 4th Avenues along Lincoln Highway. 5. Street trees to provide shade should be placed at forty-foot intervals along both sides of all streets. See “street trees” for additional details. 6. All landscape materials should conform to the American Standard for Nursery Stock of American Hort. 7. No existing street trees on City owned property or in the right of way shall be

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	<p>removed without prior approval of City Council.</p> <p>8. Street trees should be maintained, and replaced if they become damaged, diseased or otherwise die.</p> <p>9. Street trees shall be placed at intervals along both sides of all new streets or along streets where there are no existing street trees, and the spacing shall be taken from the landscaping sections of the Zoning and Subdivision and Land Development Ordinances. Such trees shall be at least three-and- one-half-inch caliper at the time of planting, and the type of such trees shall be approved by City Council.</p> <p>10. Species for street trees and shade trees should be taken from the landscaping sections of the Zoning and Subdivision and Land Development Ordinances.</p>
Mixed Use	
<u>Overview:</u>	The City of Coatesville aspires to be considered the mixed-use capital of Chester County. It has the greatest diversity of uses that bode well for a sustainable, livable, walkable community where one can live, work, shop, recreate and worship in a neighborhood setting.
<u>Revitalization Guidelines & Best Practices:</u>	<p>1. New development and redevelopment initiatives should include mixed-use elements, so as to continue the pattern of land use existing in the City.</p> <p>2. Apartments and offices above commercial are fine examples of mixed use in the Downtown.</p>
Parking: Off-Street	
<u>Overview:</u>	Off-street parking typically occurs in large expanses of paved parking areas. In the City, such parking areas should be selectively placed away from the street frontages.
<u>Revitalization Guidelines & Best Practices:</u>	<p>1. Off-street parking should be located to the rear of building to the maximum extent possible. Such parking should be accessed from alleys.</p> <p>2. If it impossible to place off-street parking to the rear of a building, it may be possible on the sides of buildings in a mid-block location.</p> <p>3. Off-street parking should never be located at a street corner where buildings should anchor the corners of streets.</p> <p>4. Any parking placed in a side yard shall be screened by a thirty-six to forty-two-inch-high wall or evergreen hedge, placed at the street wall line.</p> <p>5. Off-street parking should be prohibited in the front yards of buildings in the CBD.</p>
Parking--Lots, Private	
<u>Overview:</u>	Any private parking lot for the off-street parking of motor vehicles should not project a suburban image. Instead, parking lots should be positioned so as not to disrupt the character of the City.
<u>Revitalization Guidelines & Best Practices:</u>	<p>1. Any new open-air surface parking lots should be concealed to the maximum extent possible by buildings, low walls, hedges or other landscaping, or by opaque fencing.</p> <p>2. Parking lots should be landscaped so that their interiors have at least 10% of the otherwise paved area devoted to landscaping.</p> <p>3. If a new parking lot is built on the side of a building a wall of 36 to 42 inches in height should be constructed at the build-to line to provide an element of continuity along the streetscape in the form of a street wall.</p>

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Parking–Lots, Public	
<u>Overview:</u>	Any public parking lot for the off-street parking of motor vehicles should not project a suburban image. Instead, parking lots should be positioned so as not to disrupt the character of the City.
<u>Revitalization Guidelines & Best Practices:</u>	<ol style="list-style-type: none"> 1. Any new open-air surface parking lots should be concealed to the maximum extent possible by buildings, low walls, hedges or other landscaping, or by opaque fencing. 2. Parking lots should be landscaped so that their interiors have at least 10% of the otherwise paved area devoted to landscaping. 3. If a new parking lot is built on the side of a building, a wall of 36 to 42 inches in height should be constructed at the build-to line to provide an element of continuity along the streetscape in the form of a street wall.
Public Space	
<u>Overview:</u>	The public space of the City is the space between buildings. It is the streetscape in general, and the combination of green areas in particular, including plazas, squares, courtyards, pocket parks, walkways, promenades, riverwalks, alleys, or other outdoor space.
<u>Revitalization Guidelines & Best Practices:</u>	<ol style="list-style-type: none"> 1. Provide public space to enrich the public realm of the City. 2. Provide and maintain the features described in the sections of this Exhibit B under the headings of: Landscaping; Sidewalks; Street Lights; Street Trees/Shade Trees; and Streetscape. 3. Provide and maintain features such as pavers, benches, gazebos, pergolas, trellises, planters, plantings, lighting and sculpture. 4. Provide and maintain places for public seating and outdoor dining, where appropriate.
Sidewalks, Walkways, and Pedestrian Links	
<u>Overview:</u>	Sidewalks in the City of Coatesville serve a valuable function. Sidewalks form pedestrian accessways and a continuous pedestrian walkway network. Sidewalks provide a critical element for “way-finding” as part of the streetscape and public realm of the City, and for exercise and passive recreation.
<u>Revitalization Guidelines & Best Practices:</u>	<ol style="list-style-type: none"> 1. Sidewalks should be maintained, repaired, and extended on an ongoing basis. 2. Sidewalks and associated ramps shall be constructed to conform to ADA accessible requirements and maintained as such. Ramps crossing streets shall be connected by properly constructed and maintained crosswalks that meet PennDOT requirements. 3. Sidewalks should be placed on both sides of all streets throughout the City to enhance pedestrian circulation and neighborliness, especially to critical points such as parks, parking areas, the train station, the proposed Intermodal Transportation Center, The Flats, and the former Bethlehem/ Lukens properties. 4. Sidewalks shall be a minimum width of five feet. 5. Whenever sidewalks are located in the C-1 and C-2 Districts, they should be between five feet and 12 feet wide, depending on the available space between the existing street wall line and the curbline. 6. The existing street wall lines shall be maintained to the maximum extent possible. However, sidewalks may be widened by up to four feet beyond the existing street wall lines to provide additional space for a restaurant-sidewalk cafe. 7. Refer to the “streetscape” section for additional details.

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Street and Alley Network	
<u>Overview:</u>	The success of the urban fabric of the City is due to its effective and continuous street and alley network. Through streets enhance connections between neighborhoods. The alley relieves the frontage street from certain service functions, preserves the streetscape without curb cuts, and allows buildings to be placed forward on the lot to provide curb appeal.
<u>Revitalization Guidelines & Best Practices:</u>	<ol style="list-style-type: none"> 1. A network system of interconnected streets and alleys should be continued to effectively accommodate vehicular and pedestrian circulation throughout the City. 2. Cul-de-sac streets should be minimized. Such streets should be prohibited within the TND, except where single-access streets may be the only means of accessing certain properties. 3. Continue to improve intersections in the TND to promote safety such as crosswalks, signage, and bump-outs. Add another east-west street to connect the existing CBD to the west end of the City over the former Bethlehem/Lukens property. 4. Any development adjacent to existing streets and alleys should include extensions thereof to serve new development or redevelopment. 5. Extensions of existing streets and alleys should be named similarly to such streets and alleys.
Streetlights	
<u>Overview:</u>	Streetlights are important to the streetscape of the City as they enable an evening use and the enjoyment of the town.
<u>Revitalization Guidelines & Best Practices:</u>	<ol style="list-style-type: none"> 1. Streetlights shall be no higher than 18 feet and shall be placed no further than 80 feet apart. 2. Streetlights along the Lincoln Highway should match those recently installed in Streetscape Projects throughout the City. 3. No light shall be attached to a building that would be unshielded or create trespass glare off the property.
Streetscape	
<u>Overview:</u>	The streetscape is the overall environment along the street which projects the character of the City, including features such as the street wall at a build-to line, sidewalks, on-street parking parallel to the curbline, street trees, and buildings with porches.
<u>Revitalization Guidelines & Best Practices:</u>	<ol style="list-style-type: none"> 1. The maximum street width for any new street shall be 36 feet, with on-street parking on both sides within seven-foot- wide parking bays. There shall be two travel lanes of 11 feet each. 2. Sidewalks shall adjoin the curbline of all streets. Sidewalks in commercial districts shall lie between the street wall and the curb and shall match the sidewalk on properties adjacent to the subject property. When an entire block is being developed, the sidewalk width shall match the sidewalk width on the opposite side of the street. The sidewalk shall be at least five feet in width in the other districts. 3. Given the above dimensions, the distance between buildings across the street from one another shall average 70 feet. The seventy-foot street wall offset dimension will provide the traditional town streetscape scale. <p>The streetscape dimension of many towns along Lincoln Highway is approximately 75 feet in places like Gettysburg, PA, and Wayne, PA. (The streetscape dimension of many main streets is approximately 60 feet in places like Manayunk and West Chester.)</p>