



DELAWARE VALLEY
REGIONAL PLANNING
COMMISSION

2008



U.S. ROUTE 202

SECTION 100:
LAND USE
IMPLEMENTATION
& COORDINATION

Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency that provides continuing, comprehensive and coordinated planning to shape a vision for the future growth of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties, as well as the City of Philadelphia, in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey. DVRPC provides technical assistance and services; conducts high priority studies that respond to the requests and demands of member state and local governments; fosters cooperation among various constituents to forge a consensus on diverse regional issues; determines and meets the needs of the private sector; and practices public outreach efforts to promote two-way communication and public awareness of regional issues and the Commission.



Our logo is adapted from the official DVRPC seal, and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole, while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

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Table of Contents

Executive Summary	1
Introduction	3
Chapter 1: Goals and Objectives	7
Chapter 2: Existing Conditions	13
Chapter 3: Recommendations	37
Chapter 4: Next Steps	77
Bibliography	79
Acknowledgements	81
Appendices	
Appendix A: Smart Growth Implementation Strategies	A-1
Appendix B: Corridor Access Management Overlay (CAMO) District – Sample Ordinance	B-1
Appendix C: Transit-Oriented Development (TOD) District – Sample Ordinance	C-1
Appendix D: Official Maps	D-1
Appendix E: Land Use Changes, U.S. Route 202, Section 100, 2000-2005	E-1
<u>Maps</u>	
Map 1: Study Area	3
Map 2: Land Use, 2005	20
Map 3: Developed Land, 1995-2005	21
Map 4: Major Subdivision Proposals, 2000-2007	24
Map 5: Bicycle and Pedestrian Network	28
Map 6: Cultural and Historic Resources	33
Map 7: Recommendation Areas	44

Map 8: Recommendation Area 1 – West Goshen and Westtown	44
Map 9: Recommendation Area 2 – Thornbury (Chester County) and Birmingham	51
Map 10: Recommendation Area 3 – Chadds Ford, Thornbury (Delaware County), and Concord	51
Map 11: Recommendation Area 4 – Loop Road – Chadds Ford and Concord	60
Map 12: Recommendation Area 5 – Chadds Ford, Concord, and Bethel	60

Figures

Figure 1: Population of Study Area Townships, 1990-2005	15
Figure 2: Twenty Fastest Growing Municipalities (Percent Change), Nine County DVRPC Region, 2000-2005	16
Figure 3: Twenty Fastest Growing Municipalities (Absolute Change), Nine County DVRPC Region, 2000-2005.	16
Figure 4: Employment in the Study Area Townships, 1990-2005	17
Figure 5: Housing Units Authorized by Residential Building Permits in the Study Area Municipalities, 2000-2005	18
Figure 6: Municipalities that Issued the Greatest Number of Residential Building Permits as a Percent of their 2000 Housing Stock, Nine County DVRPC Region, 2000-2005	18
Figure 7: Acreage of Selected Land Use Categories, 2005	20
Figure 8: Developed Land in the Study Area, 1995-2005	22
Figure 9: Major Subdivision Proposals, 2000-2007	25
Figure 10: Recent Traffic Counts, U.S. Route 202, Section 100 Study Area, Chester County	29
Figure 11: Recent Traffic Counts, U.S. Route 202, Section 100 Study Area, Delaware County	31

Executive Summary

In 2001, the Delaware Valley Regional Planning Commission (DVRPC) completed the *Route 202 Section 100 Land Use Strategies Study*. Section 100 of U.S. Route 202 stretches from West Chester Borough to the Delaware state line, extending through portions of two counties and eight townships over a distance of approximately eight miles. The 2001 report recommended various land development and traffic management techniques to direct future land development, highway access, and traffic flow in conjunction with the Pennsylvania Department of Transportation's (PennDOT) planned widening of the corridor. Sample ordinances were also provided to assist municipal officials with the implementation of the study's recommendations.

For the duration of the project, DVRPC worked with a Study Advisory Committee (SAC) comprised of officials and staff from townships, Chester and Delaware counties, PennDOT, SEPTA, the Chester and Delaware county transportation management associations (TMA), and pertinent Delaware state agencies. However, despite

active participation from a range of stakeholders, most of the recommendations included in the report were not implemented. In 2006, as PennDOT continued to move forward with its plans to widen Section 100 of U.S. Route 202, DVRPC, together with Chester and Delaware counties, initiated a new effort to apply "smart growth" strategies and techniques, and to achieve transportation/land use linkages along the corridor.

U.S. Route 202 Section 100: Land Use Implementation and Coordination details the analysis and recommendations that resulted from this endeavor. The following pages also update and build upon the content of DVRPC's 2001 study of the corridor. Recommendations included in this report cover such areas as multi-municipal planning, access management, bicycle and pedestrian infrastructure, transit-oriented development, and historic preservation.

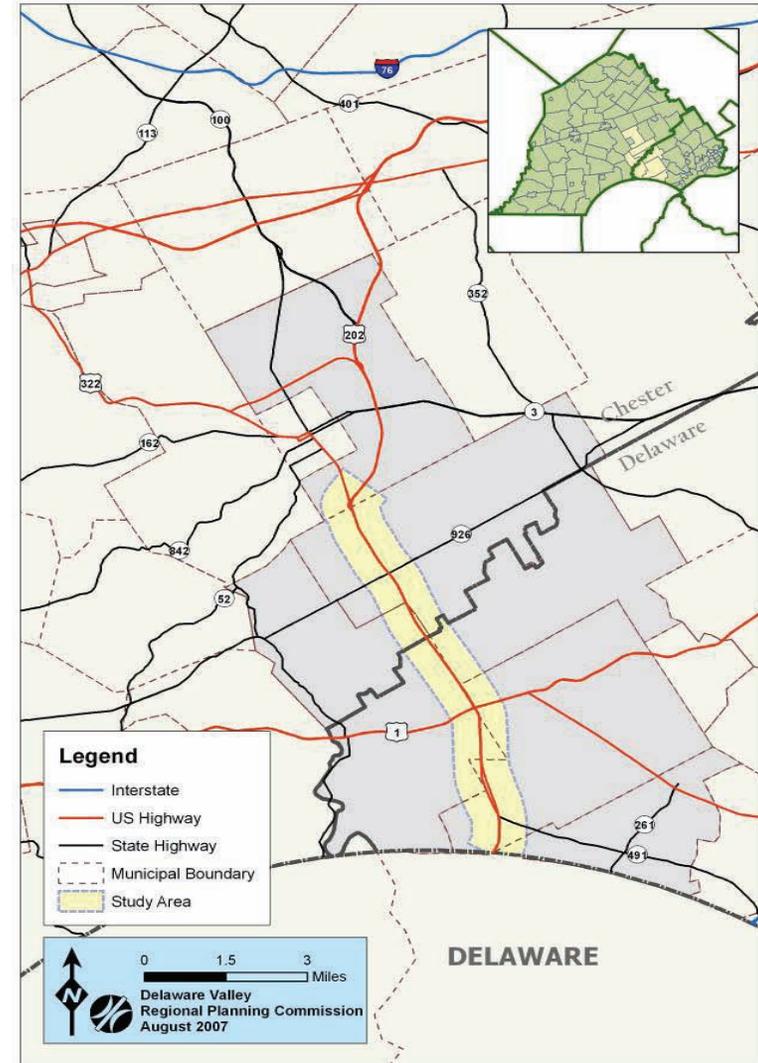
Introduction

U.S. Route 202 Section 100: Land Use Implementation and Coordination is the result of a study that was initiated by Delaware and Chester counties, with support from PennDOT, and carried out by DVRPC. The purpose of this project is to coordinate and implement recommended smart growth strategies and techniques and to achieve transportation/land use linkages along U.S. Route 202, Section 100 between West Chester Borough and the Delaware state line. The study area for this initiative encompasses all land within one-half mile of the corridor.

Corridor Description

Nearly eight miles in length, Section 100 of U.S. Route 202 extends through two counties and eight municipalities. In Chester County, these municipalities include, from north to south, West Goshen, Westtown, Thornbury, and Birmingham townships. The Delaware County municipalities, from north to south, are Chadds Ford, Thornbury, Concord, and Bethel townships. The corridor also passes through the historic Brandywine Valley, which is home to the Revolutionary War's Brandywine Battlefield.

Map 1: Study Area



Source: DVRPC, 2007.

Previous Studies

DVRPC previously completed a land use study of this corridor in 2001. Titled *Route 202 Section 100 Land Use Strategies Study*, the final report for this project included a comprehensive analysis of the existing conditions along the roadway, as well as an extensive list of recommendations. The recommendations, which complemented PennDOT's planned widening of Section 100 of U.S. Route 202, included general proposals that applied to the entire length of the roadway, as well as more targeted ideas for specific locations. Although the study area for this project included the total land area of the eight municipalities located along the corridor, the recommendations contained in the final report primarily focused on the area within one-half mile of the corridor.

Six years have now passed since the release of *Route 202 Section 100 Land Use Strategies Study*; however, PennDOT has not yet begun the construction phase of its widening project and very few of the recommendations included in DVRPC's 2001 report have been implemented. Nonetheless, land use along the corridor has continued to intensify, with new housing, shopping centers, office parks,

and other development sprouting up in every municipality along its course. Over 200 acres of forest or farmland was transformed into new developments between 2000 and 2005 alone.



New housing under construction near U.S. Route 202 in Chadds Ford Township, Delaware County.

Planning Process

Given the brisk pace of development along U.S. Route 202, Section 100, Chester and Delaware counties prompted a new effort to encourage better land use and development practices along the corridor. In 2005, DVRPC agreed to revisit its previous study of this section of U.S. Route 202 and help create an implementation and coordination strategy for the affected municipalities. This approach is described in *Chapter 1: Goals and Objectives*. DVRPC also agreed to update its analysis of land use and development along the corridor using 2000 and 2005 data. (The 2001 report utilized land use data from 1995.) The results of DVRPC's efforts are summarized in *Chapter 2: Existing Conditions*.

In addition, DVRPC assembled a Study Advisory Committee (SAC) to help guide this project. The SAC was comprised of representatives from the study area's municipalities, the Chester County Planning Commission, the Delaware County Planning Department, the offices of the Pennsylvania State Senators and Legislators that serve the study area, PennDOT, Urban Engineers (the consulting firm retained by PennDOT to provide planning assistance related to the proposed widening of U.S. Route 202), SEPTA, and the

Transportation Management Associations that operate in Chester and Delaware counties. DVRPC organized several SAC meetings over the course of this project, hosting each one in a different location along the corridor.



A view of U.S. Route 202 in Birmingham Township, Chester County.

DVRPC staff also completed extensive fieldwork along U.S. Route 202 in order to determine which recommendations from the 2001 study had been implemented and to identify new and emerging land use challenges. Representatives from Chester and Delaware counties often participated in and contributed to these field visits. *Chapter 3:*

Recommendations contains the results of this work, including a comprehensive status update on all the recommendations included in the 2001 report and new recommendations that address some of the rising concerns along the corridor. The question of “where do we go from here?” and other implementation issues are addressed in *Chapter 4: Next Steps*.

Linking Land Use and Transportation Planning

If done properly, corridor planning can recognize and illuminate the linkages between land use and transportation. It can also help facilitate multi-municipal and cross-county planning activities and lay the groundwork for future implementation efforts. Without doubt, land use patterns have an impact on trip making and traffic generation. Conversely, land use is affected by the structure and dynamics of existing transportation systems. The challenge to planners and local officials is to develop a thorough understanding of how issues as divergent as zoning, congestion management, multi-modalism, and historic preservation can all be coherently and collectively incorporated into effective corridor plans. Through its ongoing efforts to support effective planning along U.S.

Route 202, Section 100, and other corridors in its service area, DVRPC has sought to demonstrate that this challenge is certainly surmountable.

Chapter 1: Goals and Objectives

The purpose of this report is to guide the coordination and implementation of recommended smart growth strategies and techniques and to achieve transportation/land use linkages along Section 100 of the U.S. Route 202 corridor.¹

The specific recommendations, which are described in *Chapter 3* of this document, include all the recommendations that appeared in the 2001 report, as well as some new recommendations that address emerging challenges along the roadway.

When, in 2005, it became clear to DVRPC, the Chester County Planning Commission, and the Delaware County Planning Department that many of the recommendations included in the 2001 report were not being implemented by local municipalities, the three agencies began formulating a set of goals to guide a second phase of the study. Although PennDOT was continuing to move forward with its plans to widen U.S. Route 202 between West Chester Borough and the Delaware state line, construction had not yet commenced. Thus, a window of time remained to help the

affected communities plan for future land use along the roadway. Among the general goals that were devised to guide the new phase of the U.S. Route 202, Section 100 study were the following:

Study Goals

1. **Initiate coordination and technical assistance activities** for Section 100 of the U.S. 202 corridor.
2. **Achieve implementation** of the recommendations outlined in DVRPC's 2001 study.
3. **Link effective and applicable land use strategies and smart growth techniques** to PennDOT's continuing transportation engineering analysis and EIS review of the proposed widening of U.S. 202.
4. **Preserve the capacity of the improved highway**, thereby protecting PennDOT's investment in the facility.

In order to achieve the goals outlined above, DVRPC, together with the Chester County Planning Commission and

¹ PennDOT has defined various sections of U.S. Route 202 as 100 to 800, traveling south to north in southeastern Pennsylvania.

Delaware County Planning Department, identified a series of objectives to direct the project's progress over time. These objectives are listed below.

Study Objectives

1. Reestablish the multi-agency Study Advisory Committee (SAC) assembled in 2001.

Over the course of this study, DVRPC staff convened several SAC meetings, each held at a different township building or county planning office. These meetings were generally attended by more than 20 local stakeholders, including municipal officials, transportation agency representatives, and advisors to area state legislators, among others. Some meetings focused on a specific planning issue. For example, one SAC gathering focused on opportunities for multi-modal transportation planning along the U.S. Route 202 corridor, while another centered on some of the various planning and regulatory techniques that could be utilized to enhance access management in the study area.

In addition to the SAC, DVRPC staff met separately and on several occasions with representatives from the

Chester County Planning Commission, the Delaware County Planning Department, and PennDOT, among others.

2. Revisit the initial study's recommendations and assess their implementation status.

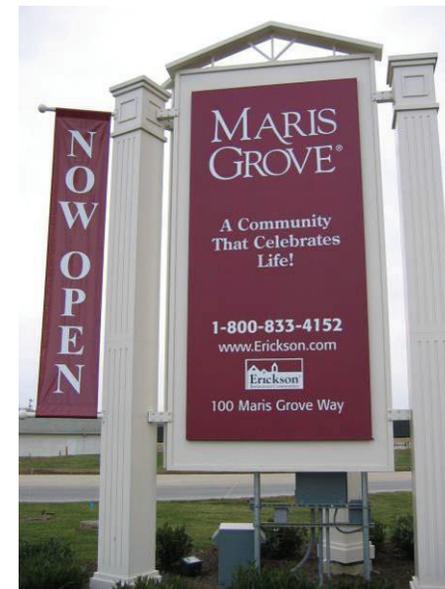
DVRPC's 2001 study of U.S. Route 202, Section 100 corridor included dozens of planning recommendations. Some of these recommendations were general in scope and applied to the entire length of the corridor. Others were more focused and addressed specific challenges and needs at defined locations within the study area. In 2006 and 2007, DVRPC staff revisited the recommendations included in its earlier report and developed an updated status matrix. Extensive field work and meetings with county planning staff, municipal officials, PennDOT, and SEPTA greatly informed the content of the matrix, which provides current (as of August 2007) information about all progress made toward implementing the recommendations included in the 2001 report. DVRPC staff also developed some additional recommendations that address rising issues of concern. These include, but are not limited to, the

absence of shelters and pedestrian infrastructure in the vicinity of the new bus stops for SEPTA route 306, the construction of several new large-scale and auto-oriented development projects near the intersection of U.S. Route 202 and U.S. Route 1 in Concord Township, and the general lack of any sidewalks or trails linking the new housing subdivisions along the corridor with nearby commercial and community uses. See *Chapter 3: Recommendations* for a complete inventory of these new recommendations, as well as the updated status matrix that is based on the content of the 2001 study.

3. Determine local officials' level of interest in achieving a smarter growth corridor by taking proactive and affirmative steps to further implement the recommendations included in the 2001 study.

Given the strong attendance and active audience participation at SAC meetings, it is clear that area residents and local stakeholders recognize the need to improve transportation/land use linkages along Section 100 of U.S. Route 202. Recent new development in the study area has attracted additional vehicular traffic, which affects congestion on several local roadways in

addition to U.S. Route 202. The corridor now functions more as a regional thoroughfare than a local highway, and this transition has produced an auto-oriented environment that is hostile to pedestrians and bicycles, threatens the integrity of the area's significant historic resources, and is increasingly dominated by anonymous, sprawling development projects that reflect few of the tenets of smart growth.



A senior housing community, a hospital, and several big-box retail stores are all under construction in Concord Township near the intersection of U.S. Route 1 and U.S. Route 202.

Using this report and the 2001 study as information and implementation guides, DVRPC staff, with assistance from the Chester County Planning Commission and the Delaware County Planning Department, will continue to work with the townships located along the corridor to implement the recommendations included in both documents. Both Chester and Delaware counties have identified Section 100 of U.S. Route 202 as one of their highest priority planning and transportation improvement areas. However, with PennDOT's resources becoming increasingly stretched to cover a wide range of needed infrastructure improvements across the commonwealth, it is essential that local governments utilize their regulatory powers to improve land use patterns and better manage growth within their municipal boundaries. Multi-municipal cooperation is also necessary to ensure that consistent and complementary planning occurs along the corridor and throughout the study area. Going forward, DVRPC and Chester and Delaware counties are committed to supporting the implementation of smart growth strategies in this dynamic section of the Delaware Valley region.



Cherry Creek, a new housing subdivision just east of U.S. Route 202 is located in Thornbury Township, Delaware County.



The Shoppes at Dilworthtown Crossing in Thornbury Township, Chester County, are located immediately north of Cherry Creek (above); however, no sidewalks currently exist to link the two developments. As a result, Cherry Creek residents drive to reach shops that are within walking distance of their homes.

4. Provide sample ordinance amendments and other regulatory tools for adaptation by municipalities that are interested in achieving a smarter growth corridor.

The *Appendix* to this report includes model ordinance amendments and information about other regulatory techniques that may be adapted to encourage smarter growth patterns along the U.S. Route 202, Section 100 corridor. Much of the material that appears in the *Appendix* was discussed with the SAC at its May 2007 meeting and includes information about the planning tools that were identified by municipal officials and county-level planning staff as being particularly applicable to the study area. These tools include official maps and corridor access management and transit-oriented development overlay districts. For additional information about how and where such planning techniques could be applied along the corridor, see *Chapter 3: Recommendations*.

Chapter 2: Existing Conditions

DVRPC's 2001 report, *Route 202 Section 100 Land Use Strategies Study*, included a comprehensive inventory of existing transportation, land use, and demographic conditions along the corridor. Since the completion of that document, the townships located in the vicinity of Section 100 of U.S. Route 202 have continued to grow and change, accommodating thousands of new housing units, jobs, and automobiles over the course of just six years.

The following pages offer an overview of the current conditions along the U.S. Route 202, Section 100 corridor. Comparative information and analysis describing recent development and demographic trends in the study area are also provided. This chapter is divided into four sections, each addressing a collection of related issues that are relevant to the planned widening of U.S. Route 202, Section 100, and other proposed improvements to the roadway. The four sections are as follows:

- Population, Employment, and Housing;
- Land Use;
- Circulation; and
- Cultural and Historic Resources.

The data included in this chapter was collected from a variety of public sources and analyzed by DVRPC staff. Fieldwork and input from Study Advisory Committee members also informed the content of this section.



Jimmy John's, a restaurant and local landmark on U.S. Route 202 in Delaware County.

Population, Employment, and Housing

Since 2001, when DVRPC published *Route 202 Section 100 Land Use Strategies Study*, population and job growth along the corridor has been brisk. Between 2000 and 2005, more than 9,000 additional residents established homes in the eight municipalities in the study area. Additionally, during this same five-year time period, the study area municipalities issued building permits for 4,203 residential units, the vast majority of them single-family.

In 2001, the Federal Highway Administration (FHWA) estimated that individual households in the United States owned an average of 1.9 vehicles. If every household moving into one of these units owns that same average number of cars, that equates to nearly 8,000 additional vehicles utilizing local roads on a daily basis. As the most significant commercial arterial in this section of Chester and Delaware counties, U.S. Route 202 has undoubtedly been impacted by the influx of new residents in the form of additional traffic congestion.

Employment growth is also occurring in this area. Between 2000 and 2005, DVRPC estimates that nearly 2,000 additional jobs were created in the studied townships.

Among the new businesses in the area is Applied Card Systems, which employs several hundred in a facility at the intersection of U.S. Route 202 and U.S. Route 1. Many new jobs have also been created through the construction of new shopping centers, including the Shoppes at Dilworthtown Crossing in Thornbury Township (Chester County), and several smaller commercial buildings along the U.S. Route 202 corridor. The 90-bed Main Line Health hospital, the Maris Grove senior housing complex, and the Concordville Town Center, all currently under construction along U.S. Route 1 east of U.S. Route 202 in Concord Township, will bring even more employment and visitors to the area, as will the planned construction of an additional shopping center opposite the existing Glen Eagle Shopping Center near the intersection of U.S. Route 202 and Springhill Road in Concord Township.

The following tables summarize recent population, employment, and residential development trends in the eight townships located along Section 100 of the U.S. Route 202 corridor. Collectively, these municipalities comprise one of the fastest growing sections of the nine-county Delaware Valley region.

Population

Since 1990, all eight townships in the study area have experienced some level of population growth. Birmingham, Thornbury, and West Goshen in Chester County, and Bethel, Concord, and Thornbury in Delaware County each welcomed at least 1,600 new residents between 1990 and 2005. (Concord welcomed a staggering 8,586 new residents, more than doubling its 1990 population of 6,933.) Not to be outdone, the two slowest growing townships, Westtown in Chester County and Chadds Ford in Delaware County, are currently in the process of developing large residential projects (The Estates at Chadds Ford in Chadds Ford and the Crebilly Farm property in Westtown) that will likely give their local populations a hefty boost by 2010.

Figure 1: Population of Study Area Townships, 1990-2005

Municipality	1990	2000	2005	% Change 1990-2000	Absolute Change 1990-2000	% Change 1990-2005	Absolute Change 1990-2005	% Change 2000-2005	Absolute Change 2000-2005
Chester County									
Birmingham	2,636	4,230	4,265	60%	1,594	62%	1,629	1%	35
Thornbury	1,131	2,718	2,932	140%	1,587	159%	1,801	8%	214
West Goshen	18,082	20,571	21,176	14%	2,489	17%	3,094	3%	605
Westtown	9,937	10,371	10,608	4%	434	7%	671	2%	237
Subtotal	31,786	37,890	38,981	19%	6,104	23%	7,195	3%	1,091
Delaware County									
Bethel	3,330	6,562	9,309	97%	3,232	180%	5,979	42%	2,747
Chadds Ford	3,118	3,172	3,209	2%	54	3%	91	1%	37
Concord	6,933	11,354	15,519	64%	4,421	124%	8,586	37%	4,165
Thornbury	5,056	5,810	7,090	15%	754	40%	2,034	22%	1,280
Subtotal	18,437	26,898	35,127	45%	8,461	90%	16,690	31%	8,229
Study Corridor Total	50,223	64,788	74,108	29%	14,565	48%	23,885	14%	9,320

Source: DVRPC, 2006.

Population Growth: A Regional Perspective

As shown on the following two tables, some of the municipalities in the study area are among the fastest growing in DVRPC's nine-county service area, both in terms of their absolute growth and their rate of change over time. Between 2000 and 2005, Concord and Bethel townships in Delaware County experienced particularly rapid population growth. Both townships saw their total population increase by more than one-third and each welcomed thousands of new residents.

Figure 2: Twenty Fastest Growing Municipalities (Percent Change), Nine-County DVRPC Region, 2000-2005

Rank	Municipality, County	Percent Change, 2000-2005
1	Woolwich Township, Gloucester	137%
2	Ivyland Borough, Bucks	63%
3	Penn Township, Chester	62%
4	Mansfield Township, Burlington	50%
5	East Caln Township, Chester	47%
6	Hainesport Township, Burlington	45%
7	Bethel Township, Delaware	42%
8	East Nottingham Township, Chester	39%
9	Concord Township, Delaware	37%
10	Charlestown Township, Chester	35%
11	East Fallowfield Township, Chester	29%
12	Harrison Township, Gloucester	28%
13	Berlin Borough, Camden	26%
14	South Coventry Township, Chester	25%
15	Skippack Township, Montgomery	25%
16	Sadsbury Township, Chester	24%
17	Richland Township, Bucks	24%
18	East Coventry Township, Chester	24%
19	Warrington Township, Bucks	23%
20	Chesilhurst Borough, Camden	23%

Source: DVRPC, 2006.

Figure 3: Twenty Fastest Growing Municipalities (Absolute Change), Nine-County DVRPC Region, 2000-2005

Rank	Municipality, County	Absolute Change, 2000-2005
1	Evesham Township, Burlington	4,433
2	Woolwich Township, Gloucester	4,373
3	Concord Township, Delaware	4,165
4	Warrington Township, Bucks	4,089
5	West Windsor Township, Mercer	3,949
6	Washington Township, Gloucester	3,503
7	Middletown Township, Bucks	3,213
8	Deptford Township, Gloucester	2,926
9	Winslow Township, Camden	2,881
10	Hamilton Township, Mercer	2,748
11	Bethel Township, Delaware	2,747
12	Upper Providence Township, Montgomery	2,698
13	Limerick Township, Montgomery	2,666
14	Mansfield Township, Burlington	2,646
15	Skippack Township, Montgomery	2,518
16	Monroe Township, Gloucester	2,450
17	Lower Providence Township, Montgomery	2,447
18	Harrison Township, Gloucester	2,439
19	Richland Township, Bucks	2,396
20	Warwick Township, Bucks	2,379

Source: DVRPC, 2006.

Employment

With thousands of new residents locating along the U.S. Route 202 corridor in Chester and Delaware counties, employers have followed suit, hoping to attract employees and customers from among the area's affluent residents. (At the time the 2000 Census was completed, median household incomes in the studied townships ranged from \$71,055 in West Goshen to \$130,096 in Birmingham.) Since 1990, West Goshen and Concord townships have experienced particularly dramatic employment growth in terms of the total number of jobs created. This is partly due to recent office and retail development along Airport Road and PA Route 3 in West Goshen and the construction of Applied Card Systems' new facility in Concord.

Figure 4: Employment in the Study Area Townships, 1990-2005

Municipality	1990	2000	2005	% Change 1990-2000	Absolute Change 1990-2000	% Change 1990-2005	Absolute Change 1990-2005	% Change 2000-2005	Absolute Change 2000-2005
Chester County									
Birmingham	211	619	632	193%	408	200%	421	2%	13
Thornbury	185	669	721	262%	484	290%	536	8%	52
West Goshen	14,921	18,802	19,503	26%	3,881	31%	4,582	4%	701
Westtown	2,629	3,115	3,291	18%	486	25%	662	6%	176
Subtotal	17,946	23,205	24,147	29%	5,259	35%	6,201	4%	942
Delaware County									
Bethel	909	1,015	1,124	12%	106	24%	215	11%	109
Chadds Ford	5,487	5,391	5,477	-2%	-96	0%	-10	2%	86
Concord	3,974	6,464	7,256	63%	2,490	83%	3,282	12%	792
Thornbury	2,221	2,141	2,200	-4%	-80	-1%	-21	3%	59
Subtotal	12,591	15,011	16,057	19%	2,420	28%	3,466	7%	1,046
Study Area Total	30,537	38,216	40,204	25%	7,679	32%	9,667	5%	1,988

Source: DVRPC, 2007.

Housing

In addition to adding residents and jobs, the municipalities located along Section 100 of the U.S. Route 202 corridor are also increasing their stock of housing units. Bethel, Concord, and Thornbury (Delaware County) townships have recently experienced particularly rapid rates of residential development. Between 2000 and 2005, these three townships issued enough residential building permits to increase their total housing stock by more than 40 percent. In terms of planned residential construction, Bethel, Concord, and Thornbury were the fastest growing in Delaware County and among the top ten fastest growing municipalities in DVRPC's nine-county region.

Figure 5: Housing Units Authorized by Residential Building Permits in the Study Area Municipalities, 2000-2005

Municipality	Single-Family Units	Multi-Family Units	Total Units
Chester County			
Birmingham	24	0	24
Thornbury	102	0	102
West Goshen	310	12	322
Westtown	184	0	184
Subtotal	620	12	632
Delaware County			
Bethel	825	370	1195
Chadds Ford	52	0	52
Concord	720	967	1687
Thornbury	637	0	637
Subtotal	2,234	1,337	3,571
Study Area Total	2,854	1,349	4,203

Source: DVRPC, 2006.

Figure 6: Municipalities that Issued the Greatest Number of Residential Building Permits as a Percent of their 2000 Housing Stock, Nine County DVRPC Region, 2000-2005

Rank	Municipality, County	Units Authorized as a % of 2000 Housing Stock
1	Woolwich Township, Gloucester	188%
2	Penn Township, Chester	90%
3	Ivyland Borough, Bucks	73%
4	Bethel Township, Delaware	59%
5	Mansfield Township, Burlington	57%
6	East Caln Township, Chester	53%
7	Hainsport Township, Burlington	50%
8	Concord Township, Delaware	48%
9	Thornbury Township, Delaware	46%
10	Charlestown Township, Chester	46%
11	Skippack Township, Montgomery	45%
12	East Nottingham Township, Chester	44%
13	Upper Uwchlan Township, Chester	41%
14	East Fallowfield Township, Chester	38%
15	Harrison Township, Gloucester	37%

Source: DVRPC, 2006.

Land Use

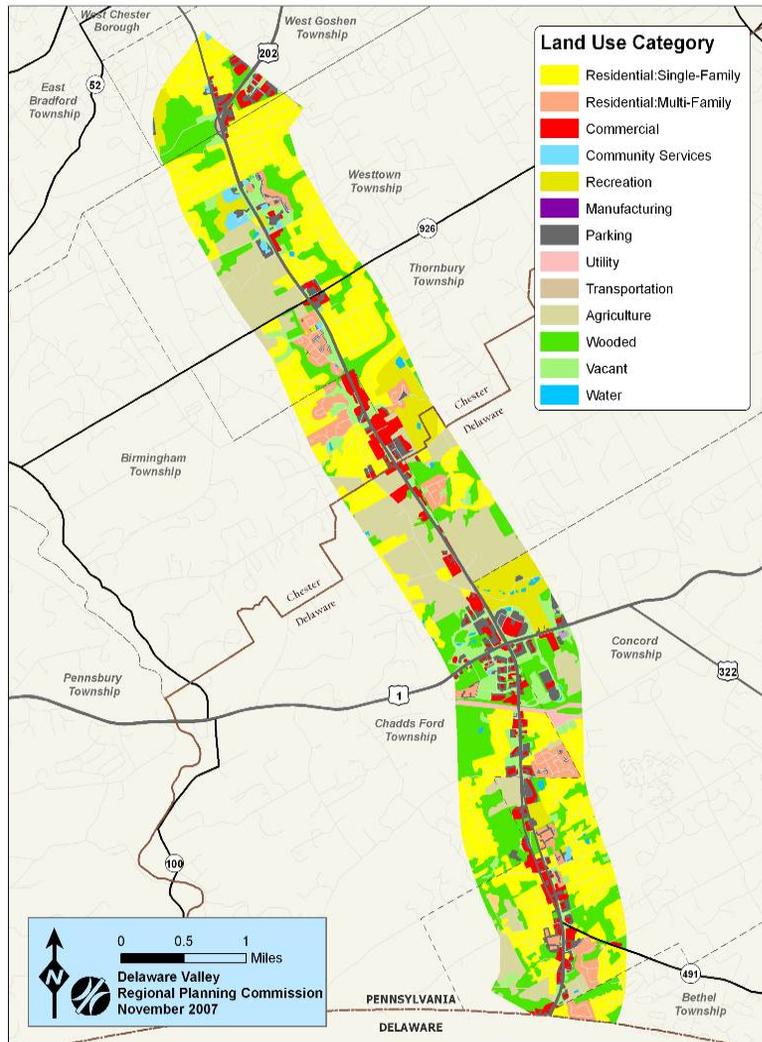
As the study area has experienced steady population and job growth, and has consequently seen a considerable amount of new construction, land use patterns have also changed. New development has occurred in many forms, including single-family residential subdivisions, apartment complexes, office buildings, individual commercial buildings, such as banks and restaurants, larger strip retail centers, and automobile dealerships. Where new buildings were constructed, especially for retail and office uses, surrounding sections of land were also paved over to accommodate surface parking. Several existing buildings also expanded or added additional parking facilities. The amount of agricultural, wooded, and vacant land in the study area was thus decreased in order to accommodate new development and growth.

As part of its 2001 study of U.S. Route 202, Section 100, DVRPC completed an analysis of the land use conditions along the corridor. Every five years, DVRPC commissions new aerial photographs of its entire nine-county service area. These images are then used to update the agency's regional land use database. At the time the 2001 study was completed, the most recent regional land use data available

dated from 1995. Since then, data from 2000 and 2005 has become available. These more recent data sets were utilized by DVRPC staff during the preparation of this current report. DVRPC staff also completed several field visits to the study area in order to confirm the accuracy of the land use data and assess the traffic and aesthetic impacts of recent land use changes. Whereas the 2001 report examined land use throughout the eight municipalities located along the corridor, this study primarily focuses on the land area within a half-mile of the corridor in order to gain a deeper understanding of how recent development projects are affecting the appearance and functionality of the roadway. The land use categories used in this document are consistent with the previous report; however, in this update, vacant land also includes large undeveloped portions of commercial properties. A detailed inventory of the approximately 50 land use changes that occurred along the corridor between 2000 and 2005 is located in *Appendix E*.

The U.S. Route 202, Section 100 study area contains 5,303 acres. Single-family detached residential units occupy the largest portion of the study area, covering 1,806 acres, or 34

Map 2: Land Use, 2005



Source: DVRPC, 2007.

Figure 7: Acreage of Selected Land Use Categories, 2005

Land Use Type	Delaware	Chester	Total	Percent of Total
Residential: Single-Family Detached	816	990	1,806	34%
Residential: Multi-Family	150	127	277	5%
Commercial	159	108	267	5%
Parking	168	90	258	5%
Other Developed	262	216	478	9%
Agriculture	585	246	831	16%
Wooded	652	350	1,002	19%
Vacant and Water	243	141	384	7%
Total	3,035	2,268	5,303	100%

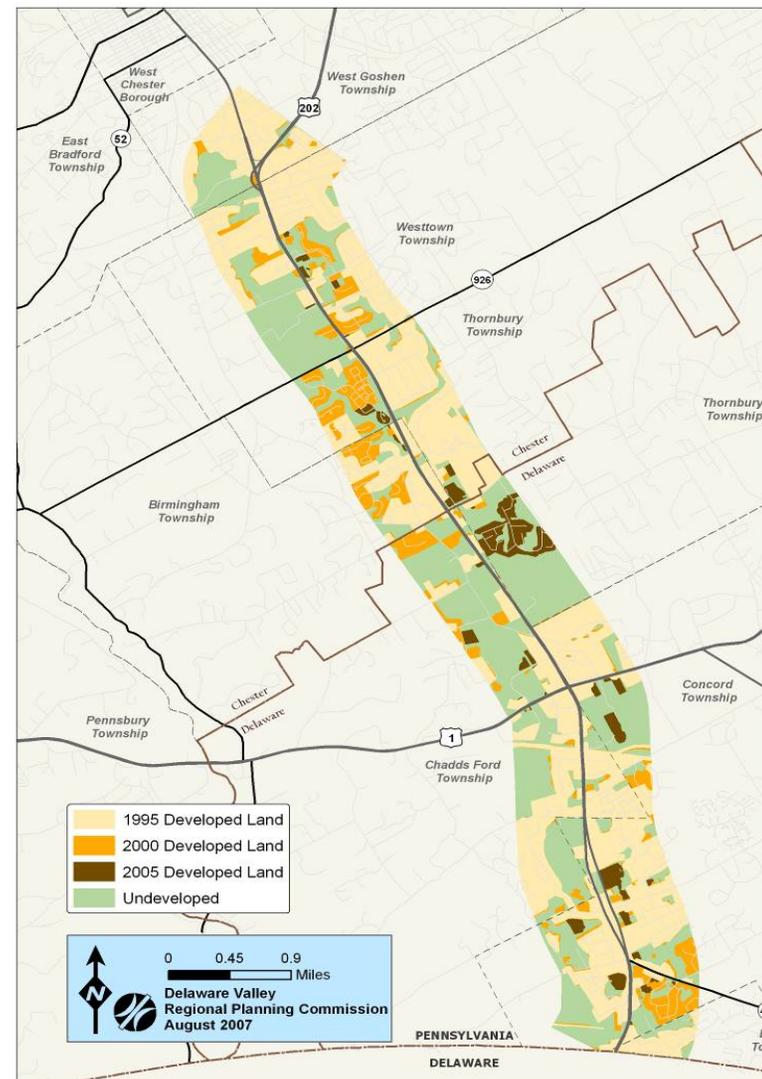
Source: DVRPC, 2007.

percent of the total study area in 2005. Today, this figure is even higher, as construction of the Estates at Chadds Ford in Chadds Ford Township, a 172-acre Toll Brothers housing development on the site of a former Girl Scout camp, did not commence until 2006. Multi-family residential uses (277 acres), commercial properties (267 acres), and parking facilities (258 acres) each cover about five percent of the total study area. (In this report, all parking, including surface lots that surround commercial structures, is considered a separate land use.) Agricultural and wooded properties still occupy about 35 percent of the total study area; however,

between 1995 and 2005, the amount of agricultural land decreased by 32 percent (1,222 to 831 acres) and wooded areas were reduced by 17 percent (1,208 to 1,002 acres). Remaining concentrations of wooded or agricultural spaces that are adjacent to Route 202 are located in West Goshen and Westtown townships in Chester County, and Thornbury and Chadds Ford townships in Delaware County. *Map 2: Land Use, 2005* illustrates land use by category, while *Figure 7: Acreage of Selected Land Use Categories, 2005* quantifies the total land area occupied by various uses. Please note that, for the purposes of this study, most of the Brandywine Battlefield property is classified as agricultural.

Between 1995 and 2005, 444 acres, or 8.4 percent of the study area, was converted from undeveloped (generally wooded, agricultural, water, or vacant) to developed. This figure includes 228 acres (4.3 percent of the total study area) that were developed between 1995 and 2000, and 216 acres (4.1 percent) that were developed between 2000 and 2005. Currently, 3,086 acres, or 58 percent of the study area, may be classified as “developed.” These areas are illustrated in *Map 3: Developed Land, 1995-2005*. Since 1995, the amount of land developed in the study area has been fairly evenly divided between Chester and Delaware counties. While 218 acres were developed in Delaware

Map 3: Developed Land, 1995 - 2005



Source: DVRPC, 2007.

County municipalities between 1995 and 2005, municipalities in Chester County saw the development of 227 acres. These changes now make the Delaware County portion of the corridor about 51 percent developed, while the Chester County portion is 67 percent developed.

Figure 8: Developed Land in the Study Area, 1995-2005

	1995	2000	2005
Number of Developed Acres			
Delaware County	1,337	1,381	1,555
Chester County	1,304	1,488	1,531
Study Area Total	2,641	2,869	3,086
Percent of Total Land			
Delaware County	44%	46%	51%
Chester County	57%	66%	67%
Study Area Total	50%	54%	58%

Source: DVRPC, 2007

Recent Trends

In Chester County, as the study area has become increasingly built out, the pace of new development seems to have slowed. While 184 acres were developed in the Chester County portion of the study area between 1995 and 2000, only 43 acres were developed between 2000 and 2005. Those 43 acres include 11 acres of new residential development and 13 acres of commercial uses. Among the

new commercial facilities that were completed in Chester County between 2000 and 2005 are the Shoppes at Dilworthtown Crossing in Thornbury Township, and two automotive dealerships in Birmingham Township. Most of the remaining 19 acres that were developed between 2000 and 2005 are surface parking lots that serve the new commercial properties.

In Delaware County, the pace of development was much more brisk between 2000 and 2005 than it was between 1995 and 2000. While just 44 acres were developed in the Delaware County portion of the study area between 1995 and 2000, 174 acres were developed between 2000 and 2005. During this five-year time period, single-family and multi-family residential units were the dominant forms of new construction covering just over 120 acres. Noteworthy projects completed between 2000 and 2005 include the Cherry Creek Conservation Community, with 240 for-sale units in Thornbury Township, the 352-unit Camden Valleybrook apartments in Concord Township, and the 280-unit Windsor at Brandywine apartment complex, also in Concord Township.

New commercial development also took place in the Delaware County municipalities between 2000 and 2005. After adjusting for the redevelopment of a few previously utilized sites along the southern half of the corridor, DVRPC estimates that 14 acres of new commercial uses were constructed during this time period. Completed projects include multi-story office buildings, such as Applied Card Systems' facility in Concord Township, and Endo I and Endo II in Chadds Ford Township. New strip retail centers were also developed, among them Crossroads Center in Concord Township and Keystone Plaza in Chadds Ford Township.

Commercial development also brought additional parking facilities to the corridor. Although parking is often located on properties that can be classified as commercial, institutional, or some other use, it is, as noted on page 20, considered a separate land use in this report. Thus, property that is used exclusively for parking is not included in the acreage sums for any of the other land use categories discussed in this document. Between 2000 and 2005, a total of 63 additional acres of parking were added to the study area. Assuming the typical surface parking space occupies a 300 to 350 square foot area (includes space for access lanes, landscaping, and site restrictions), DVRPC estimates that

7,900 parking spaces were added to the corridor during this five-year span.

Proposed Subdivisions

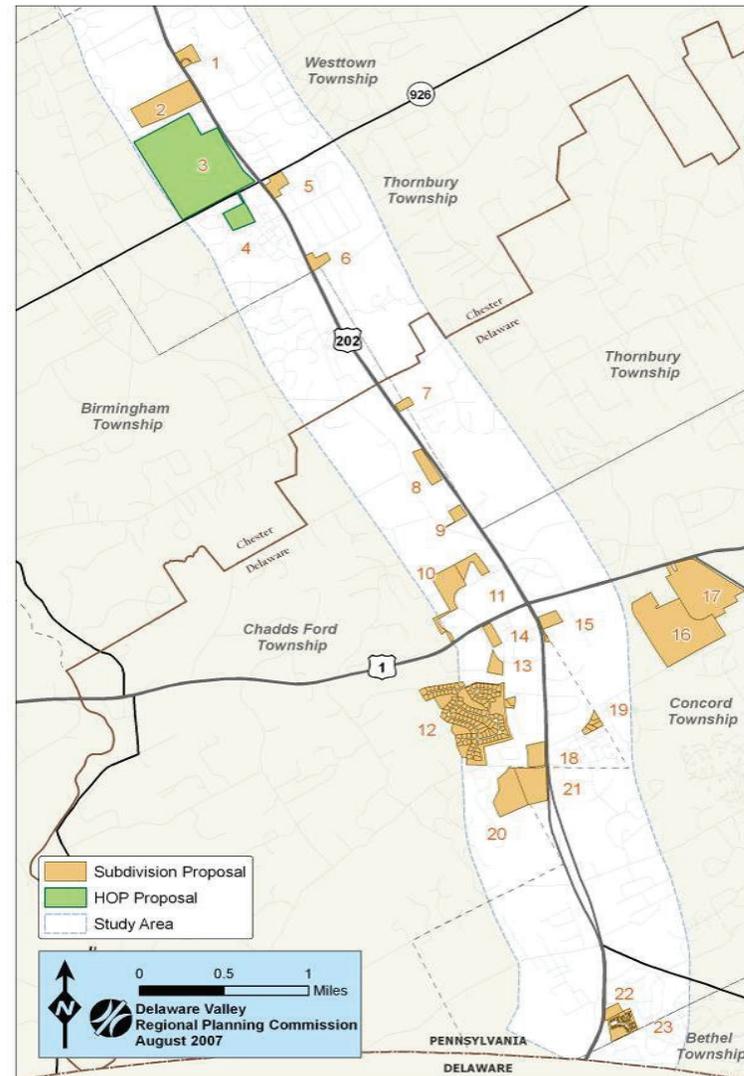
Subdivision and land development ordinances provide municipalities with the authority to regulate new construction and land use changes within their boundaries. Between 2000 and 2006, almost 100 subdivision proposals for sites within the study area were submitted for municipal review. *Map 4* and *Figure 9* illustrate some of the major subdivision proposals along and near Section 100 of U.S. Route 202. Some of these projects were approved after DVRPC completed its 2005 regional land use survey; hence, they do not appear on *Map 2: Land Use, 2005*. In the intervening years, however, several more of the listed proposals have been approved and many projects that were not yet a reality in 2005 are now under construction or complete.

One large subdivision that is currently under construction is the previously mentioned Estates at Chadds Ford in Chadds Ford Township. This project is comprised of 120 single-family units on a 172-acre site. Because ground was not broken on this project until 2006, it did not register on DVRPC's 2005 land use survey. *Figure 9: Major*

Subdivision Proposals, 2000-2007 provides information about the Estates at Chadds Ford and other planned projects that will have a significant impact on U.S. Route 202, Section 100 and the defined study area for years to come. Major projects that are currently under construction just outside of the study area, along U.S. Route 1 in Concord Township, are also worth noting. These include, but are not limited to, the following: Maris Grove, an age-restricted community with more than 750 housing units; and the Concordville Town Center, which will be anchored by Target, Home Depot, and an Acme supermarket.

Additionally, there are several targeted development sites along U.S. Route 202, Section 100 for which subdivision proposals have not yet been submitted. Among the most significant of these is the Crebilly Farm property, which is located at the northwest corner of U.S. Route 202 and PA Route 926 in Westtown Township. One possible development scenario for this site includes the construction of 800 assisted living units and 15 acres of office space. Another proposed project, Old Ridge Village, which is intended for a 10.2 acre site at the intersection of U.S. Route 202 and Ridge Road in Concord Township, would provide more than 45,000 square feet of commercial space.

Map 4: Major Subdivision Proposals, 2000-2007



Source: Chester County Planning Commission and Delaware County Planning Department, 2007.

Figure 9: Major Subdivision Proposals, 2000 – 2007

No.	Development Name	Municipality	Acres	Proposal
1	Fountains at Westtown	Westtown	5.9	64 apartments
2	Tag Builders	Westtown	38.7	36 single-family homes
3	Crebilly Farms	Westtown	143.5	800 assisted living units
4	Brinton Place Village	Thornbury (Chester)	12.3	9 single-family homes and 21 town homes
5	Commons at Thornbury	Thornbury (Chester)	10.6	2,230 square feet of retail
6	GOH Property	Thornbury (Chester)	5.9	28 single-family homes
7	Ferver	Thornbury (Delaware)	4.1	Landscaping storage facility
8	Watkins Property	Chadds Ford	13.8	Subdivide into 2 lots
9	Fisher Carpet One	Chadds Ford	3.8	36,396 square feet of commercial space
10	Calvery Chapel	Chadds Ford	18.4	86,285 square foot religious facility
11	Painters Crossing Three	Chadds Ford	4.3	48,600 square feet of office space
12	Camp Sunset Hill (Estates at Chadds Ford)	Chadds Ford	171.8	120 single-family homes and 80 acres of open space
13	CF Business Camp #11	Chadds Ford	7.1	41,580 square feet of office space
14	Gakis	Chadds Ford	5.6	16,800 square feet of retail and office space and 12,000 square feet of industrial space
15	Hionis Properties	Concord	5.3	28,500 square feet of space to accommodate a restaurant, 2 retail buildings, a bank, and a daycare facility
16	Maris Grove Campus	Concord	85.3	528 units, 228 assisted living units, and 2 community centers, totaling 139,500 square feet, and a 9,553 square foot chapel

Figure 9 (continued): Major Subdivision Proposals, 2000 – 2007

No.	Development Name	Municipality	Acres	Proposal
17	Concordville Town Center	Concord	72.5	538,160 square foot commercial/retail center
18	Old Ridge Village	Chadds Ford	10.2	10.2 acres with 4 buildings totaling 46,250 square feet.
19	Marshall Estates	Concord	5.7	Subdivide 5.7 acres into 5 lots
20	Ridge Associates	Chadds Ford	25.5	190,000 square feet of retail and restaurant space
21	Shops at Ridge Road	Concord	21.2	190,000 square feet of retail and restaurant space
22	Cheeburger Cheeburger and Route 202 Motors	Concord	4.7	2 commercial spaces
23	Concord Place	Concord	14.4	28 townhouses and 22 twin home units

Source: Chester County Planning Commission and Delaware County Planning Department, 2007.

Circulation

As additional residents and businesses have located along this section of the U.S. Route 202 corridor, traffic congestion has continued to increase. In the 2006 DVRPC Congestion Management Process (CMP), participants agreed that the subcorridor, including this section of U.S. Route 202, is one of the 15 priorities in the five-county Pennsylvania sub-region. With the construction of several big-box retail stores, a hospital, and a large senior housing complex all underway along U.S. Route 1 in Concord Township, the situation is unlikely to improve anytime soon without congestion mitigation. New housing developments, including Cherry Creek in Thornbury Township (Delaware County) and the Estates at Chadds Ford in Chadds Ford Township, are bringing hundreds of additional vehicles onto the roadway every year.

Fortunately, efforts to address the corridor's growing congestion woes are moving forward. In March 2007, transit service was reintroduced along Section 100 of U.S. Route 202 when SEPTA launched bus route 306. Extending from Great Valley to the Delaware state line, this route serves the full length of the roadway, making multiple stops and offering transfer opportunities along the way. At present,

bus route 306 only provides service during peak travel times; however, if ridership is sufficient, SEPTA may extend its hours of operation in the future.



A new bus stop outside the Camden Valleybrook Apartments in Concord Township.

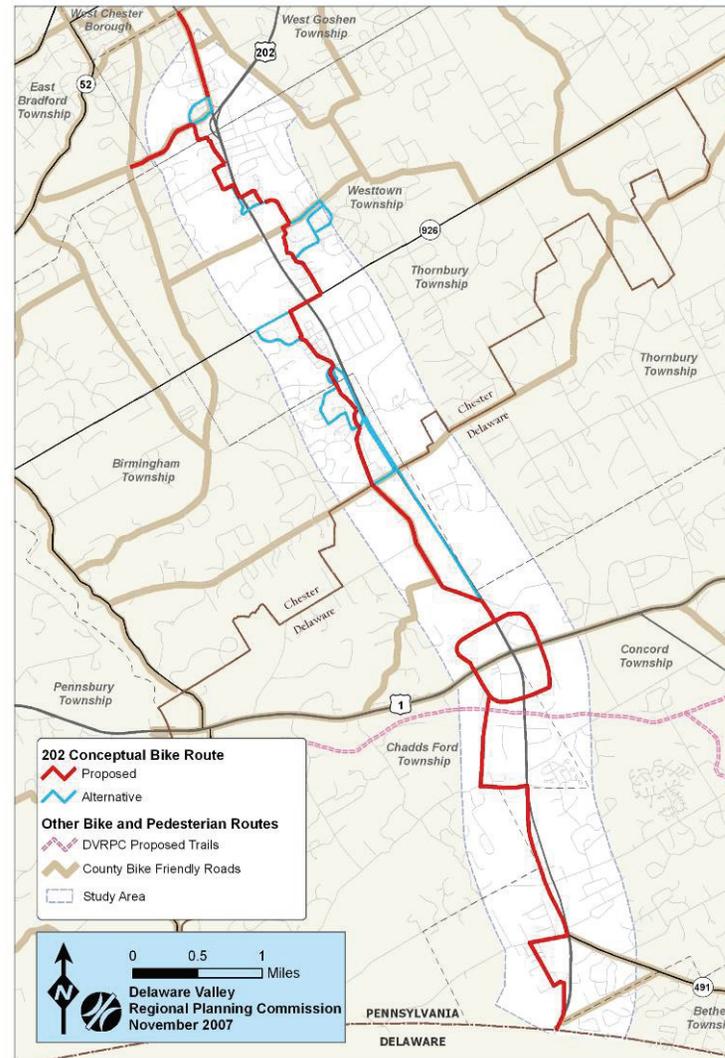
Additionally, Chester and Delaware counties have continued to develop their respective conceptual bicycle plans, both of which include several proposed routes in the vicinity of U.S. Route 202. (See *Map 5: Bicycle and Pedestrian Network*.) Individual municipalities along the corridor have also begun planning their own trail networks for the use of pedestrians and bicyclists. Most notably, Thornbury Township, Chester County, initiated a public process to guide the planning of its

proposed network of pedestrian and bicycle routes. The Thornbury plan includes six-foot wide asphalt paths, sidewalk improvements, and even the installation of a boardwalk.

Although the initiation of bus transit service and the creation of improved bicycle and pedestrian facilities are certainly steps in the right direction, the neighborhoods and shopping centers that line U.S. Route 202 are not easily accessible by any mode of transportation other than a private automobile. Even the new bus stops for SEPTA route 306 are difficult to reach by foot or bicycle. Sidewalks are absent from nearly the entire length of the U.S. Route 202, Section 100 corridor, and none of the bus stops provide benches or shelters for waiting passengers.

In addition to improving the environment for pedestrians, bicyclists, and transit riders, it is also important to ensure that this section of U.S. Route 202 remains a safe and efficient route for those traveling by automobile. The brisk pace of development in the Chester and Delaware County communities that line the corridor has resulted in increased vehicle traffic, transforming what was once an agricultural landscape into a suburban area.

Map 5: Bicycle and Pedestrian Network



Source: Chester County Planning Commission and Delaware County Planning Department, 2007.

As detailed in the following traffic count tables, some segments of U.S. Route 202, Section 100 are currently traveled by upwards of 60,000 vehicles every day. This mounting level of automobile use far exceeds the modest level of local and regional traffic the roadway was originally designed to accommodate. Going forward, it is essential that local officials remain mindful of the traffic impacts of

their land use decisions. If current development trends are allowed to persist, the widening of U.S. Route 202 and other proposed improvements will be obsolete nearly as soon as they are completed. In addition to becoming safer and more functional for automobiles, the roadway also needs to better accommodate other modes of transportation.

Figure 10: Recent Traffic Counts, U.S. Route 202, Section 100 Study Area, Chester County

Municipality	Road Name	From	To	Date	Annual Average Daily Traffic	Count Direction
West Goshen Township	U.S. Route 202	Westtown Road Ramps	PA Route 3 / West Chester Pike Ramps	2005	31,803	North
West Goshen Township	U.S. Route 202	Westtown Road Ramps	PA Route 3 / West Chester Pike Ramps	2005	33,219	South
West Goshen Township	U.S. Route 202	Westtown Road Ramps	PA Route 3 / West Chester Pike Ramps	2005	65,022	Total
West Goshen Township	U.S. Route 202	High Street	Matlack Street	2003	21,980	North
West Goshen Township	U.S. Route 202	High Street	Matlack Street	2003	23,216	South
West Goshen Township	U.S. Route 202	High Street	Matlack Street	2003	45,196	Total

Figure 10 (continued): Recent Traffic Counts, U.S. Route 202, Section 100 Study Area, Chester County

Municipality	Road Name	From	To	Date	Annual Average Daily Traffic	Count Direction
Westtown Township	U.S. Route 202	Pleasant Grove Road	Ramps To School	2003	26,702	North
Westtown Township	U.S. Route 202	Pleasant Grove Road	Ramps To School	2003	25,988	South
Westtown Township	U.S. Route 202	Pleasant Grove Road	Ramps To School	2003	52,690	Total
Westtown Township	U.S. Route 202	Stetson School Entrance	Cheyney Drive	2003	26,445	North
Westtown Township	U.S. Route 202	Stetson School Entrance	Cheyney Drive	2003	26,482	South
Westtown Township	U.S. Route 202	Stetson School Entrance	Cheyney Drive	2003	52,927	Total
Birmingham Township	U.S. Route 202	Wilmington Pike	Dilworthtown Road	2002	22,284	North
Birmingham Township	U.S. Route 202	Wilmington Pike	Dilworthtown Road	2002	20,947	South
Birmingham Township	U.S. Route 202	Wilmington Pike	Dilworthtown Road	2002	43,231	Total

Source: DVRPC, 2007.

Figure 11: Recent Traffic Counts, U.S. Route 202, Section 100 Study Area, Delaware County

Municipality	Road Name	From	To	Date	Annual Average Daily Traffic	Count Direction
Concord Township	U.S. Route 202	Delaware State Line	Naamans Creek Road	2004	19,049	North
Concord Township	U.S. Route 202	Delaware State Line	Naamans Creek Road	2004	19,543	South
Concord Township	U.S. Route 202	Delaware State Line	Naamans Creek Road	2004	38,592	Total
Concord Township	U.S. Route 1	U.S. Route 202	Brinton Lake Road	2004	22,265	North
Concord Township	U.S. Route 1	U.S. Route 202	Brinton Lake Road	2004	20,011	South
Concord Township	U.S. Route 1	U.S. Route 202	Brinton Lake Road	2004	42,276	Total

Source: DVRPC, 2007.

Cultural and Historic Resources

Several historic sites of regional and national importance are located along the U.S. Route 202 corridor in Chester and Delaware counties. The most well known of these is the Brandywine Battlefield, a Revolutionary War battleground that is listed on the National Register of Historic Places.

The scope and intent of this study preclude a complete analysis of all the cultural and historic resources located along Section 100 of U.S. Route 202. Nonetheless, given the diversity and importance of these sites, developers and local officials should be fully aware of how the ongoing construction and continued growth in this area affects the integrity and stability of nearby historic properties. *Map 6: Cultural and Historic Resources*, which appears on the following page, shows the locations of some of the more noteworthy historic properties located in the study area. These include districts, buildings, and other sites that are listed on the National Register of Historic Places. Properties identified as “Eligible” meet the criteria for placement on the National Register but, for various reasons, have not been nominated or listed. National Historic Landmark status is only conferred upon the most significant sites included on the National Register of Historic Places.

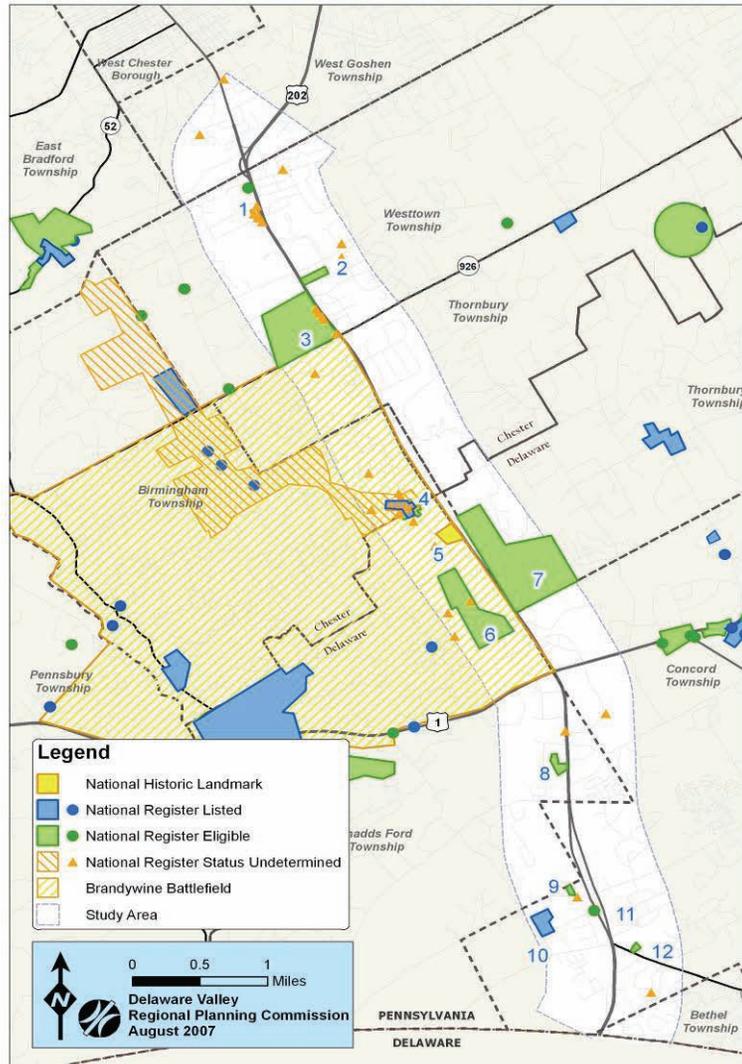


View of the Brandywine Battlefield from U.S. Route 202.



Historic Dilworthtown in Birmingham Township.

Map 6: Cultural and Historic Resources



Source: Pennsylvania Historical and Museum Commission, 2007.

Figure 12: Cultural and Historic Resources

No.	Property	Status	Year
1	George Faucett House / Papefuss Property	Eligible	1820
2	William Townsend House	Eligible	1800, 1820
3	Darlington Corners Historic District	Eligible	1799, 1878
4	Dilworthtown Historic District	Listed	1758, 1858
4	Dilworthtown Historic District Boundary Increase	Eligible	
5	Brinton House	NHL	1704
6	Samuel Painter Jr. Farm	Eligible	1723, 1738
7	Thatcher – Painter Farm	Eligible	1715, 1734
8	Speakman House	Eligible	1786, 1813
9	James Smith Property	Eligible	1805
10	Brandywine Summit Camp Meeting	Listed	1866
11	Joseph Zahm Property	Eligible	1913, 1934
12	Thomas Newlin Property	Eligible	1805

Source: Pennsylvania Historical and Museum Commission, 2007.

Four locations along the U.S. Route 202, Section 100 corridor that are home to unique historic resources are described below. Although these places are in no way all the important sites that are located in the study area, they do illustrate the variety and significance of the historic properties located in these Southeastern Pennsylvania communities.

Brandywine Battlefield

Designated as a National Historic Landmark, the Brandywine Battlefield is a 61,000-acre site that encompasses portions of six townships in Chester and Delaware counties. The Battle of Brandywine was fought on September 11, 1777 and was the largest battle of the Revolutionary War. It was also one of the bloodiest. Of the 26,000 total troops that took part in the battle, an estimated 3,200 were killed (2,000 British and 1,200 Americans). Remains from the battle, including the bodies of fallen soldiers, are still embedded in the soil of the battlefield. U.S. Route 202, Section 100 extends along the eastern edge of the Brandywine Battlefield; hence, any future widenings or other improvements to the corridor will directly affect the integrity of this important historic resource.

Birmingham Road

Birmingham Road is located just west of the study area and runs parallel to U.S. Route 202 in Westtown and Birmingham townships. The segment of the road that extends through Birmingham Township is home to several historic properties, including the Birmingham Friends Meetinghouse and school, which are listed on the National Register of Historic Places. A cemetery and several farms that date from the eighteenth century are also located on Birmingham Road.

With PennDOT preparing a program of improvements for Section 100 of U.S. Route 202, there is significant local concern that Birmingham Road will become a popular alternate route for drivers seeking to avoid the path of road construction. Birmingham Road, which is comprised of just two narrow and winding lanes, is not equipped to handle significant additional traffic. Additionally, the possibility of heavy automobile use in this area poses a threat to its fragile historic resources.

Dilworthtown Historic District

The Dilworthtown Historic District includes eight buildings located near the intersection of Brinton's Bridge Road and

Old Wilmington Pike in Birmingham Township, Chester County. It is listed on the National Register of Historic Places. Most of the structures located in the Dilworthtown Historic District date from the eighteenth and nineteenth centuries. Dilworthtown once served as an important center of community and commerce and was home to a blacksmith, tavern, post office, general store, and meeting hall. During the Battle of Brandywine, Dilworthtown was raided by British troops. The focal point of Dilworthtown is Dilworth House, a two-and-a-half story brick residence built in 1758 as the home of James Dilworth, a local blacksmith. Today, Dilworth House is considered one of the most historically and architecturally significant structures in the Delaware Valley.

Although not located directly on U.S. Route 202, the Dilworthtown Historic District will nonetheless be affected by the planned widening of the roadway. In order to accommodate traffic turning westbound onto Brinton's Bridge Road from a widened U.S. Route 202, a portion of Brinton's Bridge Road will also need to be widened and a retaining wall may need to be constructed to protect the stability and integrity of the historic structures that comprise the Dilworthtown Historic District. In addition, because Birmingham Road extends through the district, there is a risk

that the Dilworthtown area will be disturbed daily by hundreds of additional vehicles should a large-scale road construction project commence on U.S. Route 202.



Dilworth House, built in 1758, is among the Delaware Valley's most significant historic resources.

Darlington Corners Historic District

Located in Westtown Township along one of the few remaining segments of Old Wilmington Pike, Darlington Corners includes six contributing residential structures, seven contributing outbuildings, and five noncontributing modern structures. Although not currently listed on the National Register of Historic Places, the Pennsylvania Historical and Museum Commission determined in 1994 that

the properties were eligible for inclusion. The buildings located within the district also have local significance. Dating from the early nineteenth century, they are some of the oldest surviving structures in this part of the region and are considered excellent examples of residential architecture from their era.

modest widening of the roadway would have an adverse effect on these structures, which, given their age and fragility, would be extremely difficult, if not impossible, to relocate.



The Westtown Inn building, made of serpentine stone, is located at the southern end of Darlington Corners near the intersection of U.S. Route 202 and PA 926.

Unfortunately, the planned widening of U.S. Route 202 places the future of Darlington Corners into question. The remaining residences and outbuildings that comprise the district are located very close to the corridor. Even a

Chapter 3: Recommendations

In its 2001 report, *Route 202 Section 100 Land Use Strategies Study*, DVRPC outlined a series of recommendations to guide future land use and development along the corridor. These recommendations included both general and municipal-level proposals. The **General Recommendations** outlined specific actions that were intended for all the municipalities located along Section 100 of U.S. Route 202. Corridor-specific recommendations directed to other actors in the region, including PennDOT, SEPTA, and Delaware and Chester counties, were also listed. **Municipal Recommendations** focused more on individual locations along the roadway and identified the steps the applicable local governments could take to address existing problems or needs.

The following tables list all the general and municipal recommendations included in DVRPC's 2001 report and provide an update on their status as of December 2007. Each recommendation is assigned an implementation time frame. **Immediate** strategies tackle projects that may be initiated within a one-year period. **Short-Term** tactics may be addressed within two years, and **Medium-Term** projects

can be expected to take three to five years, although they may require significant preliminary examination before the implementation process can begin. Matters that generally take five or more years to effectively address are listed as **Long-Term** priorities. It is important to note that the strategy time frames assigned to each recommendation are an estimation of how long it should take the primary stakeholders (listed for each recommendation) to make reasonable progress toward implementation. Completion of the recommended tasks may take longer depending on the scale and complexity of individual projects. Additionally, implementing the recommended strategies will often require more than a one-time fix. Ongoing monitoring and maintenance may be necessary in order to ensure that the completed improvements remain useful and relevant.

As noted elsewhere in this report, the communities located along the U.S. Route 202, Section 100 corridor have continued to grow and change over the past six years. In recognition of this fact, several **New Recommendations**, which address emerging land use challenges, are listed at the end of this chapter.

General Recommendations

The following recommendations apply to all the municipalities located along the U.S. Route 202, Section 100 corridor and/or are directed to regional entities that have a vested interest in the growth and development of the roadway over time. The designation of certain recommendations as **High Priority** was collectively determined by the Chester County Planning Commission, the Delaware County Planning Department, and DVRPC.

General Recommendations: Municipalities

2001 Recommendation	2007 Status, By Task	High Priority
<p>All municipalities in the U.S. Route 202, Section 100 corridor should adopt the Corridor Access Management Overlay District (see <i>Appendix B</i>), in whole or in part, to plan for better access management along the roadway. IMMEDIATE</p>	<p>No change; Corridor Access Management Overlay District not yet adopted. However, PennDOT published an access management handbook for municipalities in 2005 (updated in 2006) and Angela Watson, PennDOT Transportation Planning Specialist, made a presentation on the document to the U.S. Route 202, Section 100 Study Advisory Committee in September 2006.</p>	<p>X</p>
<p>All municipalities in the corridor study area should work with SEPTA to identify appropriate areas for a Transit-Oriented Development (TOD) District (see <i>Appendix C</i>) and should consider adopting this district, in whole or in part, to encourage transit use and transit-supportive development in selected locations. SHORT-TERM</p>	<p>No change; TOD Districts not yet adopted. However, the creation of the Transit Revitalization Investment District (TRID) program, which became effective in the Commonwealth of Pennsylvania in 2005, provides a new source of planning grant funds for municipalities that are interested in pursuing transit-oriented development.</p>	<p>X</p>
<p>All municipalities in the corridor study area should consider adopting capital improvement plans and programs to ensure that adequate infrastructure is available to support new development. SHORT-TERM</p>	<p>No change; municipal capital improvement programs to support infrastructure enhancements have not yet been established in the study area.</p>	<p>X</p>

2001 Recommendation	2007 Status, By Task	High Priority
<p>All municipalities in the corridor study area should encourage traditional neighborhood development, which will replace strip commercial uses and suburban sprawl with centered, community-based built environments.</p> <p>MEDIUM-TERM</p>	<p>No change; traditional neighborhood development has not yet occurred in the study area.</p>	<p>X</p>
<p>All municipalities in the corridor study area should consider adopting traffic impact fee ordinances to mitigate the adverse traffic effects of unmanaged growth.</p> <p>MEDIUM-TERM</p>	<p>No change; traffic impact fee ordinances not yet adopted.</p>	
<p>All municipalities in the corridor study area should consider adopting an official map (see <i>Appendix D</i>) in areas where new public facilities (including roads, bus stops, walkways/trails, bicycle routes, parks, etc.) may be necessary in the future. IMMEDIATE</p>	<p>No change; official maps not yet adopted.</p>	<p>X</p>
<p>All municipalities in the corridor study area should cooperate with each other to the fullest extent possible. This will provide additional leverage when requesting that PennDOT and/or other agencies respond to local concerns. It will also result in more coordination in shaping development patterns along the corridor. Multi-municipal comprehensive plans, or similar joint ordinances, can lead to improved coordination.</p> <p>IMMEDIATE to MEDIUM-TERM</p>	<p>No multi-municipal comprehensive plans have yet been prepared or adopted. However, six of the eight municipalities located along Section 100 of U.S. Route 202 have been active participants in the Study Advisory Committee for DVRPC's current land use coordination and implementation initiative. Additionally, the West Chester Regional Planning Commission completed a regional land use and transportation study in 2005, which included recommendations concerning U.S. Route 202 and PA Route 926. The West Chester Council of Governments has also discussed U.S. Route 202, Section 100 at several meetings and member governments are preparing resolutions of support for a corridor strategy.</p>	<p>X</p>

General Recommendations: Other Agencies

Agencies	2001 Recommendation	2007 Status, By Task	High Priority
PennDOT	<p>PennDOT should be responsive to local concerns regarding the widening of U.S. Route 202. This study directs a number of recommendations to the municipalities located along the corridor, and many of these recommendations require cooperation from PennDOT. Still, the recommendations compiled by DVRPC are not designed to be comprehensive. Additional local requests for pedestrian facilities, bus shelters, noise walls, and landscaping, among other improvements, should be met where feasible.</p> <p>IMMEDIATE</p>	<p>PennDOT and its consultant, Urban Engineers, are currently in the process of consolidating and responding to the comments they received on the draft EIS for the planned widening of U.S. Route 202. Urban Engineers has written draft responses to most of the comments and PennDOT is now in the process of reviewing this work. PennDOT is also finalizing its preferred alternative for the widening project and will soon submit its proposal to PennDOT's Executive Committee. It is likely that a consensus on the preferred alternative will be reached in 2008.</p>	<p>X</p>
PennDOT	<p>For the split segment of U.S. 202 near the Village of Elam, PennDOT should select a widening alternative that shifts all lanes of traffic to the lanes currently used for northbound traffic. Specific recommendations to the townships in this area can be found in the description of Recommendation Area 5 (see pages 66-70). IMMEDIATE</p>	<p>As of December 2007, a final alternative has not been selected by the FHWA. A preferred alternative will be selected at a future date, followed by a timeframe for public and agency review.</p>	

Agencies	2001 Recommendation	2007 Status, By Task	High Priority
SEPTA Chester County TMA Delaware County TMA Delaware Transit Corporation PennDOT Chester County Delaware County Municipalities	Bus service on U.S. Route 202, Section 100 should be reestablished. This will require coordination between SEPTA, the TMAs of Chester and Delaware counties, Delaware Transit Corporation, PennDOT, Chester and Delaware counties, and local municipalities. Gannett Fleming, Inc., a transportation planning firm, prepared a report for Delaware County on countywide transit improvements that recommends extending DART service to Painter's Crossroads. The Delaware Transit Corporation has also proposed extending service from Delaware to the Great Valley area. Adequate bus service is necessary for many of the recommendations in this study to be useful. LONG-TERM	SEPTA bus route 306 was launched in March 2007 and extends from Great Valley to the Delaware state line, serving the full length of Section 100 of U.S. Route 202. This new transit service could be enhanced with greater pedestrian amenities, such as sidewalks and crosswalks.	X
SEPTA Chester County TMA Delaware County TMA Chester County Delaware County	SEPTA should consider an extension of bus route 314. This bus route currently runs to West Chester from Larkin's Corner in Upper Chichester Township. It also passes through all eight of the townships included in the U.S. Route 202, Section 100 study area. According to Gannett Fleming, ridership on this bus route would be increased by extending its terminus to the Chester Transportation Center. This will require coordination between SEPTA, Chester and Delaware counties, and the TMAs of Chester and Delaware counties. SEPTA plans to study this option as part of its FY 03 Annual Service Plan process. LONG-TERM	The current route of SEPTA bus 314 extends from downtown West Chester to the West Goshen Shopping Center. Of the municipalities the route passes through, only West Goshen is included in the U.S. Route 202, Section 100 study area. Although SEPTA bus route 314 has been successful in increasing its ridership, it focuses more on the West Chester area. SEPTA bus route 306 now provides service for the U.S. Route 202, Section 100 corridor.	

Agencies	2001 Recommendation	2007 Status, By Task	High Priority
Chester County Delaware County New Castle County (as applicable)	Chester and Delaware counties should continue to take an active role in helping the municipalities in the study area create and implement plans for future growth. The participation of the counties is extremely important in achieving the recommendations outlined in this study. Knowledge of activities in New Castle County, Delaware, will also be helpful for future planning and implementation activities. IMMEDIATE	Chester and Delaware counties are active partners with DVRPC on the current land use coordination and implementation study.	X

Municipal Recommendation Areas

As noted in the introduction to this chapter, the recommendations contained in this report include location-specific strategies that may be implemented by individual municipalities along the roadway. On the following pages, land use and transportation recommendations for five geographic areas within the study area are identified. *Maps 7-12* illustrate the recommendations. The townships located along the corridor are divided among the recommendation areas as follows:

<u>Township</u>	<u>Recommendation Area</u>
West Goshen	1
Westtown	1
Thornbury (Chester)	2
Birmingham	2
Thornbury (Delaware)	3
Chadds Ford	3, 4, and 5
Concord	3, 4, and 5
Bethel	5

Similar to the previous section of this chapter, the tables on the following pages list all the municipal recommendations included in DVRPC's 2001 report and provide an update on their status as of December 2007. Each recommendation is assigned an implementation time frame of ***Immediate***, ***Short-Term***, ***Medium-Term***, or ***Long-Term***.

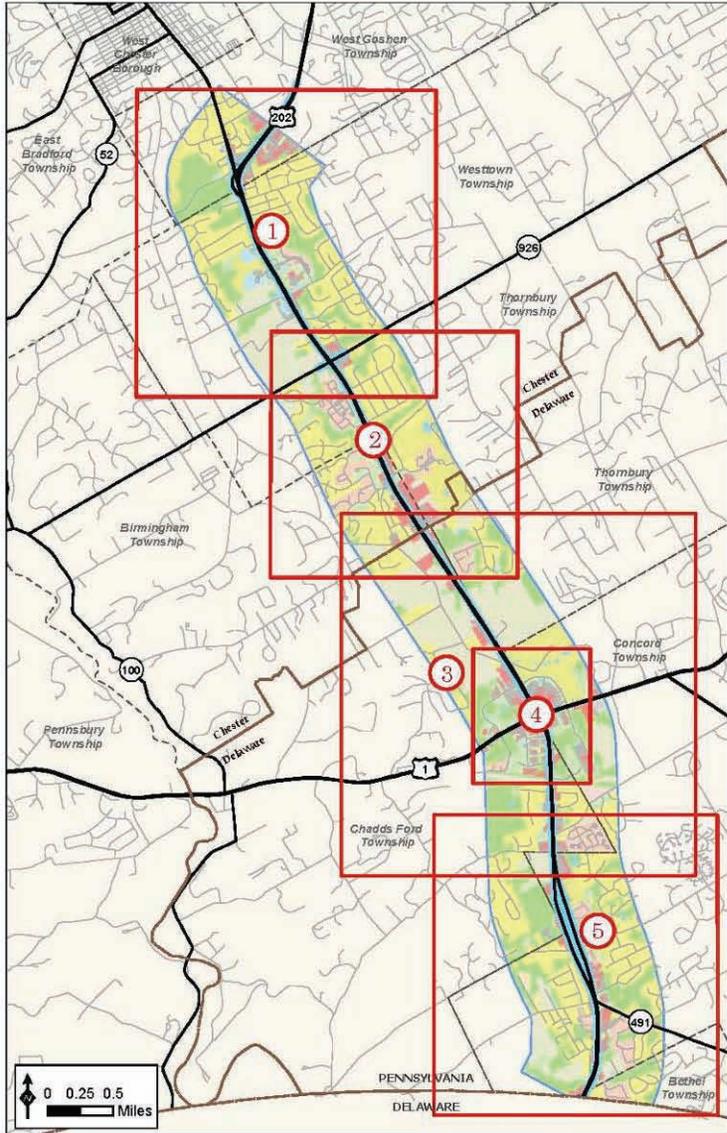


Proposed development scenarios for the Crebilly Farm property in Westtown Township are described under Recommendation Area 1.



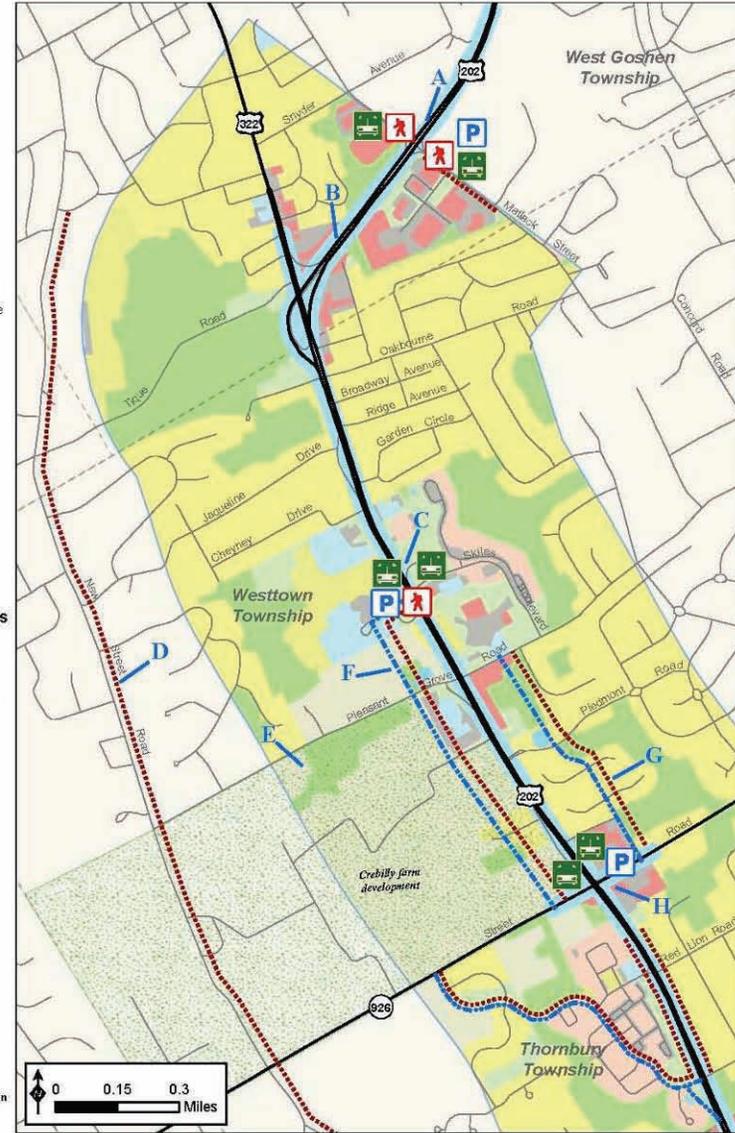
The split section of U.S. Route 202 in Concord Township is located in Recommendation Area 5.

Map 7: Recommendation Areas



Source: DVRPC, 2007.

**Map 8: Recommendation Area 1
West Goshen and Westtown**



Source: DVRPC, 2007.

Municipal Recommendations

These recommendations are directed to specific locations and municipalities along the U.S. Route 202, Section 100 corridor. **High Priority** tasks were designated by the Chester County Planning Commission, the Delaware County Planning Department, and DVRPC.

Recommendation Area 1: West Goshen and Westtown

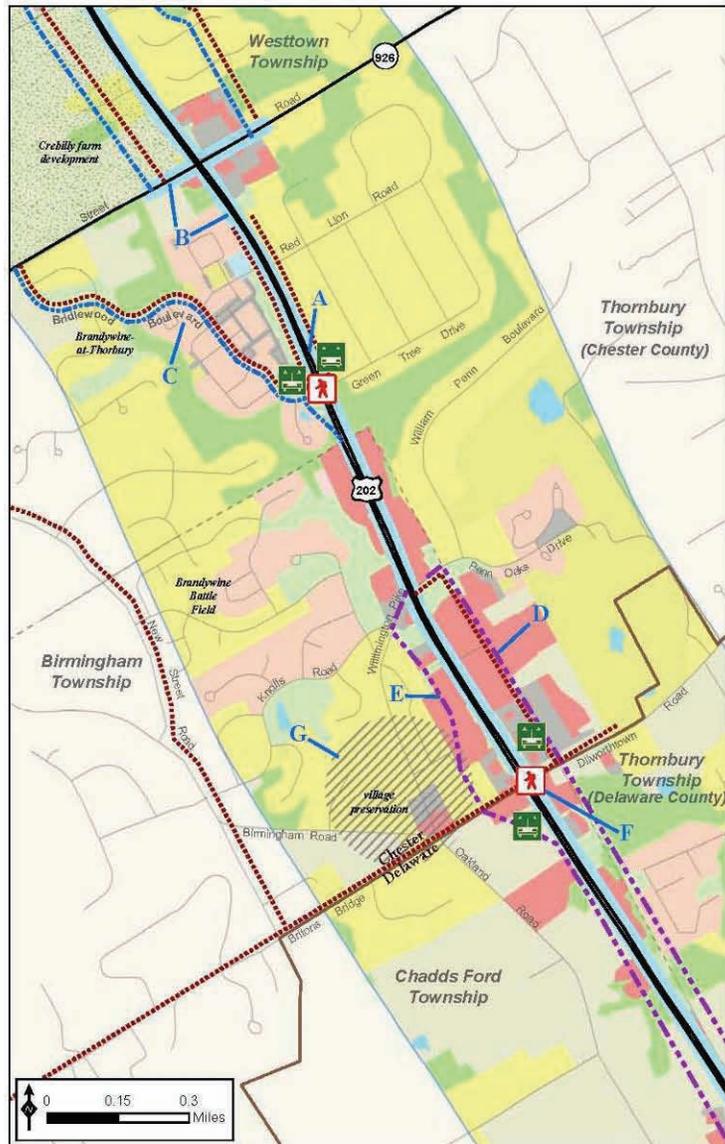
2001 Recommendation	Tasks	2007 Status, By Task	High Priority
A. Transit and Pedestrian Improvements on Matlack Street	<ul style="list-style-type: none"> West Goshen Township should coordinate with SEPTA and Chester County to explore transit options that best fit the needs of the community and of local employers. SHORT-TERM 	<ul style="list-style-type: none"> SEPTA bus route 306 was launched in March 2007 and extends from Great Valley to the Delaware state line, serving the full length of Section 100 of U.S. Route 202. Going forward, additional coordination is needed to improve the interface between the buses and the surrounding land uses in this area. 	X
	<ul style="list-style-type: none"> West Goshen Township should establish a park-and-ride program to encourage local residents to use mass transit for their trips to work. This may involve discussions with SEPTA and local business owners. SHORT-TERM 	<ul style="list-style-type: none"> No change; park-and-ride program not yet established. This work should be completed by PennDOT as part of its Congestion Management System (CMS) package for U.S. Route 202, Section 100. 	X
	<ul style="list-style-type: none"> West Goshen Township should encourage businesses to provide pedestrian facilities to connect employers along Matlack Street and U.S. Route 202 with nearby uses. SHORT-TERM 	<ul style="list-style-type: none"> No change; pedestrian facilities in this area remain extremely limited. New residential development is proposed for the Spaz Beverage site and would benefit from pedestrian linkages to West Chester University and employment opportunities on Matlack Street and in downtown West Chester. 	X

2001 Recommendation	Tasks	2007 Status, By Task	High Priority
A. Transit and Pedestrian Improvements on Matlack Street	<ul style="list-style-type: none"> West Goshen Township should coordinate with PennDOT to provide better pedestrian access to uses in this area, and to provide further pedestrian improvements, including crosswalks across Matlack Street south of U.S. Route 202, which is not currently usable by pedestrians or bicyclists. SHORT-TERM 	<ul style="list-style-type: none"> No change; pedestrian facilities in this area remain extremely limited. However, West Goshen Township was supportive of the bicycle/pedestrian concept plan prepared by the Chester County Planning Commission in 2005. 	X
B. Corridor Access Management Overlay District	<ul style="list-style-type: none"> West Goshen and Westtown townships should adopt a Corridor Access Management Overlay District to plan for better access management along U.S. Route 202. IMMEDIATE 	<ul style="list-style-type: none"> No change; overlay district not yet adopted. 	
C. Transit and Pedestrian Improvements at Stetson School Drive	<ul style="list-style-type: none"> Westtown Township should coordinate with SEPTA and Chester County to explore transit options that best fit the needs of the community, taking into special consideration the needs of the elderly and of the students and families associated with Starkweather Elementary School and Stetson Middle School. SHORT-TERM Westtown Township should encourage the West Chester Area School District and the managers of the Jefferson Apartments and Sunrise Assisted Living to provide pedestrian facilities. SHORT-TERM 	<ul style="list-style-type: none"> SEPTA bus route 306 was launched in March 2007 and extends from Great Valley to the Delaware state line, serving the full length of Section 100 of U.S. Route 202. Going forward, additional coordination is needed to improve the interface between the buses and the surrounding land uses in this area. Sidewalks connect residential buildings and a childcare facility within the Jefferson Apartments complex; however, they do not extend to U.S. Route 202 or other nearby uses. Sunrise Assisted Living is not served by any sidewalks or crosswalks. The construction of a pedestrian bridge is recommended. 	X

2001 Recommendation	Tasks	2007 Status, By Task	High Priority
C. Transit and Pedestrian Improvements at Stetson School Drive	<ul style="list-style-type: none"> Westtown Township should encourage local residents to use mass transit for work trips by establishing a park-and-ride program that takes advantage of excess parking owned by the schools. This will involve cooperation between the township, the school district, local residents, and employers. SHORT-TERM Westtown Township should coordinate with PennDOT and the county to construct bicycle and pedestrian facilities along roads such as Stetson School Drive that intersect with U.S. Route 202 and may be affected by its widening. A pedestrian overpass in this area may be especially important, and the township and PennDOT should collaborate to ensure that the needs of the community are met. SHORT-TERM 	<ul style="list-style-type: none"> No change; park-and-ride program not yet established. This work should be completed by PennDOT as part of its Congestion Management Process (CMP) for U.S. Route 202, Section 100. No change; PennDOT's current plans for widening the corridor do not include the construction of a pedestrian overpass in Westtown Township. However, Westtown Township was supportive of the bicycle/pedestrian concept plan prepared by the Chester County Planning Commission in 2005. 	X
D. Bicycle Facilities on New Street	<ul style="list-style-type: none"> West Goshen and Westtown townships should collaborate with neighboring townships, such as Birmingham and East Bradford, to provide a consistent bicycle route. This may involve the creation of multi-municipal plans or similar cooperative agreements. SHORT-TERM to MEDIUM-TERM West Goshen and Westtown townships should adopt an official map that shows the future locations of proposed roads and bicycle improvements. IMMEDIATE 	<ul style="list-style-type: none"> Chester County's conceptual bicycle/pedestrian plan includes routes that extend through West Goshen and Westtown townships and link to other points throughout the county and region. No change; official map not yet adopted. 	

2001 Recommendation	Tasks	2007 Status, By Task	High Priority
E. Crebilly Farm Development	<ul style="list-style-type: none"> • Westtown Township should continue to develop its idea to build an office park and golf course and establish an open space conservation area on the Crebilly Farm property. LONG-TERM • Westtown Township should use open space planning and/or conservation design techniques to encourage the grouping of buildings and preservation of agricultural land as open space on the Crebilly Farm site. IMMEDIATE to SHORT-TERM • To conserve existing historic structures on Crebilly Farm, historic preservation planning may be an effective technique. In addition, Westtown Township should adopt historic resources design standards to ensure that any future development is built in a historically appropriate manner. IMMEDIATE 	<ul style="list-style-type: none"> • The construction of approximately 800 age-restricted residential units is currently proposed for the Crebilly Farm property. Westtown Township is currently drafting an ordinance that will regulate future development on the site. A parallel access road remains an integral part of the proposed plan. • As noted above, Westtown Township is currently drafting an ordinance that will regulate future development on the Crebilly Farm property. • The most historically significant structure on the Crebilly Farm property is a serpentine house near the intersection of U.S. Route 202 and PA Route 926, which is eligible for the National Register of Historic Places but is not listed. Relocating the house is not feasible, as moving the structure would likely cause irreparable damage. Given the structure's close proximity to U.S. Route 202, it will undoubtedly be affected by the planned widening. Thus, this house is a leading concern of local preservationists. Additionally, Westtown Township is currently drafting an ordinance to regulate future development on the Crebilly Farm property. 	X

**Map 9: Recommendation Area 2
Thornbury (Chester County) and
Birmingham**



Source: DVRPC, 2007.

**Map 10: Recommendation Area 3
Chadds Ford, Thornbury (Delaware County),
and Concord**



Source: DVRPC, 2007.

- Land Use**
- Residential Single-Family Detached
 - Residential Multi-Family
 - Residential Mobile Home
 - Commercial
 - Community Services
 - Recreation
 - Heavy Industrial
 - Light Industrial
 - Parking
 - Transportation
 - Utility
 - Agriculture
 - Wooded
 - Vacant
 - Water
- Selected Improvements**
- Bus Turnout/ Shelter
 - Pedestrian Access
 - Possible Park-and-Ride
 - Corridor Collector
 - Pedestrian and Bicycle Improvements
 - Ring Road Collector
 - Service Road

Delaware Valley
Regional Planning Commission
December 2007

Recommendation Area 2: Thornbury (Chester County) and Birmingham

2001 Recommendation	Tasks	2007 Status, By Task	High Priority
A. Transit and Pedestrian Improvements at Green Tree Drive	<ul style="list-style-type: none"> Thornbury Township (Chester County) should coordinate with SEPTA and Chester County to determine which transit options best fit the needs of the community, especially taking into account the needs of residents of the Brandywine-at-Thornbury development. In addition, the township should work with PennDOT to ensure that needed facilities, such as pedestrian-friendly intersections, can be provided. SHORT-TERM Thornbury Township (Chester County) should encourage the developers of Brandywine-at-Thornbury to provide pedestrian and bicycle facilities that link the residences to the proposed bus stops. SHORT-TERM Thornbury Township (Chester County) should work with PennDOT to install a crosswalk at the signalized intersection at Green Tree Drive and to provide further pedestrian improvements in the vicinity of any new bus stops. SHORT-TERM 	<ul style="list-style-type: none"> SEPTA bus route 306 was launched in March 2007 and extends from Great Valley to the Delaware state line, serving the full length of Section 100 of U.S. Route 202. At this time, no pedestrian improvements have yet been installed to enhance connectivity between residential areas and the new bus stops. Going forward, additional coordination is needed to improve the interface between the buses and the surrounding land uses in this area. Chester County's conceptual bicycle/pedestrian plan identifies a proposed route through Brandywine-at-Thornbury, where an internal network of sidewalks was constructed at the time the community was developed. One crosswalk offers pedestrian access across U.S. Route 202 at Green Tree Drive. The intersection is also served by a SEPTA route 306 bus stop; however, the stop does not provide benches, shelters, or a designated waiting area. 	X
B. Corridor Access Management Overlay District	<ul style="list-style-type: none"> Thornbury (Chester County) and Birmingham townships should adopt a Corridor Access Management Overlay to plan for better access management along U.S. Route 202. IMMEDIATE 	<ul style="list-style-type: none"> No change; overlay district not yet adopted. 	

2001 Recommendation	Tasks	2007 Status, By Task	High Priority
C. Corridor Collector at Bridlewood Boulevard	<ul style="list-style-type: none"> • Thornbury Township (Chester County) should coordinate with PennDOT and the developer of Brandywine-at-Thornbury to attempt to resolve their ongoing debate regarding responsibility for this roadway. IMMEDIATE • Once this issue is resolved, Thornbury (Chester County) should encourage the responsible party to provide pedestrian and bicycle facilities that link the development with crosswalks and bus stops on U.S. Route 202. SHORT-TERM 	<ul style="list-style-type: none"> • Bridlewood Boulevard was dedicated to Thornbury Township, which is now responsible for all maintenance and snow removal. • Crosswalks and sidewalks are provided throughout Brandywine-at-Thornbury, and one crosswalk across U.S. Route 202 at Green Tree Drive provides access to a bus stop for SEPTA route 306. 	
D. Parallel Access Road Between Penn Oaks Drive and Dilworthtown Road	<ul style="list-style-type: none"> • Thornbury (Chester County) and Birmingham townships should work collaboratively to address access management problems on the east side of U.S. Route 202. This may involve the creation of multi-municipal plans or similar cooperative agreements. The townships should also involve PennDOT and Chester County in the design and phasing of this parallel access road. IMMEDIATE to MEDIUM-TERM • Thornbury Township (Chester County) should encourage the construction of pedestrian and bicycle facilities along this access road to improve the connection between the Penn Oaks apartment complex and the Shoppes at Dilworthtown Crossing. SHORT-TERM 	<ul style="list-style-type: none"> • No change; parallel access road has not been constructed. • No change; parallel access road not constructed. However, Thornbury Township (Chester County) has created a trail network plan to guide the development of future bicycle and pedestrian infrastructure. The plan was adopted in November 2007. 	

2001 Recommendation	Tasks	2007 Status, By Task	High Priority
D. Parallel Access Road Between Penn Oaks Drive and Dilworthtown Road	<ul style="list-style-type: none"> • Thornbury Township (Chester County) should adopt an official map that shows the future location of this proposed road. IMMEDIATE • Thornbury (Chester County) and Birmingham townships should require aesthetic improvements along this access road, such as landscaping along the sides or in the median. This could increase the road's use by pedestrians and bicyclists and improve the connection between the shopping center and nearby residential areas. SHORT-TERM 	<ul style="list-style-type: none"> • No change; official map not yet adopted. • No change; parallel access road has not been constructed. 	
E. Parallel Access Road Along Faucett Drive	<ul style="list-style-type: none"> • Birmingham Township should communicate with business owners along the west side of U.S. Route 202 about the access management problems that may accompany the expansion of the highway, and work with them to identify possible solutions. IMMEDIATE • Birmingham Township should adopt performance zoning standards for the businesses that will be served by the access road. This will help to buffer nearby residential areas from any adverse effects created by the new roadway (traffic, noise, pollution, etc.) SHORT-TERM 	<ul style="list-style-type: none"> • The Chester County Planning Commission is not aware of any progress that has been made to date on this matter. • No change; performance zoning standards not yet adopted. 	

2001 Recommendation	Tasks	2007 Status, By Task	High Priority
E. Parallel Access Road along Faucett Drive	<ul style="list-style-type: none"> Birmingham Township should adopt an official map that shows the future locations of proposed roads, and coordinate with PennDOT and Chester County on planning and construction. IMMEDIATE 	<ul style="list-style-type: none"> No change; official map not yet adopted. 	
F. Transit and Pedestrian Improvements at Dilworthtown Road	<ul style="list-style-type: none"> Thornbury (Chester County) and Birmingham townships should work collaboratively to address issues of transit accessibility along U.S. Route 202. This may involve the creation of multi-municipal plans or similar cooperative agreements. SHORT-TERM to MEDUM-TERM Thornbury (Chester County) and Birmingham townships should coordinate with SEPTA and Chester County to explore transit options that best fit the needs of the community, including nearby businesses, and should work with PennDOT to ensure that needed facilities are provided. SHORT-TERM Thornbury (Chester County) and Birmingham townships should ensure that the future site of the Shoppes at Dilworthtown Crossing will be accessible from a bus stop along U.S. Route 202. This may require the construction of pedestrian facilities by the developer. SHORT-TERM 	<ul style="list-style-type: none"> No change; transit access has not yet been the focus of any multi-municipal planning efforts in this area. SEPTA bus route 306 was launched in March 2007 and extends from Great Valley to the Delaware state line, serving the full length of Section 100 of U.S. Route 202. Going forward, additional coordination is needed to improve the interface between the buses and the surrounding land uses in this area. SEPTA bus route 306 makes a stop on U.S. Route 202 at the Shoppes at Dilworthtown Crossing. However, the absence of sidewalks and other pedestrian facilities means bus passengers must walk across landscaped areas and a large surface parking lot in order to reach the shopping center. 	<p style="text-align: center;">X</p> <p style="text-align: center;">X</p> <p style="text-align: center;">X</p>

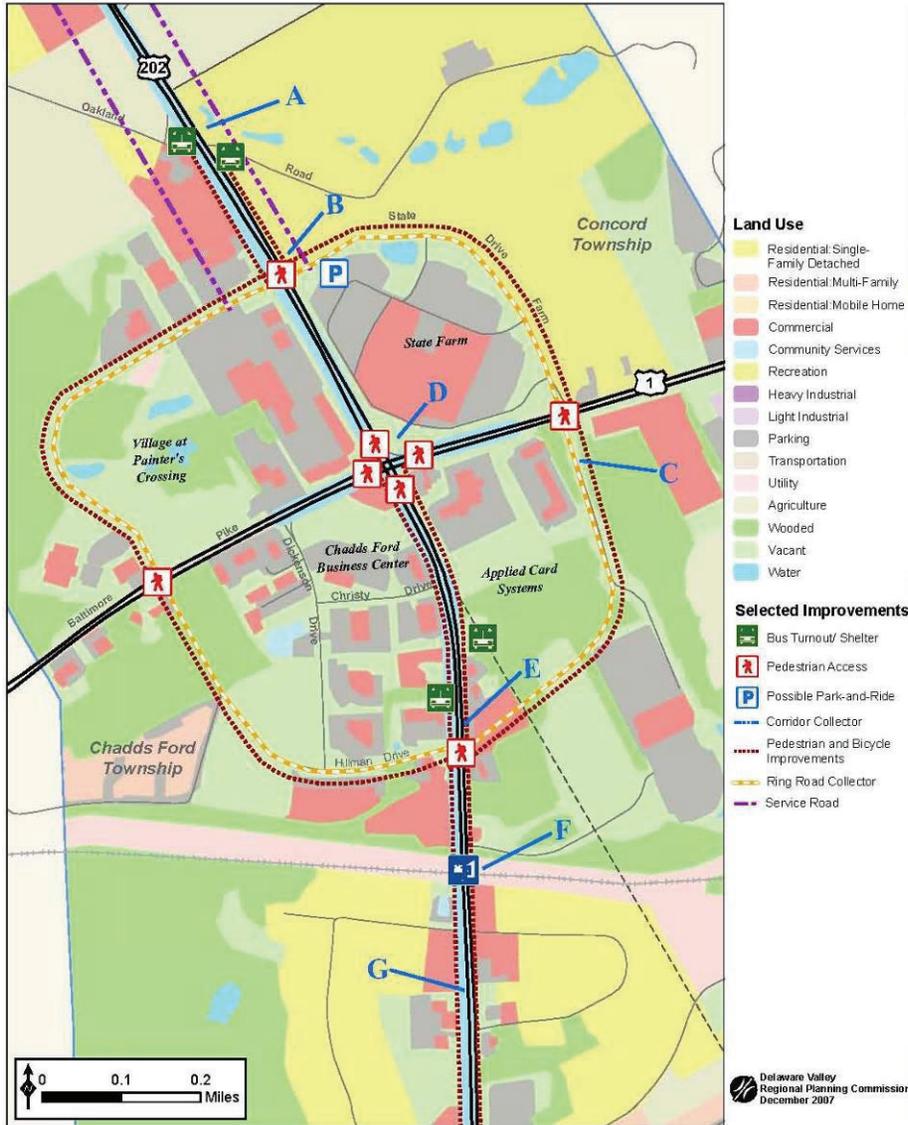
2001 Recommendation	Tasks	2007 Status, By Task	High Priority
F. Transit and Pedestrian Improvements at Dilworthtown Road	<ul style="list-style-type: none"> • Thornbury (Chester County), Birmingham, Thornbury (Delaware County), and Chadds Ford townships should encourage the creation of pedestrian and bicycle facilities along U.S. Route 202 between Dilworthtown Road and the bus stops on both sides of the highway, and also along Dilworthtown/Brintons Bridge Road. SHORT-TERM • Thornbury (Chester County), Birmingham, Thornbury (Delaware County), and Chadds Ford townships should coordinate with PennDOT to provide better pedestrian access to residences and businesses near the intersection of U.S. Route 202 and Dilworthtown/Brinton's Bridge Road. The installation of a crosswalk and pedestrian-friendly signal timing would improve the intersection for pedestrians and bicyclists. SHORT-TERM 	<ul style="list-style-type: none"> • Thornbury Township (Chester County) has adopted a trail network plan to guide the development of future bicycle and pedestrian infrastructure. The plan's long-term recommendations include the installation of pedestrian and bicycle facilities along Dilworthtown/Brintons Bridge Road. However, the construction of similar infrastructure along the length of U.S. Route 202 has not been proposed. • No change; crosswalks and other pedestrian-friendly infrastructure improvements have not yet been installed at this intersection 	X
G. Village Preservation at Dilworthtown	<ul style="list-style-type: none"> • During the construction phase of the U.S. Route 202 widening project, Birmingham Township should work with PennDOT to avoid redirecting traffic through this historic area. IMMEDIATE, pending PennDOT's selection of a preferred widening alternative. 	<ul style="list-style-type: none"> • No change; PennDOT's widening project is still in the planning phase. However, Chester and Delaware counties' historic preservation specialists have expressed deep concerns regarding how an influx of additional traffic along local roads could do irreparable damage to some of the area's fragile resources, specifically the properties along Birmingham Road. 	

2001 Recommendation	Tasks	2007 Status, By Task	High Priority
G. Village Preservation at Dilworthtown	<ul style="list-style-type: none"> Birmingham Township (with involvement from neighboring Chadds Ford Township) should consider traffic calming measures (raised sidewalks, pavement treatments, etc.) in the vicinity of the historic center of Dilworthtown in order to prevent increased traffic on nearby U.S. Route 202 from adversely affecting the village. One way to achieve this may be to adopt residential street design standards. Birmingham Township should also consider other ways to limit traffic in the historic village, such as directing through-traffic to other routes. SHORT-TERM 	<ul style="list-style-type: none"> Birmingham Township attempted to re-route vehicle traffic around Dilworthtown and limit access to the village to pedestrians and bicyclists. Strong opposition by local residents eventually led the township to abandon this plan. 	
H. Bicycle Facilities	<ul style="list-style-type: none"> Thornbury (Chester County) and Birmingham townships should collaborate with neighboring townships, such as Westtown, Chadds Ford, and Thornbury (Delaware County), to provide a consistent bicycle route. This may involve the creation of multi-municipal plans or similar cooperative agreements. SHORT-TERM to MEDIUM-TERM Thornbury (Chester County) and Birmingham townships should adopt official maps that show the future locations of proposed bicycle improvements. IMMEDIATE 	<ul style="list-style-type: none"> Chester County and Delaware County have both created conceptual bicycle/pedestrian plans that, if realized, would enhance nonvehicular access in the vicinity of U.S. Route 202. Additionally, Thornbury Township (Chester County) has adopted a trail network plan to guide the development of future bicycle and pedestrian infrastructure within its municipal boundaries. No change; official maps not yet adopted. 	<p style="text-align: center;">X</p> <p style="text-align: center;">X</p>

Recommendation Area 3: Chadds Ford, Thornbury (Delaware County), and Concord

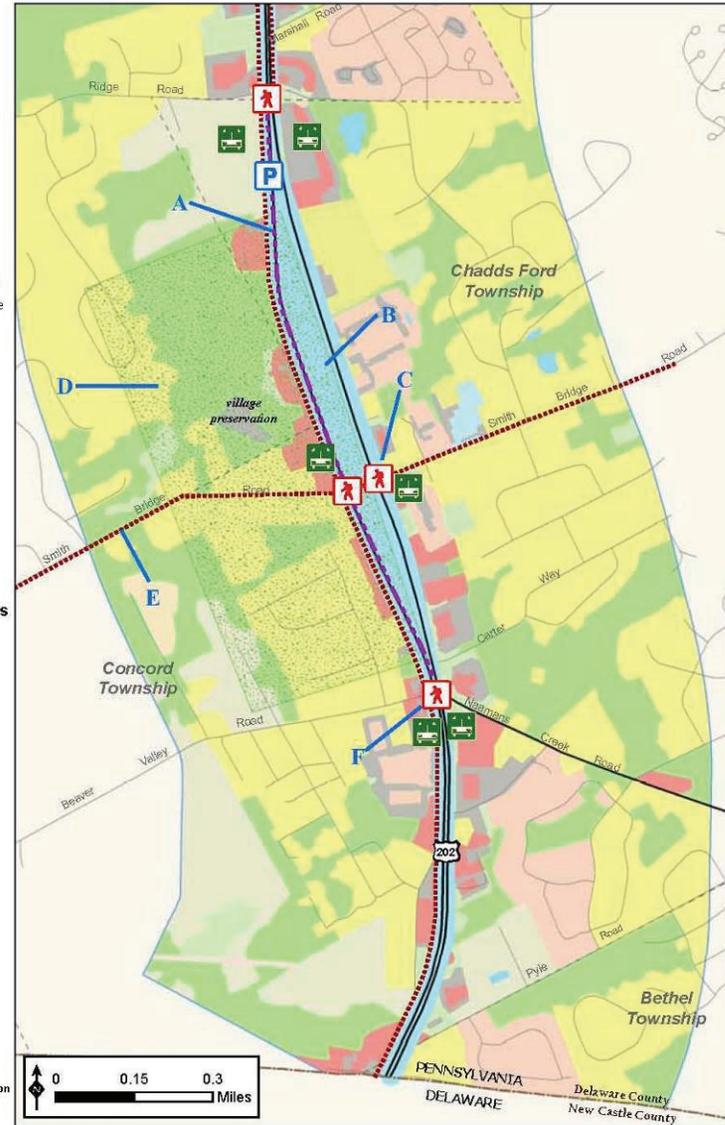
2001 Recommendation	Tasks	2007 Status, By Task	High Priority
A. Parallel Access Roads	<ul style="list-style-type: none"> Chadds Ford and Thornbury (Delaware County) townships should work collaboratively to address issues of access and land use along U.S. Route 202. This may involve the creation of multi-municipal plans or similar cooperative agreements. IMMEDIATE to MEDIUM-TERM Chadds Ford Township should communicate with business owners along U.S. Route 202 about access management problems that may accompany the expansion of the highway, and work together with them to identify solutions. IMMEDIATE Chadds Ford and Thornbury (Delaware County) townships should adopt an official map that shows the location of this proposed road and coordinate with PennDOT and Delaware County on its planning and construction. IMMEDIATE 	<ul style="list-style-type: none"> No change; however, representatives from both townships have been actively involved with DVRPC's U.S. Route 202, Section 100 Study Advisory Committee. No change; access management issues have not yet been addressed. No change; official map not yet adopted. 	X
B. Corridor Access Management Overlay District	<ul style="list-style-type: none"> Chadds Ford, Thornbury (Delaware County), and Concord townships should adopt a Corridor Access Management Overlay District to plan for better access management along U.S. Route 202. IMMEDIATE 	<ul style="list-style-type: none"> No change; overlay district not yet adopted. 	X

Map 11: Recommendation Area 4
Loop Road – Chadds Ford and Concord



Source: DVRPC, 2007.

Map 12: Recommendation Area 5
Chadds Ford, Concord, and Bethel



Source: DVRPC, 2007.

Recommendation Area 4: Loop Road – Chadds Ford and Concord

2001 Recommendation	Tasks	2007 Status, By Task	High Priority
A. Transit and Pedestrian Improvements at Oakland Road	<ul style="list-style-type: none"> Chadds Ford and Concord townships should work collaboratively to address public transportation issues in this area. This may involve the creation of multi-municipal plans or similar agreements. SHORT-TERM to MEDIUM-TERM Chadds Ford and Concord townships should coordinate with PennDOT on the provision of pedestrian linkages between the quadrants of the loop road. This includes the creation of facilities that link bus stops on both sides of the highway to nearby businesses and other destinations. SHORT-TERM Chadds Ford and Concord townships should work with PennDOT to provide further pedestrian improvements, such as a crosswalk, at the intersection of U.S. Route 202 and Oakland Road. SHORT-TERM 	<ul style="list-style-type: none"> No change; transit access has not yet been the focus of any multi-municipal planning efforts in this area. No change; pedestrian linkages between quadrants of the loop road, and between bus stops and nearby businesses, have not yet been installed. Crosswalks have been installed on three sides of the signalized intersection at U.S. Route 202 and Oakland Road. However, the crosswalks are all in bad repair and in need of repainting. 	
B. Transit and Pedestrian Improvements at State Farm Drive	<ul style="list-style-type: none"> Chadds Ford and Concord townships should work collaboratively to address public transportation issues in this area. This may involve the creation of multi-municipal plans or similar agreements. SHORT-TERM to MEDIUM-TERM Chadds Ford and Concord townships should work with SEPTA and State Farm Insurance to develop a park-and-ride program that is based at the State Farm parking lot. SHORT-TERM 	<ul style="list-style-type: none"> No change; transit access has not yet been the focus of any multi-municipal planning efforts in this area. No change; park-and-ride program not yet established. This work should be completed by PennDOT as part of its Congestion Management System (CMS) package. 	X

2001 Recommendation	Tasks	2007 Status, By Task	High Priority
C. Loop Road Collector	<ul style="list-style-type: none"> • Chadds Ford and Concord townships should coordinate with nearby businesses, PennDOT, and Delaware County regarding the construction and maintenance of the loop road. Once completed, the loop road should be able to accommodate both local traffic and large vehicles that wish to avoid the intersection of U.S. Route 202 and U.S. Route 1. SHORT-TERM • Chadds Ford and Concord townships should each adopt official maps that include the location of the proposed loop road. IMMEDIATE • Chadds Ford and Concord townships should coordinate with PennDOT regarding the provision of pedestrian improvements, such as crosswalks, at all four signalized intersections of the loop road and U.S. Routes 202 and 1. SHORT-TERM • Chadds Ford and Concord townships should require businesses located along the loop road to provide pedestrian and bicycle facilities that will foster connections between compatible uses. SHORT-TERM 	<ul style="list-style-type: none"> • Although not yet complete, the loop road is further realized than it was in 2001. The northwest and northeast quadrants currently provide through-access for vehicles, and negotiations are underway that, if successful, will result in the construction of the remaining segments of the roadway within the next few years. • No change; official maps not yet adopted. • No change; crosswalks and other pedestrian-friendly infrastructure improvements have not yet been installed in this area. • No change; crosswalks and other pedestrian- and bicycle-friendly infrastructure improvements have not yet been installed in this area. 	<p style="text-align: center;">X</p> <p style="text-align: center;">X</p> <p style="text-align: center;">X</p>
D. Pedestrian Improvements near the State Farm Insurance Complex	<ul style="list-style-type: none"> • Chadds Ford and Concord townships should work collaboratively to address access management and land use issues along U.S. Route 202. This may involve the creation of multi-municipal plans or similar agreements. IMMEDIATE to MEDIUM-TERM 	<ul style="list-style-type: none"> • No change; access management issues have not yet been addressed and no multi-municipal plans have been developed. 	<p style="text-align: center;">X</p>

2001 Recommendation	Tasks	2007 Status, By Task	High Priority
D. Pedestrian Improvements near the State Farm Insurance Complex	<ul style="list-style-type: none"> Chadds Ford and Concord townships should coordinate with PennDOT regarding the construction of a pedestrian overpass across U.S. Route 202. The townships should ensure that the overpass effectively serves the needs of nearby businesses and should also consider requiring area business owners to provide pedestrian facilities that link their offices/stores with the new overpass. SHORT-TERM 	<ul style="list-style-type: none"> PennDOT's current plans for widening the corridor include the installation of a grade-separated interchange at the intersection of U.S. Route 202 and U.S. Route 1. In addition, PennDOT has proposed the construction of a pedestrian overpass over U.S. Route 202. 	X
E. Transit and Pedestrian Improvements near Hillman Drive	<ul style="list-style-type: none"> Chadds Ford Township should work with SEPTA and Delaware County to identify appropriate transit options for this area. The township should also communicate with PennDOT to ensure that the needed facilities can be provided. SHORT-TERM Chadds Ford Township should encourage nearby businesses to provide pedestrian facilities in appropriate areas. Such improvements will provide needed linkages between bus stops and local offices and shops. SHORT-TERM Chadds Ford Township should work with PennDOT to provide better pedestrian access to uses along U.S. Route 202 and the loop road, and to provide further pedestrian improvements, such as a crosswalk, at the intersection of U.S. Route 202 and Hillman Drive. SHORT-TERM 	<ul style="list-style-type: none"> SEPTA bus route 306 was launched in March 2007 and extends from Great Valley to the Delaware state line, serving the full length of Section 100 of U.S. Route 202. Going forward, additional coordination is needed to improve the interface between the buses and land uses in this area. No change; crosswalks and other pedestrian-friendly infrastructure improvements have not yet been installed in this area. No change; crosswalks and other pedestrian-friendly infrastructure improvements have not yet been installed in this area. 	<p>X</p> <p>X</p> <p>X</p>

2001 Recommendation	Tasks	2007 Status, By Task	High Priority
F. Future Rail Station	<ul style="list-style-type: none"> Chadds Ford Township should periodically communicate with SEPTA and Delaware County regarding future plans for the Octoraro Line. LONG-TERM In the event that rail service is resumed, Chadds Ford Township should coordinate with SEPTA to connect the station area with bus transit and pedestrian/bicycle networks. The installation of a park-and-ride program may also be appropriate. LONG-TERM 	<ul style="list-style-type: none"> No change; SEPTA has no imminent plans to restore rail service along the Octoraro Line between Wawa and Chadds Ford. No change; as noted above, SEPTA has no imminent plans to restore rail service along the Octoraro Line between Wawa and Chadds Ford. 	
G. Corridor Access Management Overlay District	<ul style="list-style-type: none"> Chadds Ford and Concord townships should adopt a Corridor Access Management Overlay District to plan for better access management along U.S. Route 202. IMMEDIATE 	<ul style="list-style-type: none"> No change; overlay district not yet adopted. 	X

Recommendation Area 5: Chadds Ford, Concord, and Bethel

2001 Recommendation	Tasks	2007 Status, By Task	High Priority
<p>A. Local Access Road through the Village of Elam¹</p>	<ul style="list-style-type: none"> Although the route of the proposed local access road is entirely within Concord Township, it is very close to the municipal boundary with Chadds Ford. Thus, these two townships should work collaboratively to develop ideas for the road. This may involve the creation of multi-municipal plans or similar cooperative agreements. IMMEDIATE to MEDIUM-TERM Concord Township, with cooperation from Chadds Ford Township, should work with PennDOT to ensure that the alignment chosen for this section of U.S. Route 202 is the most beneficial to the nearby community. The townships, PennDOT, and Delaware County should also discuss maintenance responsibilities for this segment of the highway, should it be converted to a local access road. IMMEDIATE Concord Township should adopt an official map that shows the locations of all proposed roads, including this local access road. IMMEDIATE 	<ul style="list-style-type: none"> No change; the future alignment of the road has not yet been determined. No change; as noted above, the future alignment of the road has not yet been determined. However, if all through-traffic on U.S. Route 202 is ultimately directed onto the alignment presently used for northbound vehicles, the current southbound alignment will likely revert to Concord Township as a local road. As such, the road will add to the township's future maintenance burden. No change; official map not yet adopted. 	<p style="text-align: center;">X</p>

¹ In the vicinity of the Village of Elam, U.S. Route 202 is split, with northbound and southbound lanes traveling on different alignments. DVRPC's *Route 202 Section 100 Land Use Strategies Study*, published in 2001, proposed directing all U.S. Route 202 thru traffic onto the alignment currently used for northbound vehicles and converting the southbound alignment into a two-way local road or "Main Street" for the Village of Elam.

2001 Recommendation	Tasks	2007 Status, By Task	High Priority
A. Local Access Road through the Village of Elam	<ul style="list-style-type: none"> • Chadds Ford and Concord townships should encourage local businesses to provide pedestrian and bicycle facilities that connect offices, shops, public spaces, and transit facilities. SHORT-TERM • Residential street design standards and traffic calming measures should be utilized to ensure the road through the village area remains a local, low-speed street, rather than an alternate route for through-traffic on U.S. Route 202. SHORT-TERM • Chadds Ford and Concord townships should hold periodic public discussions with the residents and local business owners that would be affected by this proposed shift in the highway alignment. IMMEDIATE • Chadds Ford and Concord townships should adopt a parking management program to ensure there is neither a deficit nor a surplus of parking in the village area. LONG-TERM 	<ul style="list-style-type: none"> • No change; crosswalks and other pedestrian-friendly infrastructure improvements have not yet been installed in this area. • No change; residential street design standards and traffic calming measures have not yet been utilized in this area. • No change; no related public meetings have been held other than those related to this study. • No change; parking management program not yet adopted. 	
B. Corridor Access Management Overlay District	<ul style="list-style-type: none"> • Chadds Ford, Concord, and Bethel townships should adopt a Corridor Access Management Overlay District to plan for better access management along U.S. Route 202. IMMEDIATE 	<ul style="list-style-type: none"> • No change; overlay district not yet adopted. 	X

2001 Recommendation	Tasks	2007 Status, By Task	High Priority
C. Transit and Pedestrian Improvements near Smithbridge Road	<ul style="list-style-type: none"> Concord Township should work with SEPTA and Delaware County to identify and explore transit options that fit the needs of residents and businesses in this area. SHORT-TERM Concord Township should work with PennDOT to provide pedestrian improvements, such as a crosswalk, at the intersection of U.S. Route 202 and Smithbridge Road. SHORT-TERM Concord Township should encourage businesses that are located along Smithbridge Road and U.S. Route 202, and in the immediate vicinity of any bus stops, to provide adequate pedestrian facilities. SHORT-TERM 	<ul style="list-style-type: none"> SEPTA bus route 306 was launched in March 2007 and extends from Great Valley to the Delaware state line, serving the full length of Section 100 of U.S. Route 202. No change; crosswalks and other pedestrian-friendly infrastructure improvements have not yet been installed in this area. No change; crosswalks and other pedestrian-friendly infrastructure improvements have not yet been installed in this area. 	<p>X</p> <p>X</p> <p>X</p>
D. Village of Elam Preservation District	<ul style="list-style-type: none"> Chadds Ford and Concord townships should work collaboratively to develop ideas for the village area. This may involve the creation of multi-municipal plans or similar cooperative agreements. SHORT-TERM to MEDIUM-TERM Chadds Ford and Concord townships should adopt a village protection program to reinforce the character of the Elam commercial area. The use of traditional neighborhood development strategies should also be considered. SHORT-TERM to MEDIUM-TERM 	<ul style="list-style-type: none"> No change; multi-municipal planning has not been pursued in this area. No change; steps have not yet been taken to adopt a village protection program or encourage the use of traditional neighborhood development strategies. 	

2001 Recommendation	Tasks	2007 Status, By Task	High Priority
D. Village of Elam Preservation District	<ul style="list-style-type: none"> If the Elam area is determined to have sufficient historic integrity, Chadds Ford and Concord townships should consider pursuing historic preservation planning. This may include the adoption of historic design standards and/or designating Elam as a local historic district. IMMEDIATE 	<ul style="list-style-type: none"> No change; historic preservation planning has not been pursued in this area. However, the historic significance of most of the buildings within the village is believed to be minimal. 	
E. Bicycle Improvements on Smithbridge Road	<ul style="list-style-type: none"> Chadds Ford and Concord townships should collaborate to provide a consistent bicycle route in this area. This may involve the creation of multi-municipal plans or similar cooperative agreements. SHORT-TERM to MEDIUM-TERM Chadds Ford and Concord townships should adopt an official map that shows the future locations of proposed roads and bicycle improvements. IMMEDIATE 	<ul style="list-style-type: none"> Delaware County's conceptual bicycle/pedestrian plan proposes consistent routes that would serve residents in both townships and enhance nonvehicular access in the vicinity of U.S. Route 202. No change; official map not yet adopted. 	X
F. Transit and Pedestrian Improvements near Beaver Valley Road	<ul style="list-style-type: none"> Concord Township should encourage local businesses in the immediate vicinity of any bus stops near the intersection of Beaver Valley Road and U.S. Route 202, to provide adequate pedestrian facilities. SHORT-TERM 	<ul style="list-style-type: none"> A few newer developments in this area, such as the Camden Valleybrook Apartments, do provide sidewalks and other pedestrian infrastructure along U.S. Route 202. Unfortunately, these facilities do not extend past individual property lines nor connect to any sort of pedestrian network. This piecemeal approach – though a step in the right direction – has thus, to date, only created a disjointed collection of sidewalks and pedestrian crossings. 	X

New Recommendations: General

The following recommendations apply to all the municipalities located along the U.S. Route 202, Section 100 corridor and/or are directed to regional entities that have a vested interest in the growth and development of the roadway over time. The designation of certain recommendations as **High Priority** was collectively determined by the Chester County Planning Commission, the Delaware County Planning Department, and DVRPC.

General Recommendations: Municipalities

2007 Recommendation	High Priority
All municipalities in the corridor should work together to implement the recommendations included in this report. They should also develop coordinated, multi-municipal land use plans and development strategies to guide future growth in this area. IMMEDIATE to LONG-TERM	X
All municipalities in the corridor study area should implement the routes included in Chester and Delaware counties' conceptual bicycle/pedestrian plans in order to improve nonvehicular access in the vicinity of U.S. Route 202, Section 100. SHORT-TERM	X
All municipalities in the study area should consider adopting conservation design ordinances to help ensure future development along the corridor is sensitive to the area's environmental and historic resources. IMMEDIATE	X
All municipalities in the study area should install bus shelters, benches, sidewalks, and other improvements to enhance the environment for pedestrians in the vicinity of existing bus stops. IMMEDIATE to SHORT-TERM	X
As necessary, the municipalities in the study area should install traffic calming elements on local roads that intersect with U.S. Route 202. The utilization of traffic calming techniques will help to slow automobile traffic that is transitioning from the higher speed lanes of U.S. 202 to lower speed local roads. Traffic calming also enhances vehicular and pedestrian safety, and preserves neighborhood character and livability. As the townships move forward with traffic calming strategies, coordination with PennDOT will likely be necessary. SHORT-TERM	
All municipalities in the study area should implement park-and-ride programs as a way to support local ride sharing and transit service. SHORT-TERM	X

General Recommendations: Other Agencies

Agencies	2007 Recommendation	High Priority
PennDOT	After reaching a Record of Decision for the preferred alternative, PennDOT should consider the constructability of the widening project. Construction staging is recommended to help maintain the flow of traffic and lessen the immediate financial burden on the region's Transportation Improvement Program. Interchange improvements should be considered as a precursor to the mainline widening, similar to U.S. Route 202, Section 300. SHORT-TERM	X

New Recommendations: Municipal

These recommendations are directed to specific locations and municipalities along the U.S. Route 202, Section 100 corridor. **High Priority** tasks were designated by the Chester County Planning Commission, the Delaware County Planning Department, and DVRPC.

Recommendation Area 1: West Goshen and Westtown

2007 Recommendations	High Priority
As recommended in 2001, West Goshen Township should encourage businesses to provide pedestrian facilities to connect employers along Matlack Street and U.S. Route 202 with nearby uses. Now that the site of the Spaz Beverage warehouse is slated to be redeveloped with student housing for West Chester University, the need for enhanced pedestrian infrastructure in this area is even more critical. SHORT-TERM	X
Westtown Township and the West Chester Area School District should work together to enhance pedestrian infrastructure in the vicinity of Starkweather Elementary School and Stetson Middle School. As noted in 2001, sidewalks and a possible pedestrian bridge are needed in this area. Additionally, the creation of bicycle/pedestrian linkages between the schools and the neighborhoods that surround them should be encouraged. SHORT-TERM	X
Now that a developer and future use (senior housing) have been identified for a portion of Crebilly Farm, it is essential that Westtown Township approve new zoning and site plans that preserve some of the property's unique features in addition to permitting construction. Opportunities for conservation design/cluster development, historic preservation, and farmland conservation, among other planning techniques, should all be considered. Pedestrian and transit access, mixed-use zoning, and the creation of a reverse frontage road should also be addressed, particularly if the site is going to house seniors with limited mobility. IMMEDIATE	X

Recommendation Area 2: Thornbury (Chester County) and Birmingham

2007 Recommendations	High Priority
<p>As PennDOT’s planned improvements to the U.S. Route 202, Section 100 corridor get underway, PennDOT and Birmingham Township must work to ensure that Birmingham Road does not become an alternate route for drivers hoping to avoid the ongoing construction and resulting congestion. Birmingham Road is lined by several historic properties, including farms, cemeteries, the Birmingham Meeting House, and several notable residences. Increased traffic on this roadway would severely compromise its historic integrity and potentially threaten the viability of several fragile resources. SHORT-TERM</p>	

Recommendation Area 3: Chadds Ford, Thornbury (Delaware County), and Concord

2007 Recommendations	High Priority
<p>Pedestrian improvements are needed in the vicinity of the Cherry Creek Conservation Community, a housing development in Thornbury Township (Delaware County). Although a network of sidewalks is located within Cherry Creek, pedestrian infrastructure is nonexistent just outside the entrance to the community. Extending the existing sidewalks by just a few blocks along Dilworthtown Road would provide the hundreds of residents of Cherry Creek with pedestrian access to the Shoppes at Dilworthtown Crossing and SEPTA bus route 306 stops on U.S. Route 202. SHORT-TERM</p>	<p>X</p>
<p>Pedestrian improvements are needed in the vicinity of the Estates at Chadds Ford, the new single-family housing development currently under construction by Toll Brothers. Sidewalks, paths, and other infrastructure are needed to link the new residences to nearby commercial uses and transit stops. SHORT-TERM</p>	<p>X</p>

Recommendation Area 4: Loop Road – Chadds Ford and Concord

2007 Recommendations	High Priority
<p>Significant new development is currently underway on U.S. Route 1 just east of the loop road. A new hospital, several big-box retail stores, and a retirement community, among other uses, are all under construction. As a result, the considerable traffic congestion in this area will only continue to grow. It is imperative that the transit, access management, bicycle/pedestrian, and loop road improvements recommended in the 2001 study be implemented in a timely manner. Additionally, Chadds Ford and Concord townships should seriously consider the traffic impacts of all current and future development in this area. U.S. Routes 202 and 1 are already severely congested at this location and without significant improvements to the intersection, a completed loop road, public transit enhancements, pedestrian and bicycle facilities, and transit- and pedestrian-oriented development, existing problems are only going to worsen. SHORT-TERM</p>	<p>X</p>

Recommendation Area 5: Chadds Ford, Concord, and Bethel

2007 Recommendations	High Priority
<p>Chadds Ford and Concord townships should encourage the developers of the new shopping center planned for the site at U.S. Route 202 and Ridge Road, opposite the Glen Eagle Shopping Center, to provide pedestrian facilities that link its stores to nearby bus stops. Design standards, parking, and access management should also be discussed. Direct access to the shopping center from U.S. Route 202 should be limited. If possible, the primary vehicle entrance to the site should be located on Ridge Road. IMMEDIATE</p>	<p>X</p>
<p>In the vicinity of the Village of Elam, where U.S. Route 202 is split and the northbound and southbound lanes follow different alignments, DVRPC and Delaware County continue to support directing all U.S Route 202 thru-traffic onto the alignment currently used for northbound vehicles and converting the southbound alignment into a two-way local road or “Main Street” for the Village of Elam. Although not a new recommendation, realizing this proposal will require a strong, collaborative effort by PennDOT, Delaware County, and Concord and Chadds Ford townships. As PennDOT moves forward with its plans to widen and improve Section 100 of the U.S. Route 202 corridor, the need to develop unified plans for the Elam area takes on increasing importance. IMMEDIATE</p>	

Chapter 4: Next Steps

Since 2001, when DVRPC completed *Route 202 Section 100 Land Use Strategies Study*, the communities that surround the corridor have continued to grow and change. Unfortunately, land use and development regulations in the area have not kept pace. Section 100 of U.S. Route 202 has become increasingly congested over the past six years, with thousands of new housing units and dozens of new shopping centers and office parks going up alongside it. As a result, the amount of open space along the corridor has steadily decreased; at the same time, the number of cars using local roads has continued to climb. Endless construction and automobile congestion now threaten the character and quality of life in what used to be a peaceful corner of the Delaware Valley region.

Through the completion of this report, DVRPC hopes to draw attention to some of the challenges facing the U.S. 202, Section 100 corridor. Another goal of this document is to provide local municipalities with guidance and information about some of the steps they can take to ensure that key smart growth tenets are incorporated into future planning and development activities along the roadway. DVRPC

recognizes that some of the recommendations included in this document will take considerable effort to implement. In addition to requiring interagency cooperation from a wide range of partners – including transportation organizations and municipal, county, regional, and state governments – many will also necessitate significant investments in infrastructure improvements. Understanding this, the Chester County Planning Commission, the Delaware County Planning Department, and DVRPC have agreed to meet individually and collectively with the eight municipalities located along Section 100 of U.S. Route 202 to identify key tasks and develop implementation strategies.

Additionally, this report contains several appendices that are designed to assist local governments in executing some of the various implementation tasks described in Chapter 3. As noted below, some of the appendices are updated versions of material that appeared in the 2001 report, *Route 202 Section 100 Land Use Strategies Study*.

Appendix A: Smart Growth Implementation Strategies lists several of the planning tools that the municipalities located

along the corridor may wish to utilize. Each tool is identified as an immediate, short-term, medium-term, or long-term strategy, depending on the amount of time required for implementation.

Appendix B: Corridor Access Management Overlay (CAMO) District contains sample language that every township in the study area should consider adapting and including in their individual zoning ordinances. The CAMO district provides an additional means to regulate land use and access along the corridor.

Appendix C: Transit-Oriented Development (TOD) District contains sample language that may be applicable in some locations along the U.S. Route 202, Section 100 corridor. This district encourages the development of denser, mixed-use structures in areas that are proximate to transit stops. Adopting a TOD district is more of a long-range priority for most of the municipalities in the study area and is of less immediate importance than the CAMO district.

Appendix D: Official Maps includes an overview of this important, though often underutilized, planning tool. Sample

official maps that could be amended and adopted by area townships are also provided.

All appendices, other than the sample official maps included in *Appendix D*, were created by DVRPC staff. *Appendix E* provides a list of all the land use changes that occurred in the study area between 2000 and 2005. Although not an implementation tool, per se, *Appendix E* provides clear overview of how, where, and what kind of development is occurring along the corridor. Municipal officials should be mindful of this information when authorizing future construction projects and land use changes.

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All photos by DVRPC.

Appendix A

Smart Growth Implementation Strategies

The following table lists some of the steps municipalities can take to encourage smart and efficient land use along Section 100 of U.S. Route 202. **Immediate** strategies tackle projects that may be initiated within a one-year period. **Short-Term** strategies may be addressed within two years, and **Medium-Term** projects can be expected to take three to five years, although they may require significant preliminary examination before the implementation process can begin. Matters that generally take five or more years to effectively address are listed as **Long-Term** priorities. It is important to note that the strategy time frames assigned to each task are an estimation of how long it should take municipalities and their partners (may include counties, PennDOT, SEPTA, and/or other agencies) to make reasonable progress toward implementation. Completion of the listed tasks may take longer depending on the scale and complexity of individual projects. Additionally, implementing the recommended strategies will often require more than a one-time fix. Ongoing monitoring and maintenance may be necessary in order to ensure that the completed improvements remain useful and relevant.

Strategy Priorities

Immediate	
<ul style="list-style-type: none">• Access management provisions/corridor access management overlay districts• Bus stop shelters• Conservation easements and local land trusts• Conservation design ordinance	<ul style="list-style-type: none">• Historic preservation planning/historic districts• Official maps• Safe Routes to School program• Site analysis plans• Transit design standards

Short-term	
<ul style="list-style-type: none"> • Capital improvement plans and programs • Economic development planning • Floodplain management • Multi-municipal plans • Open space planning • Park-and-ride programs • Parkland dedications/fee-in-lieu provisions • Pedestrian/bikeway facilities design • Performance zoning • Residential street design 	<ul style="list-style-type: none"> • Right-of-way preservation • Riparian buffers • Slope management • Stormwater management • Suburban Center zoning • Traffic calming • Transit-oriented development overlay districts • Transit planning • Vegetation management
Medium-term	
<ul style="list-style-type: none"> • Economic development incentives • Fair share analysis • Greenways • Traditional neighborhood development 	<ul style="list-style-type: none"> • Traffic impact fee ordinances • Traffic signal systems • Transfer of development rights • Village protection programs
Long-term	
<ul style="list-style-type: none"> • Community sewage treatment and disposal options • Growth boundaries • Parking management programs 	<ul style="list-style-type: none"> • Transit service restoration • Trip reduction ordinances • Water resources sustainability assessments

Appendix B

Corridor Access Management Overlay (CAMO) District *Sample Ordinance*

Section 00: Declaration of Legislative Intent. The overall intent of the Corridor Access Management Overlay (CAMO) District shall be to control the use, development, and highway access of lands located along the frontage of U.S. Route 202 and within (insert name of municipality) in order to accomplish the following specific purposes:

- 00.1 To promote the orderly development of land along U.S. Route 202 that is located within (insert name of municipality).
- 00.2 To minimize, to the maximum extent possible, hazardous traffic flow conditions and confusion for drivers along the segments of U.S. Route 202 that are located within (insert name of municipality).
- 00.3 To enhance the overall function and appearance of U.S. Route 202, which serves as a visual and physical gateway to the community.
- 00.4 To promote channelized and coordinated accessways along U.S. Route 202 in order to reduce existing conflicting turning movements, and prevent new conflicting turning movements, traffic congestion and other potential vehicular hazards.
- 00.5 To make the transition between the high-speed driving experience found on U.S. Route 202 and the lower-speed, more restrictive driving conditions encountered on the intersecting roads, access points, and driveways as smooth as possible for highway users.
- 00.6 To provide for safe, understandable, and convenient access to abutting uses without causing traffic flow problems.
- 00.7 To avoid the adverse effects of uncoordinated, lot-by-lot development on the flow of traffic along the U.S. Route 202, and to increase the application of unified development plans with coordinated highway access as the preferred alternative within such areas in order to minimize and prevent unnecessary accessways and conflicting turning movements.
- 00.8 To provide setbacks for both principal and accessory uses, including signs, off-street parking, and loading areas that may be located along U.S. Route 202, in order to facilitate the planned highway widening and related access improvements should future traffic volumes warrant such improvements.

- 00.9 To require natural features preservation in conjunction with man-made buffering, where feasible, in order to preserve a spacious and scenic visual environment along U.S. Route 202.
- 00.10 To require, as part of the development plan review process, related traffic control improvements (acceleration/deceleration lanes, traffic signalization, marginal access roads, jug handles, turning or stacking lanes, and similar low-capital intensive improvements) and public transit enhancements (bus lay-bys and stops) in order to minimize the effects of new development on traffic flow along U.S. Route 202.
- 00.11 To encourage reverse-frontage and other design techniques for those development plans proposed to be located along U.S. Route 202 in order to minimize the need for additional accessways or intersecting roads.
- 00.12 To combine with other zoning requirements, as an overlay, to place limitations and additional requirements upon the underlying zoning districts in order to accomplish the specific purposes described in this Section in furtherance of the general welfare of the residents of the Township and of the users of the U.S. Route 202.

Section 01: Boundary Definition. The CAMO District is defined and established as follows:

- 01.1 Primary Arterial Corridor Impact Area. The area extending for a distance of two hundred (200) linear feet from the centerline of the right-of-way, along each side of the U.S. Route 202 located within the Township.
- 01.2 Secondary Highway Corridor Impact Area. Where the Primary Arterial Corridor Impact Area, as defined in subsection 01.1, is intersected by another highway of arterial classification that is not otherwise included in a CAMO District, the following Secondary Highway Corridor Impact Area shall be defined and added to the area of the Primary Arterial Corridor Impact Area:
 - a. From the centerline of the intersecting arterial, the area extending for a distance of two hundred (200) linear feet along each side of the intersecting roadway, for a distance of one-eighth mile (660 linear feet) along said road.
 - b. For regulatory purposes, where the component defined in subsection 01.2 a. occurs, all those portions of the Secondary Highway Corridor Impact Area that extend beyond the boundaries of the Primary Arterial Corridor Impact Area shall be included within the boundaries of the CAMO District. In all cases, the distances and areas defined in this section shall be plotted so as to include the maximum possible area consistent with the boundary definition.

Section 02: District Mapping. The CAMO District shall be delineated on the Zoning Map as follows:

- 02.1 Those areas referred to in Section 01 shall be plotted on the Zoning Map to indicate the boundaries of the CAMO District. The Zoning Map shall be available in the Township building for inspection by the public.
- 02.2 Any subsequent changes in the boundaries of the CAMO District as a result of new construction, revisions to official plans, or for any other reason, shall be plotted on the Zoning Map as amendments thereto following consideration of the proposed revisions in the usual manner prescribed for amending the Zoning Ordinance.

Section 03: CAMO District Concept. The CAMO District shall be deemed an overlay on any zoning district(s) now or hereafter enacted to regulate the use of land in the township.

- 03.1 The CAMO District shall have no effect on the permitted uses in the underlying zoning district(s) except where said uses are intended to be located within the boundaries of the CAMO District, as defined herein, and the uses are in conflict with the requirements and specific intent of this Article.
- 03.2 In those areas of the Township where the CAMO District applies, the requirements of the CAMO District shall supersede the requirements of the underlying zoning district(s) unless those requirements are more stringent than the requirements of this Article.
- 03.3 Should the CAMO District boundaries be revised as a result of legislative or administrative actions or judicial decisions, the zoning requirements applicable to the area in question shall revert to the requirements of the underlying zoning district(s) without consideration of this Article.
- 03.4 Should the zoning classification(s) of any parcel or any part thereof on which the CAMO District applies be changed, as a result of legislative or administrative actions or judicial decisions, such change(s) in classification shall not effect the boundaries of the CAMO District or its application to said parcel(s) unless an amendment to the boundaries or the effect of the District on said parcel(s) was part of the proceedings from which the changes originated.

Section 04: Boundary Interpretation and Appeals Procedure. An initial determination as to the applicability of the CAMO District to a given parcel shall be made by the Zoning Officer.

- 04.1 Any party aggrieved by the Zoning Officer's decision, either because of interpretation of the exact location of the CAMO District boundaries, or because of the effect of the District on the development of the parcel(s) in question, may appeal said decision to the Zoning Hearing Board, as provided for in Section 14 of this Article.

04.2 The burden of proving the incorrectness of the Zoning Officer's decision shall be on the applicant.

Section 05: Uses Permitted in the CAMO District. The following uses shall be permitted in the CAMO District:

05.1 Any limited access or arterial highway located within the boundaries of the CAMO, as defined in Section 01 of this Article, and the appurtenant rights-of-way, including the interchange access ramps, service roads, and any informational or directional signs erected therein.

05.2 Those portions of existing roads of a lower classification than arterial, as defined on the Township's Ultimate Right-of-Way Map, or existing access driveways that are located within the boundaries of the CAMO, as defined in Section 01 of this Article. Any improvements to these roads should comply with the requirements of this Article, to the maximum extent possible.

(Note: The permitted restricted and prohibited uses need to be reviewed in terms of the context and planning objectives of the municipality(s).)

05.3 Cultivation and harvesting of crops according to recognized soil conservation practices.

05.4 Pasturing and grazing of animals according to recognized soil conservation practices.

05.5 Public and private open space and recreation areas, including biking, hiking, and equestrian trails, but excluding structural development, except that which is in accordance with Section 06.6 and 06.7 of this Article.

05.6 Outdoor plant nursery, orchard, woodland preserve, arboretum, and similar conservation uses, according to recognized soil conservation practices, but excluding structural development, except that which is in accordance with Section 06.6 and 06.7 of this Article.

05.7 Forestry, lumbering, and reforestation, according to recognized natural resource conservation practices.

05.8 Those portions of a lot in combination with contiguous lands located beyond the boundaries of the CAMO District in order to meet the yard and area requirements of the underlying zoning district(s), when uses not permitted within the CAMO District are to be located on such contiguous lands.

05.9 Subsurface utility lines.

- 05.10 Fences of wood, wire, and any other materials, provided they are located so as to maintain a clear sight triangle at any intersection or access point along U.S. Route 202 within the CAMO District.
- 05.11 Any other nonstructural, principal or accessory use permitted in the underlying zoning district(s) but excluding any extractive uses, parking and loading areas, and outdoor storage areas.
- 05.12 Those uses permitted by right in the underlying zoning district(s) and existing uses made nonconforming by the adoption of this Article.

Section 06: Restricted Uses Permitted by Special Exception. The following restricted uses shall be permitted only as a special exception in the CAMO District, except those uses expressly prohibited in Section 07 of this Article, subject to the requirements and procedures set forth in Sections 08 through 11 of this Article.

- 06.1 Above-ground utility lines.
- 06.2 Passenger stops or shelters for public transportation, including off-street parking areas associated with such uses and related facilities.
- 06.3 Proposed public and private roads or access driveways that are inconsistent with the development guidelines specified in Section 08, herein.
- 06.4 Parking and loading areas, including above-grade, structured parking facilities.
- 06.5 Temporary structures, including signs and buildings, whether principal or accessory.
- 06.6 Permanent, freestanding structures, including advertising devices or signs not exempted by subsection 05.1 with a surface area of one hundred (100) square feet or less, and accessory building permitted in the underlying zoning district with a ground coverage of no more than one hundred and fifty (150) square feet. No such uses located within the CAMO District shall exceed a height of thirty-five (35) feet.
- 06.7 Expansion of a use rendered nonconforming by the adoption of this Article in accordance with the requirements of Section 14 of this Article.
- 06.8 Any other use, not specifically listed herein, which may contribute to a hazardous traffic condition or visual intrusion along U.S. Route 202 or any intersecting road within the CAMO District.

06.9 Those uses permitted by special exception or as conditional uses in the underlying zoning district(s).

Section 07: Prohibited Uses. The following uses are shall not be permitted within the boundaries of the CAMO District:

- 07.1 Permanent, freestanding structures permitted in the underlying zoning district(s) that do not qualify under Section 06.2, 5, 6, and 7 of this Article.
- 07.2 Junkyards, scrap yards, or similar outdoor storage uses.
- 07.3 Billboards or similar advertising devices or signs that exceed a surface area of one hundred (100) square feet.
- 07.4 Flashing signs or other advertising devices of any type or configuration.
- 07.5 Subdivisions and land developments composed of uses permitted in accordance with the underlying zoning district(s) that do not comply with the development regulations specified in Section 08, herein.
- 07.6 Any use of the same general character as those uses listed in subsections 07.1 through 07.4 of this Section.

Section 08: Guidelines for Subdivisions, Land Developments, and Individual Uses Within the CAMO District. For any subdivision, land development, or individual uses proposed to be located within the CAMO District, the following guidelines shall apply:

- 08.1 Access Controls. Direct residential or nonresidential driveway access to U.S. Route 202 or intersecting roads within the CAMO District from either a subdivision or land development or an individual use shall not be permitted, unless the following alternative development techniques are demonstrated by the applicant to be infeasible on other than purely economic grounds. The application of these techniques shall be governed by the requirements of the Township's Subdivision and Land Development Ordinance. The following alternatives (a., b., and c.) are presented according to their priority in meeting the Declaration of Legislative Intent of this Article.
 - a. Marginal access roads, where direct driveway access is to a residential or marginal access road parallel to U.S. Route 202 or an intersecting road within the CAMO District, and the only access to said roads is from one or more accessways from the marginal access road to U.S. Route 202. Every effort should be made to minimize the number of intersections from marginal access roads within the CAMO District.
 - b. Reverse-frontage development, where direct driveway access is to a residential or feeder road and the only access to U.S. Route 202 or an intersecting road within the CAMO District is from one or more of said residential

or feeder roads (either existing or new construction). Every effort should be made to minimize the number of intersections from new roads within the CAMO District.

- c. Joint access, where direct driveway access from a lot or development to U.S. Route 202 or an intersecting road within the CAMO District is provided jointly with other lots or parcels created as part of the same subdivision or land development, or with adjacent lots or parcels not part of the same subdivision of land development. If this approach is to be used, a turnaround area or similar technique shall be provided on the lot.
- d. The minimum spacing between the centerline of new and existing roads along U.S. Route 202 or an intersecting road within the CAMO District shall be no less than six hundred (600) feet. No new accessway to U.S. Route 202 shall be located closer than one hundred (100) feet to the point of intersection of an intersecting road.
- e. Where direct driveway access to U.S. Route 202 or an intersecting road within the CAMO District is unavoidable, the minimum spacing between the centerline of such access driveways shall be no less than two hundred (200) feet.

08.2 Development Regulations.

- a. The minimum setback for any proposed use within the CAMO District shall be one hundred (100) feet measured from the ultimate right-of-way line of U.S. Route 202 and seventy-five (75) feet from the ultimate right-of-way line of an intersecting road within the CAMO District.
- b. The minimum lot width within the CAMO District shall be two hundred (200) feet, except that lots developed as part of an overall plan in accordance with the development techniques specified in subsection 08.1, may be developed in accordance with the applicable requirements of the underlying zoning district(s) where they permit a minimum lot width of less than two hundred (200) feet.
- c. No sign, except a traffic safety or directional sign, shall be located closer than twenty-five (25) feet to the ultimate right-of-way line of U.S. Route 202 or other intersecting road located within the CAMO District.
- d. No parking, loading, or other storage area shall be located closer than twenty-five (25) feet to the ultimate right-of-way line of U.S. Route 202 or other intersecting road located within the CAMO District.

Section 09: Application Requirements for Those Uses Permitted by Special Exception. An applicant proposing to locate a use or uses specified in Section 06 of this Article within the CAMO District shall submit the following additional information to the Zoning Hearing Board to accompany an application for a special exception.

- 09.1 A plan or plans delineating the necessary information to be shown on a preliminary plan in accordance with the pertinent requirements of the Township's Subdivision and Land Development Ordinance.
- 09.2 A written statement, in accordance with the requirements of Section 10 of this Article, justifying the need for the requested special exception(s).
- 09.3 A Landscaping Plan in accordance with the requirements of Section 13 of this Article; or
- 09.4 A plan showing those existing natural features, vegetation, and topography, where pertinent, to justify a full or partial modification of the landscaping requirements of Section 13 of this Article.

Section 10: Justification Statement for Special Exception Use(s). An application for a special exception shall be accompanied by: a written statement justifying the requested modifications from the requirements of this Article; the materials required by Section 13 of the Article; and any pertinent supplementary materials. The narrative description shall contain, as a minimum, the following information:

- 10.1 The relationship of the proposed actions(s) to the Declaration of Legislative Intent of this Article.
- 10.2 A general description and map of the proposed action(s), including any proposed modifications from the standards of this Article.
- 10.3 A description and map of the existing natural features, vegetation, and topography of the site and their relationship to the proposed action(s).
- 10.4 A general description of the alternatives considered by the applicant prior to requesting the proposed course(s) of action and proposed modification(s).

Section 11: Procedures for Consideration of a Special Exception. The Zoning Hearing Board, in reviewing an application for a special exception, shall review the plan, justification statement, and other materials submitted by the applicant. Furthermore, the Zoning Hearing Board shall:

- 11.1 Notify the respective Township and County planning commissions at least thirty (30) days prior to the hearing on the application, who may, at their discretion, become a party to the matter in question.
- 11.2 Notify the Harrisburg and District 6-0 offices of the Pennsylvania Department of Transportation at least thirty (30) days prior to the hearing on the application, who may, at their discretion, become a party to the matter in question.

- 11.3 Notify the Township Engineer at least thirty (30) days prior to the hearing on the application, who may, at the direction of the Board of Supervisors, submit his advisory opinion on the matter in question to the Board of Supervisors.
- 11.4 In addition to the guidelines specified in Section 12 of the Article, have the discretion to impose special measures or conditions, as deemed reasonably necessary and appropriate, to ensure that approval of a special exception will be consistent, to the maximum extent feasible, with the Declaration of Legislative Intent of this Article.

Section 12: Guidelines for Approval of Uses by Special Exception. In considering an application for a special exception, the Zoning Hearing Board shall use the following guidelines as minimums:

- 12.1 The consistency of the proposed special exception with the Declaration of Legislative Intent of this Article.
- 12.2 The relationship of the proposed special exception to the possible functional effects on existing and proposed traffic flow, the number and location of curb cuts, and visual character of the (designated arterial(s)), and any intersecting roads located within the boundaries of the CAMO District.
- 12.3 The relationship of the proposed special exception to the existing topography, vegetation, and other natural features, as well as the degree to which the applicant has incorporated such features in the overall development plan.
- 12.4 The degree to which the applicant's proposed mitigating actions, in accordance with the guidelines specified in Section 13 of this Article, will minimize visual intrusions, traffic flow disruptions, and the number and spacing of curb cuts along the designated arterial(s) or intersecting road(s) located in the CAMO District.

Section 13: Guidelines for Mitigating Actions Within the CAMO District. The following mitigating actions shall be incorporated with the site development plan for a use proposed to be located within the CAMO District in order to minimize visual intrusions, traffic flow disruptions, and the number and spacing of curb cuts along U.S. Route 202 or intersecting road(s) located in the CAMO District. These actions may be separate from or in combination with existing natural features, vegetation, or topography on the site in question. However, applicants are encouraged to incorporate existing site features as part of any necessary mitigating actions, wherever such an approach is feasible, in order to retain the natural character of the landscape.

- 13.1 Landscaped Areas. The applicant shall submit a landscape plan with the application showing all pertinent information, including the existing or proposed topography and the location, size, and specie of those individual trees and shrubs to be preserved or planted, or alternatively, the general characteristics of existing vegetation masses that are to be preserved.

- a. **Planted Areas.** Along the right-of-way of U.S. Route 202 and intersecting roads located within the CAMO District, the applicant shall provide a single row of deciduous trees, at least eight (8) feet in height when planted and at least twenty (20) feet in height at maturity, with a spacing of not more than forty (40) feet on-center, wherever necessary for adequate sight distance.
- b. **Mounding.** Mounding is encouraged as a means of reducing visual encroachment along U.S. Route 202 or intersecting roads within the CAMO District, provided that such mounding shall not exceed a slope of three to one (3:1), or interfere with sight lines.
- c. **Shrubs and Grass.** Coniferous and deciduous shrubs and grass shall be provided, as needed, to complete the landscaped area. The width of such area measured from the ultimate right-of-way line shall not be less than fifteen (15) feet.
- d. **Buffer Maintenance.** All vegetation shall be permanently maintained and, in the event of death or other destruction, shall be replaced within one (1) year by the persons responsible for maintenance at the time death or destruction occurred.
- e. **Architecture and Site Design.** The applicant may demonstrate, through the submission of pertinent plans, renderings, or models, that the development of the proposed structure(s), building(s), parking area(s), or sign(s) will be accomplished in a manner that will be compatible with the U.S. Route 202 corridor and its surroundings and that will minimize the visual effects on both highway users and the users of the proposed development.

13.2 **Traffic Flow and Access Study.** For any nonresidential use and for any residential use involving more than five (5) dwelling units, the applicant shall prepare a traffic flow and access study unless the Township Engineer, with the concurring opinion of the Pennsylvania Department of Transportation, District 6-0, determines that such a study is not warranted based upon the submitted plan and proposed development. The study shall describe and map the present and projected traffic flow patterns both with and without the proposed development, based upon existing and 20-year projected traffic counts from the Pennsylvania Department of Transportation, the Delaware Valley Regional Planning Commission, or the applicant's traffic engineer. Particular attention shall be placed upon the relationships of the proposed accessways to U.S. Route 202 or other intersecting roads located within the CAMO District. The source(s) for all traffic flow data, turning movements, and projections shall be clearly labeled in the submitted study. The study shall include the rationale for the accessway(s) chosen as well as any alternatives rejected by the applicant.

13.2 **Driveway Spacing.** Driveways should be spaced a minimum of two hundred (200) feet apart or shared with an adjacent property, unless rigid adherence to this standard is determined to be either impractical or infeasible, upon the written request of their applicant with the concurrence of the Township Engineer. The minimum distance of fifty (50) feet shall be

provided between an access driveway and the intersection of a public road with the (designated arterial(s)). However, any such minimum corner clearance accessways shall be restricted through their design to right turns in and out.

- 13.3 Sight Distance. Adequate sight distance shall be provided at every accessway and intersecting road upon review and determination by the Township Engineer.
- 13.4 Other Traffic Flow Improvements. The applicant is encouraged to submit related traffic flow improvement proposals in conjunction with the Traffic Flow and Access Study required in subsection 13.2. Acceleration/deceleration lanes, traffic signalization, marginal access roads, and curbing or stacking lanes are examples of low capital-intensive improvements that would facilitate traffic flow in conjunction with new development. Any such proposed improvements shall be reviewed and approved by the Township Engineer, with the advice of Pennsylvania Department of Transportation District 6-0 staff, except on state maintained roads where final approval shall be obtained from the Pennsylvania Department of Transportation.

Section 14: Uses or Structures Rendered Nonconforming by the Adoption of this Article. Following the adoption of this Article, any use or structure that is situated within the boundaries of the CAMO District and does not conform to the permitted uses specified in Section 05, herein, shall become a nonconforming use or structure regardless of its conformance with the requirements of the District(s) in which it is located without consideration of this Article.

- 14.1 The expansion or continuance of a nonconforming use or structure that is nonconforming with respect to the other District(s) in which it is located without consideration of this Article shall be governed by the requirements of Article ---, Section --- of this Ordinance. However, the Zoning Hearing Board shall ensure that the standards contained in Section 12, herein, are applied to the expansion or continuance of said nonconforming use or structure.
- 14.2 The expansion or continuance of a nonconforming use or structure rendered nonconforming due to the adoption of this Article shall be governed by the standards contained in Section 09, herein. The Zoning Hearing Board shall ensure that these standards are enforced with respect to said nonconforming use or structure.

Section 15: Appeals. A property owner of a lot of record, as of the date of enactment of this Article, who contends that the strict enforcement of this Article would create undue hardship, by denying a reasonable use of an existing lot situated wholly or partially within the CAMO District, or who contends that the Zoning Officer's interpretation of the effects or boundaries of the CAMO District on said lot are incorrect, may seek relief by applying for a variance from the Zoning Hearing Board.

- 15.1 The Zoning Hearing Board, after deciding upon the merits of the appeal, may permit the applicant to make some reasonable use of the property in question while also ensuring that such use will not violate the Declaration of Legislative Intent of this Article.

15.2 Any use(s) permitted by variance shall represent the minimum relief possible to overcome the proven hardship, and the location of said use(s) within the CAMO District shall be conditioned upon the incorporation of pertinent mitigating activities, as set forth in Section 13 of this Article, in order to minimize the effects of encroachment along U.S. Route 202.

Appendix C

Transit-Oriented Development (TOD) District *Sample Ordinance*

Section __00: Declaration of Legislative Intent: In expansion of the Declaration of Legislative Intent and Statement of Community Development Objectives contained in Article ____, Section ____ of this Ordinance and in furtherance of the goals and policies of the adopted (insert name of municipality) comprehensive plan, it is hereby declared to be the intent of this Article with respect to the TOD-Transit Overlay Development District to:

__00.1 Encourage the development of land within and adjacent to planned transit service stops, corridors, and station areas for a variety of higher density and intensity, individual and mixed uses, so that these uses can serve to support a more transit-oriented development pattern at selected locations along the U.S. Route 202, Section 100 corridor.

__00.2 Encourage increased public transit ridership as an alternative to total reliance on the automobile for a variety of trip purposes.

__00.3 Reduce traffic congestion and improve safety conditions along the U.S. Route 202, Section 100 corridor and at intersecting roads along the corridor.

__00.4 Promote more compact development patterns and mixed uses to reduce unnecessary vehicular trips and to promote a more pedestrian-oriented scale of development.

__00.5 Promote greater community identity among the growing municipalities along the U.S. Route 202, Section 100 corridor.

__00.6 Provide development incentives for those plans that include design features, support facilities, and/or amenities that reinforce implementation of the TOD District's goals and its relationship to the surrounding community.

Section __01: Establishment of District Boundaries. To implement the statement of intent defined in Section __00, the following criteria shall be used to establish the boundaries of the TOD District as an overlay of existing zoning districts:

__01.1 Bus Stop TOD: Where applicable, for an existing or proposed bus stop location along or adjacent to the U.S. Route 202, Section 100 corridor, the TOD District boundaries shall include the stop location, any ancillary facilities, and those contiguous tracts of land within a one-eighth (1/8) mile radius (660 feet) of the bus stop location.

__01.2 Bus Stop Corridor: Where two or more Bus Stop TOD Districts occur in a concentrated pattern along an arterial highway corridor, the (insert name of governing body) may elect to establish a Bus Stop Corridor. The boundaries of the Bus Stop Corridor shall include the boundaries of the individual Bus Stop TOD Districts and connecting lines between each district. These connecting lines shall run parallel to each side of the arterial highway for a distance of the one-eighth (1/8) mile (660 feet), yielding a corridor one-quarter (1/4) mile wide (1320 feet).

__01.3 Rail Station TOD: Where applicable, for an existing or proposed station area, the TOD District boundaries shall include the station site; all parking areas, accessways and related ancillary facilities; and those contiguous tracts of land located within a one-quarter (1/4) mile radius (1320 feet) of the station site.

__01.4 A Rail station TOD District, Bus Stop Corridor and/or Bus Stop TOD District may be combined into a single area at the discretion of the (insert name of governing body). The separate bus and rail standards of this District shall apply within the different components of the overall area created.

__01.5 Where a tract of land held in single ownership is divided by the application of the overlay criteria described in subsections __01.1 and __01.2, only that portion within the overlay area shall be eligible for the incentives provided by the TOD District.

Section __02: Development Plan Modifications and Flexibility. It is the intent of the TOD District to provide for flexibility in the review and execution of proposed subdivision and land development plans in order to accomplish the overall intent of the TOD District in the most expeditious manner possible.

The (insert name of governing body) of (insert name of municipality), following the review and comments of the (insert name of municipality) Planning Commission and the advisory review of the (insert name of county planning department/commission), will work closely with the applicant to implement the proposed TOD development. Should waivers or modifications from the strict interpretation of the area, bulk, and dimensional requirements of this Article, and/or those of the underlying zoning district(s) be necessary or desirable to achieve the intent of the TOD District, the following procedure shall be followed:

__02.1 Any such waivers or modifications shall be specifically shown and/or noted on the proposed development plan and in any accompanying documentation submitted with the proposed development plan.

__02.2 The applicant shall specifically request the waivers and/or modifications sought in a letter to the (insert name of governing body), citing the benefits gained in terms of better meeting the specific intent of the TOD District, and any mitigation efforts to overcome or minimize possible impacts resulting from implementation of the requested waivers and/or modifications.

__02.3 The (insert name of governing body) shall act on the disposition of the request for waivers and/or modifications in conjunction with the approval or disapproval of the overall development plan for the proposed development.

__02.4 Notwithstanding this procedural approach, an applicant may also seek relief from the zoning Hearing Board from either a decision of the governing body or any provision of the TOD District.

Section __03: Permitted Uses. The permitted uses in the TOD District shall be as follows:

__03.1 Those uses in the underlying zoning district(s) which are not inconsistent with the overall declaration of intent of this Article.

__03.2 The following uses, by right, as pertinent to the Rail Station, Bus Stop, and Bus Stop Corridor components of the overall TOD District:

- a. Bus stop location, including a bus pull-off area, pad, shelter, surface or structured parking areas, and similar uses.
- b. Rail station and supporting facilities, including surface or structured parking areas, taxi stand, bus shelter, and similar uses.
- c. Single-family detached dwellings in the Rail Station TOD only and only through a cluster development plan with shared accessways to U.S. Route 202.
- d. Attached dwelling units, in any configuration, not to exceed eight (8) units in a row.
- e. Multi-family dwellings in a low-rise or mid-rise configuration, not to exceed six (6) stories in height for mid-rise developments.
- f. Day care facilities, post office, information centers, and similar facilities and uses.
- g. Retail and office uses which are oriented to personal services and professional activities.
- h. Financial institutions, medical/dental offices, and educational institutions.
- i. Telecommuting center and similar computer or communications technology facility, excluding transmission tower and relay stations.
- j. High employment density office facilities, not to exceed four (4) stories in height.

k. Shopping centers, office parks, and similar, mixed use concentrations of the above permitted uses in accordance with an overall development plan.

l. Active or passive recreation areas, including bicycle and hiking trails.

m. Any use or uses of the same general character as the above permitted uses, in accordance with an overall development plan.

n. Accessory uses located on the same tract with and customarily incidental to any permitted or conditional use as specified herein.

03.3 Prohibited Uses. The following uses are not permitted within the TOD District, regardless of the requirements of the underlying zoning district(s):

a. Single-family detached dwellings in the Bus Stop and Bus Corridor TODs only.

b. Low employment density uses, such as warehouses, truck distribution centers, research laboratories and similar uses.

c. Free-standing indoor recreation uses, entertainment centers and restaurants, when not developed in conjunction with a mixed use development project.

d. Hotel or motel, when not developed in conjunction with a mixed use development project.

03.4 Conditional Uses. The following conditional uses, when authorized by the (insert name of governing body) following a review and recommendations by the (insert name of municipality) planning commission and the (insert name of county planning department / commission).

a. Housing for the elderly, including a retirement community or assisted living arrangement.

b. Gasoline stations and auto service centers, including auto repair services.

c. Mixed use development involving an indoor recreation use, entertainment center, restaurant, or hotel/motel.

d. Any other use which does not qualify as a permitted use, but which can be demonstrated to further the overall declaration of intent of the TOD District.

__04: Development Requirements. In the TOD District the following development regulations shall apply:

__04.1 Development Prerequisites: The following general development prerequisites must be met by any applicant desiring to develop land within a TOD District:

a. Ownership. The tract of land to be developed shall be in one ownership, or shall be the subject of an application filed jointly by the owners of the entire tract.

It shall be agreed that the tract will be developed under single direction in accordance with an approved plan. Development of the tract shall commence in earnest within thirty-six (36) months of approval under this Article or the development agreement required in subsection __04.1d, herein, granted pursuant to said approval, shall be rendered void. Transfer of ownership, except by mortgage, prior to the commencement of construction, shall necessitate reexecution of the agreement between the new owners and the (insert name of governing body).

b. Sewer and Water Facilities. The tract of land shall be served by public sewer and centralized water facilities deemed acceptable by the (insert name of governing body), upon recommendation of the (insert name of municipality) Engineer.

c. Development Plan. The application for development shall be accompanied by a plan, or plans, showing the detailed use of each area of the entire tract, which plan or plans shall comply with all pertinent requirements of the (insert name of municipality) Subdivision and Land Development Ordinance and other applicable ordinances.

d. Development Agreement. The development of a tract carried out in either a single phase or in stages, shall be executed in accordance with a development agreement. The owner, developer and (insert name of municipality) shall enter into said agreement embodying all details regarding compliance with this Article to assure the binding nature thereof to the overall tract and its development, which agreement shall be recorded with the final development plan.

__04.2 Development Regulations. In the TOD District the following development regulations shall apply, regardless of the regulations of the underlying zoning district(s):

a. Density: The following densities shall apply:

(1) The maximum permitted residential density in a Bus Stop TOD or Bus Stop Corridor shall not exceed eight (8) dwelling units per acre. The minimum residential density in a Bus Stop TOD or Bus Stop Corridor shall be no less than four (4) dwelling units per acre.

(2) The maximum permitted residential density in a Rail Station TOD shall not exceed eighteen (18) dwelling units per acre. The minimum residential density in a Rail Station TOD shall be no less than seven (7) dwelling units per acre.

(3) All tract sizes and density calculations shall exclude the rights-of-way of existing public roads.

(4) The maximum permitted floor area for any nonresidential use in the TOD District shall be equal to the maximum permitted for the individual uses, as defined elsewhere in the (insert name of municipality) Zoning Ordinance, or in the underlying zoning district(s), whichever is applicable.

b. Minimum Tract Size. The following minimum tract sizes shall apply:

(1) The minimum tract size for a single use in a Rail Station, Bus Stop TOD, or Bus Stop Corridor shall be one (1) acre.

(2) The minimum tract size for a mixed use development, involving two or more of the permitted uses within the same building or multiple buildings on the same site, shall be two (2) acres.

c. Minimum Frontage. The minimum frontage in the TOD District shall be one hundred twenty-five (125) feet, measured along the street line.

d. Minimum Building Setbacks. The minimum building setbacks in the TOD District shall be one hundred (100) feet from the ultimate right-of-way line and fifty (50) feet from any adjoining property line. However, where an agreement between adjoining land owners has been reached in accordance with subsection __04.21. (A)(1) to establish a zero-lot line development plan with shared parking and accessways along a side or rear property line, the adjoining property line setback may be waived by the (insert name of governing body).

e. Building and Development Plan Orientation. In order to interrelate the transit and other uses in the TOD District, the location of buildings shall be appropriately oriented toward the stop or station, transit customer parking areas and pedestrian ways, and away from vehicular driveways, loading areas, and employee parking areas. Wherever possible, buildings shall be clustered around station facilities to encourage convenience, pedestrian access, and to minimize walk distances.

f. Minimum Parking Setback. Parking areas shall be located to the side or rear of the overall property, unless front yard parking is the only feasible alternative. Shared parking and accessways are encouraged wherever possible in a TOD District. No parking area shall be located closer than twenty-five (25) feet to any side or rear property line,

unless there is a shared parking agreement with an adjacent landowner as specified in subsection __04.2d and __04.21. (A) (1).

g. Maximum Building Coverage. Building coverage shall not exceed thirty-five percent (35%) of the tract area for a single or mixed residential development and forty-five percent (45%) for a nonresidential or mixed use development.

h. Maximum Impervious Coverage. The total paved area of a tract shall not exceed sixty-five percent (65%) for a single or mixed residential development and seventy-five percent (75%) for a nonresidential or mixed use development.

i. Maximum Height. The maximum height for residential uses in the TOD District shall be sixty (60) feet or six (6) stories, whichever is lower. The maximum height for nonresidential uses shall be forty (40) feet or four (4) stories, whichever is lower.

j. Minimum Public Space. The total area of the tract devoted to active or passive recreation areas, open space, pedestrian ways, trails and other areas for public use, excluding roads, access driveways, and parking areas, shall be a minimum of twenty percent (20%).

k. Highway Access. Every effort shall be made to minimize the number of curb cuts and accessways serving the TOD District. Working closely with PennDOT District 6-0, the (insert name of county planning department/ commission) and the (insert name of municipality) Engineer, the developer's access and circulation plan shall be reviewed and coordinated with existing and pending development within or adjacent to the TOD District, and provide for safe bus pull-off areas, where applicable.

l. Parking. For proposed developments in the TOD District, including transit customer parking, the following standards shall apply:

(A) For proposed developments not involving transit customer parking, the standards shall be those contained in the (insert name of municipality) zoning ordinance and other pertinent ordinances, except as follows:

(1) Shared Parking. Arrangements between two or more property owners along a common lot line are encouraged. Development plans involving a shared parking arrangement shall show the parking layout, shared accessways and internal circulation pattern. Approval of a shared parking arrangement is subject to review by the (insert name of municipality) planning commission and the (insert name of municipality) Engineer.

(2) Parking Reserve Area. Within the TOD District a developer may construct up to seventy-five (75%) percent of the required parking spaces initially, while preserving the balance of the area usually required for parking in planted and landscaped green space. Within one (1) year from the completion of the project, the (insert name of municipality) Engineer shall certify whether or not the unbuilt spaces are needed. Should some or all of the spaces be required, the developer shall install such spaces within six (6) months. Should such spaces not be required, the reserved area shall remain as green space.

(B) For transit customer parking, the standards shall be the following:

(1) A standard perpendicular (90°) parking stall shall be eight and one half (8.5) by seventeen (17) feet with an accompanying twenty (20) foot standard aisle for two way traffic circulation, and be part of a fifty four (54) foot parking module. Major access aisles shall be no more than twenty-four (24) feet wide. Sufficient end-of-row turning radii shall be provided for bus and emergency vehicle maneuvering and shall be in accordance with the recommended standards of (insert name of municipality). An angled parking stall and aisle combination shall be as follows:

Angle	Vehicle Projection (feet)	Aisle Width (feet)	Stall Width (feet)
Forty-Five Degrees (45°)	Eighteen (18)	Thirteen and One-Half (13.5)	Eight and One-Half (8.5)
Sixty Degrees (60°)	Nineteen and One-Half (19.5)	Eighteen (18)	Eight and One-Half (8.5)
Seventy Degrees (70°)	Nineteen (19)	Twenty-Five (25)	Eight and One-Half (8.5)

(2) Handicap spaces shall be eight (8) feet by seventeen (17) feet with a five foot access aisle. In cases where two or more handicap stalls adjoin, a five foot shared aisle shall be used. Handicap stalls with all related accommodations shall be constructed and designated in accordance with the Uniform Federal Accessibility Standards, or applicable state or (insert name of municipality) laws or regulations.

(3) Entrances and exits shall be designed and located in accordance with (insert name of municipality), the Pennsylvania Department of Transportation and AASHTO Standards. Single directional entrances and/or exits shall be no less than twelve (12) feet wide. Combined entrances and exits shall be no less than twenty-four (24) feet wide.

(4) Parking surfaces and approaches shall be paved with concrete, asphalt or any dust-free, approved highway surface material and installed in accordance with American Concrete Institute Standards for concrete pavement and Asphalt Institute Standards for asphalt pavement.

The surface shall be graded properly to ensure proper drainage in accordance with (insert name of municipality) standards. Pervious parking surfaces may be permitted in areas prone to flooding with the review and approval of the (insert name of municipality) Engineer.

m. Storm Drainage. Drainage design and storm water management practices shall be in accordance with the applicable (insert name of municipality) ordinances and state law.

n. Lighting. Light fixtures shall be mounted on a minimum twenty-five (25) foot pole or a maximum thirty (30) foot pole and directed downward with no filaments exposed. The poles and fixtures shall be placed to achieve a minimum average illumination of two (2) foot candles. The lighting shall be configured to minimize the glare on adjacent properties.

o. Pedestrian Ways. Pedestrian sidewalks and walkways shall be provided, where necessary, to insure pedestrian safety. These walkways shall be of a five (5) foot maximum width, protected from vehicle overhang and movement by wheel stops, striping, or other methods. Every effort shall be made to provide a direct connection to the station/stop from the proposed development and to coordinate accessways and pedestrian paths with existing and planned pedestrian/bicycle facilities serving a broader area.

p. Signage. Signs shall be permitted as follows:

(1) On-site directional arrows and traffic signs shall be provided as necessary for traffic control and shall be in accordance with PennDOT Pub 203 requirements.

(2) Each parking stall may be signed with free standing signs for revenue collection purposes. Regulatory and identification signs shall be in accordance with Southeastern Pennsylvania Transportation Authority (SEPTA) Graphic Standards and the Pennsylvania Motor Vehicle Code.

q. Landscaping. Transit customer parking lots shall be landscaped with trees and shrubs to reduce the visual impact of glare and headlights, to delineate all driving lanes, and to distinguish rows of parking in accordance with pertinent (insert name of municipality) standards and requirements.

(1) A ten (10) foot landscaped buffer area shall be provided between the parking lot, adjacent developed properties and street lines, except for adjoining residential zones in which case a fifteen (15) foot landscaped buffer area shall be provided.

(2) Planters shall be used to separate access aisles and parking stalls. All end of row planters shall be a minimum of eight and one half (8.5) feet wide and a maximum of ten (10) feet wide. The depth of said planters shall be no less than seventeen (17) feet and no more than thirty-four (34) feet. Planters shall be underlain by soil, protected by curbing and contain one shade tree plus shrubs and/or groundcover to cover the entire surface area.

(3) Plantings shall be of a slow growth, low maintenance nature comprised primarily of shade trees, evergreen trees, shrubs, and grasses, and be of appropriate caliper, density, and variety.

(4) The placement of light standards shall be coordinated with the plantings to avoid a conflict with the operation of light fixtures.

r. Other Development Standards. Any other development standards of (insert name of municipality) not specifically noted in the TOD District shall remain in effect and shall apply to the development of any land within or adjacent to the TOD District.

__04.3 Development Incentives. Proposed developments which provide rail or transit facilities, transit customer parking areas, bus pull-offs, pedestrian paths to a station or stop, shelters, bicycle lockers and racks, and related services or facilities may be entitled to a development incentive of up to ten percent (10%) additional density or up to ten percent (10%) additional floor area above that permitted in the TOD District. The proposed transit-oriented amenities shall be specified in writing at the time of development approval, shown on the development plan and incorporated in the development agreement specified in Subsection __04.1d.

The adequacy and appropriateness of the proposed transit-oriented amenities shall be reviewed by the (insert name of municipality) planning commission in conjunction with the staff of the (insert name of county planning department / commission), representatives from the Southeastern Pennsylvania Transportation Authority (SEPTA) and the (insert county name) Transportation Management Association (TMA).

The outcome of the joint review shall be conveyed to the (insert name of governing body), prior to a decision on the overall development plan. The (insert name of governing body) may approve the proposed development with the proposed transit incentives; without the proposed incentives; or with modifications, including a commensurate reduction in the density or floor area additions proposed by the applicant.

Appendix D

Official Maps

Part I: Overview

The Official Map and the Pennsylvania Municipalities Planning Code (MPC) (Article IV)

Section 401. Grant of Power

- ❖ The MPC grants power to the governing body of each municipality to make an official map for all or a portion of the municipality.
- ❖ The official map should show elements of the municipality's adopted comprehensive plan.

Section 402. Adoption of the Official Map

- ❖ The planning agency shall have 45 days to report comments to the governing body. The county, adjacent municipalities, and other local authorities may offer comments during the same 45-day review period.
- ❖ The governing body shall hold a public hearing pursuant to public notice.
- ❖ Following the adoption of an official map, a certified copy shall be submitted to the recorder of deeds of the county within 60 days of the effective date.

continued...

An *Official Map* shows the location of private and public lands that a municipality has identified as necessary for future public streets, recreation areas, and other public grounds.

Benefits of an Official Map

- ❖ *Provides for the coordination of public and private goals.* Property owners are informed up front of long-range municipal goals; thus, development plans can be adjusted before detailed and costly plans are prepared.
- ❖ *Provides an effective method for implementing the comprehensive plan.* In addition to zoning and subdivision ordinances, the official map is another tool to ensure that a municipality is developed in accordance with its land use policies.
- ❖ *Allows the municipality to plan ahead to provide community facilities, parks, and open space.* An official map can assist a municipality with establishing long-term priorities, coordinating land acquisitions, and allocating funds for future purchases and/or easements.
- ❖ *Provides support for grant applications.* The adoption of an official map that specifies improvements indicates a commitment to purchase the land or easements necessary to realize the community vision.

**The Official Map
and the MPC (continued)**

An Official Map notifies property owners and developers of planned public improvements and land and easement acquisitions.

Section 404. Effect of an Official Map on Mapped Streets, Watercourses, and Public Grounds

- ❖ The adoption of the official map shall not constitute the opening, establishment, improvement, or maintenance of any street, or the taking or acceptance of any land shown on the map.

Section 405. Buildings in Mapped Streets, Watercourses, or Public Grounds

- ❖ No permit shall be issued for any building shown on the official map.
- ❖ When a property cannot yield a reasonable return to the owner without the permit, the owner may apply for a special encroachment permit.

Section 406. Time Limitations

- ❖ The reservation for public grounds becomes void one year after an owner submits a written notice announcing his intentions to build, subdivide, or otherwise develop the property.
- ❖ The governing body must acquire the property or begin condemnation proceedings to acquire the property before the end of this one-year period.

continued...

Official Map Misconceptions

- ❖ *The official map is NOT a zoning map.* The official map is a separate, legal document adopted in accordance with the requirements of the MPC.
- ❖ *The official map does NOT have to be surveyed.* Other methods, such as parcel lines or aerials, may be used to provide the location of official map components. A metes and bounds survey is not required until an actual purchase of land or easement is proposed.
- ❖ *The official map is NOT a taking of land.* While a property owner cannot build within mapped areas, the owner is free to use any unmapped portion of their land in any way municipal ordinances allow.

The Official Map and the MPC (continued)

An Official Map legally establishes the location of existing and proposed streets, open space, parks, other public land and facilities, waterways, and floodplain.

Section 408. Notice to Other Municipalities

- ❖ Any official map created by a county only applies to municipalities that do not have their own official map in place.
- ❖ The county official map applies to county-owned lands within any municipality, even if the municipality has adopted its own official map.
- ❖ When a municipality proposes an official map that shows streets or lands intended to lead into an adjacent municipality, a copy of the map shall be forwarded to the adjacent municipality for a 45-day review period.

Creating an Official Map

- 1) Decide who will prepare the official map.
- 2) Hold a public meeting or conduct other public outreach activities.
- 3) Create a draft official map and ordinance.
 - a. Use aerial photographs and parcel maps as a base.
 - b. Apply information from the municipal comprehensive plan.
 - c. Add information from other ordinances and plans (zoning, 537 plan, etc).
 - d. Consider areas for redevelopment, including vacant areas.
 - e. When considering new roadways or extensions of current facilities, ensure that intended land use and density are compatible with the intended functional class.
- 4) Begin the adoption process in accordance with MPC guidelines.

What can be included on the official map?

A wide variety of items can be included on the official map, *as long as they are consistent with the requirements of the MPC.*

- ❖ Existing and proposed public streets, watercourses, and public ground
- ❖ Bikeway routes
- ❖ Existing and proposed public parks and open space
- ❖ Pedestrian ways and easements
- ❖ Railroad and transit rights-of-way and easements
- ❖ Environmentally critical areas
- ❖ Flood control basins, floodways, stormwater management areas, and drainage easements
- ❖ Potential public groundwater resource areas or well sites
- ❖ Historical or archeologically significant areas
- ❖ Sites planned for public facilities

Part II: Sample Official Maps

- 1. Charlestown Township, Chester County (2003)**
- 2. Cranberry Township, Butler County (2000)**

Note: The following official maps include ordinance language, as well as copies of the actual maps. The documents for Charlestown Township apply to the entire municipality, whereas the materials provided for Cranberry Township only apply to a specific corridor.

1. Official Map, Charlestown Township, Chester County (2003)

ORDINANCE # 109 – 2003

TOWNSHIP OF CHARLESTOWN
CHESTER COUNTY, PENNSYLVANIA

AN ORDINANCE OF CHARLESTOWN TOWNSHIP, CHESTER COUNTY, PENNSYLVANIA, REGULATING AND DETERMINING THE MAPPING AND PRESERVATION OF LAND FOR FUTURE PUBLIC STREETS, WATERCOURSES, AND PUBLIC GROUNDS; THE RESTRICTION OF BUILDING WITHIN MAPPED AREAS AND PROVIDING FOR THE ADOPTION, AMENDMENT, AND ENFORCEMENT OF THE ORDINANCE

WHEREAS, Article IV of the Pennsylvania Municipalities Planning Code empowers the Township to enact an Official Map and to provide for its administration, enforcement and amendment; and

WHEREAS, the Board of Supervisors of Charlestown Township (hereinafter "Board of Supervisors") deems it necessary for the purpose of promoting the health, safety, and general welfare of the Township to enact such an ordinance; and

WHEREAS, the Planning Consultant has assessed present problems and future needs relating to transportation, parks, and open space, the protection and enhancement of water resources and sites for schools, utilities, and other public facilities; and

WHEREAS, the Planning Consultant has prepared and recommended to the Board of Supervisors an Official Map Ordinance, consisting of a text and a map to reserve land for these needs; and

WHEREAS, the Board of Supervisors has given due public notice of hearings on the proposed Ordinance and has held such public hearings; and

WHEREAS, all requirements of Article IV of the Pennsylvania Municipalities Planning Code, as amended, have been met with regard to the preparation of the report of the Planning Commission and subsequent action of the Board of Supervisors.

NOW, THEREFORE, BE IT ORDAINED by the Board of Supervisors of Charlestown Township, Chester County, Pennsylvania, as follows:

SECTION 1. GENERAL PROVISIONS

- 1.1 Short Title. This Ordinance shall be known and may be cited as the "Charlestown Township Official Map Ordinance."
- 1.2 Authority. This Ordinance is enacted and ordained under the grant of powers by the General Assembly of the Commonwealth of Pennsylvania in "The Pennsylvania Municipalities Planning Code," Act 247, as amended (hereinafter "MPC").
- 1.3 Purpose. This Ordinance is enacted for the purpose of serving and promoting the public health, safety, convenience and general welfare; to facilitate adequate provision of public streets and facilities; to improve traffic circulation; to provide for the recreational and open space needs of the community; to protect and enhance water resources; and to facilitate the subdivision of land and the use of land and watercourses.

SECTION 2. ESTABLISHMENT OF CONTROLS

- 2.1 Provisions of the Official Map. The Official Map, as enacted and subsequently amended, may identify the location of the lines of existing and proposed public streets, watercourses, and public grounds, including widenings, narrowing, extensions, diminutions, openings, or closings.
- 2.1.1 Land to be reserved on the Official Map may be identified using aerial photography, property records, photogrammetric mapping, or other sufficient method. For the acquisition of lands and easements, boundary descriptions by metes and bounds shall be made and sealed by a licensed Professional Land Surveyor.
- 2.1.2 The Board of Supervisors, by amending ordinances, may make additions or modifications to the Official Map, or part thereof, by following the provisions included in 2.1.1 above and may also vacate any existing or proposed public street, water course, or public ground contained in the Official Map or part thereof.
- 2.1.3 Unless otherwise specified, all proposed public street rights-of-way and widenings of existing public street rights-of-way shall meet the width requirements specified in the Charlestown Township Subdivision and Land Development Ordinance for the street classification so designated.
- 2.2 Incorporation of the Official Map. The Official Map, including all notations, references, and other data shown thereon, is hereby incorporated by reference into this Ordinance as if it were fully described herein.

- 2.3 Certification of the Official Map. The Official Map shall be identified by the signatures of the Board of Supervisors, attested by the Secretary under the following words: "This is to certify that this is the Official Map of Charlestown Township is referred to in Section 2 of Ordinance #____-2003 of Charlestown Township, Chester County, Pennsylvania," together with the date of enactment of this Ordinance. The Official Map shall be kept on file in the Township office.
- 2.4 Changes in the Official Map. If, in accordance with the provisions of this Ordinance, changes are made to the location of lines designating existing or proposed public streets, watercourses, or public grounds, such changes shall be entered promptly on said Official Map. All changes, except those resulting from subdivision and land development plans as specified in Section 4.2 below, shall be certified by initialing of the Official Map by the Chairman of the Board of Supervisors, together with the amending ordinance number and date of enactment.
- 2.5 Relations with County Official Map. The adoption of an Official Map by the County shall not affect the Official Map of Charlestown Township, except that the County Official Map shall govern as to County streets and public grounds, facilities, and improvements of the County in accordance with the MPC.
- 2.6 Relationship with Adjacent Municipalities. If the Official Map, or amendment thereto, shows any street intended to lead into any adjacent municipality, a certified copy of the Official Map, or amendment thereto, shall be forwarded to such adjacent municipality.

SECTION 3. EFFECTS OF CONTROLS

- 3.1 Construction within Mapped Streets, Watercourses, or Public Grounds. For the purpose of preserving the integrity of the Official Map of the Township, no permit shall be issued for any building within the lines of any street, watercourse, or public ground shown or laid out on the Official Map **except for:**
- 1.) **a Building Permit for one single-family detached residential dwelling and/or lawful accessory structures, on a lot which existed prior to the enactment of this ordinance;**
 - 2.) **a subdivision of a lot into two lots for single-family dwellings in the FR-Farm Residential District;**
or
 - 3.) **a Building Permit for a barn, swimming pool, shed, tennis court, or like-type structure.**

Except as specified under 3.1.1) and 3.1.2.) and 3.1.3.), no person shall recover any damages for the taking for public use of any building or improvements constructed within the lines of any street, watercourse, or public

ground after the same shall have been including in the Official Map, and any such building or improvement shall be removed at the expense of the owner. However, when the property of which the reserved location forms a part cannot yield reasonable return to the owner unless a permit shall be granted, the owner may apply to the Board of Supervisors for the grant of a special encroachment permit to build. Before granting any special encroachment permit authorized in this section, the Board of Supervisors may submit the application for a special encroachment permit to the Planning Commission and allow the Planning Commission 30 days for review and comment and shall give public notice and hold a public hearing at which all parties in interest shall have an opportunity to be heard. A refusal by the Board of Supervisors to grant the special encroachment permit applied for may be appealed by the applicant to the Charlestown Township Zoning Hearing Board in the same manner, and within the same time limitation as is provided in Article IX of the MPC in accordance with Section 5 of this Ordinance.

3.1.1 The Board of Supervisors may fix the time for which streets, watercourses, and public grounds on the Official Map shall be deemed reserved for future taking or acquisition for public use. However, the reservation for public grounds shall lapse and become void 45 days after an owner of such property has submitted a written notice to the Board of Supervisors announcing the owner's intentions to subdivide or otherwise develop the land covered by the reservation, or has made formal application for an official permit to build a structure for private use, unless the Board of Supervisors shall have agreed to acquire the property or begun condemnation proceedings to acquire such property before the end of 45 days.

3.1.2 The adoption of any street, street lines, or other public lands as part of the Official Map shall not, in and of itself, constitute or be deemed to constitute the opening or establishment of any street, nor the taking or acceptance of any land, nor shall it obligate the Township to improve or maintain any such street or land. The adoption of proposed watercourses or public grounds as part of the Official Map shall not, in and of itself, constitute or be deemed to constitute a taking or an acceptance of any land by the Township.

3.2 Release of Damage Claims or Compensation. The Board of Supervisors may designate any of its agencies to negotiate with the owner of land whereon reservations are made, releases of claims for damages or compensation for such reservations are required or agreements indemnifying the Board of Supervisors from such claims by others may be required. Any releases or agreements, when properly executed by the Board of Supervisors and the owner and recorded, shall be binding upon any successor in title.

SECTION 4. ADOPTION AND AMENDMENT

4.1 Procedure. Prior to the adoption of the Official Map or part thereof, or any amendments to the Official Map, the Board of Supervisors shall refer to the proposed Official Map, or part thereof or amendment thereto, with an accompanying ordinance describing the proposed map, to the Township Planning Commission and the County

Planning Commission for review. The Planning Commissions shall report their recommendations on said proposed Official Map and accompanying Ordinance, or part thereof, or amendment thereto within 45 days unless an extension of time shall be agreed to by the Board of Supervisors. If, however, either Planning Commission fails to act within 45 days, the Board of Supervisors may proceed without its recommendations.

The County and adjacent municipalities may offer comments and recommendations during said 45-day review period in accordance with Section 408 of the MPC. Local authorities, park boards, environmental boards, and similar public bodies may also offer comments and recommendations to the Board of Supervisors or Planning Commission if requested by same during the said 45-day review period. Before voting on the enactment of the proposed Ordinance and Official Map, or part thereof or amendment thereto, the Board of Supervisors shall hold a public hearing pursuant to public notice as required by the MPC.

Following adoption of the Ordinance and Official Map, or part thereof or amendment thereto, a copy of same, verified by the Board of Supervisors, shall be submitted to the Chester County Recorder of Deeds and shall be recorded within 60 days of the effective date. The fee for recording and indexing ordinances and amendments shall be paid by the Township and shall be in the amount prescribed by law for the recording of ordinances by the Recorder of Deeds.

- 4.2 Effect Of Approved Plans on Official Map. After adoption of the Official Map, or part thereof, all streets, watercourses, and public grounds and the elements listed in Section 401 of the MPC on final, recorded plats which have been approved as provided by the MPC and the Charlestown Township Subdivision and Land Development Ordinance shall be deemed amendments to the Official Map. Notwithstanding any of the other terms of this Section, no public hearing need be held or notice given if the amendment of the Official Map is the result of the addition of a plat which has been approved as provided by the MPC.

SECTION 5. APPEALS

- 5.1 Appeals. Any appeal from a decision or action of the Board of Supervisors or of any officer or agency of the Township in matters pertaining to this Ordinance shall be made in the same manner and within the same time limitation as is provided for zoning appeals in Article X-A of the MPC, as amended.

SECTION 6. LANGUAGE INTERPRETATIONS AND DEFINITIONS

- 6.1 Language Interpretations. For the purpose of this Ordinance, certain terms and words used herein shall be interpreted as follows:

- 6.1.1 Words used in the present tense include the future tense; the singular number includes the plural, and plural number includes the singular; words of masculine gender include the feminine gender, and words of feminine gender include the masculine gender.
- 6.1.2 The words "includes" or "including" shall not limit the term to the specific example, but is intended to extend its meaning to all other instances of like kind and character.
- 6.1.3 The word "person" includes an individual, firm, association, organization, partnership, trust, company, corporation, or any other similar entity.
- 6.1.4 The words "shall" and "must" are mandatory, and the words "may" and "should" are permissive.
- 6.2 Definitions. Unless a contrary intention clearly appears, the following words and phrases shall have the meaning given in this Section. All words and terms not defined herein shall be used with a meaning of standard usage.
- Public Grounds: "Public grounds," includes:
- (1) parks, playgrounds, trails, paths, and other recreational areas and other public areas;
 - (2) sites for schools, sewage treatment, refuse disposal, and other publicly owned or operated facilities; and
 - (3) publicly owned or operated scenic and historic sites.

SECTION 7. ENACTMENT

- 7.1 Repealer. Should any section or provision of this Ordinance be declared by the courts to be unconstitutional or invalid, such decision shall not affect the validity of any other section or provision of this Ordinance than the one so declared.
- 7.2 Effective Date. This Ordinance shall become effective five days after adoption.

ENACTED AND ORDAINED this 20th day of October, 2003.

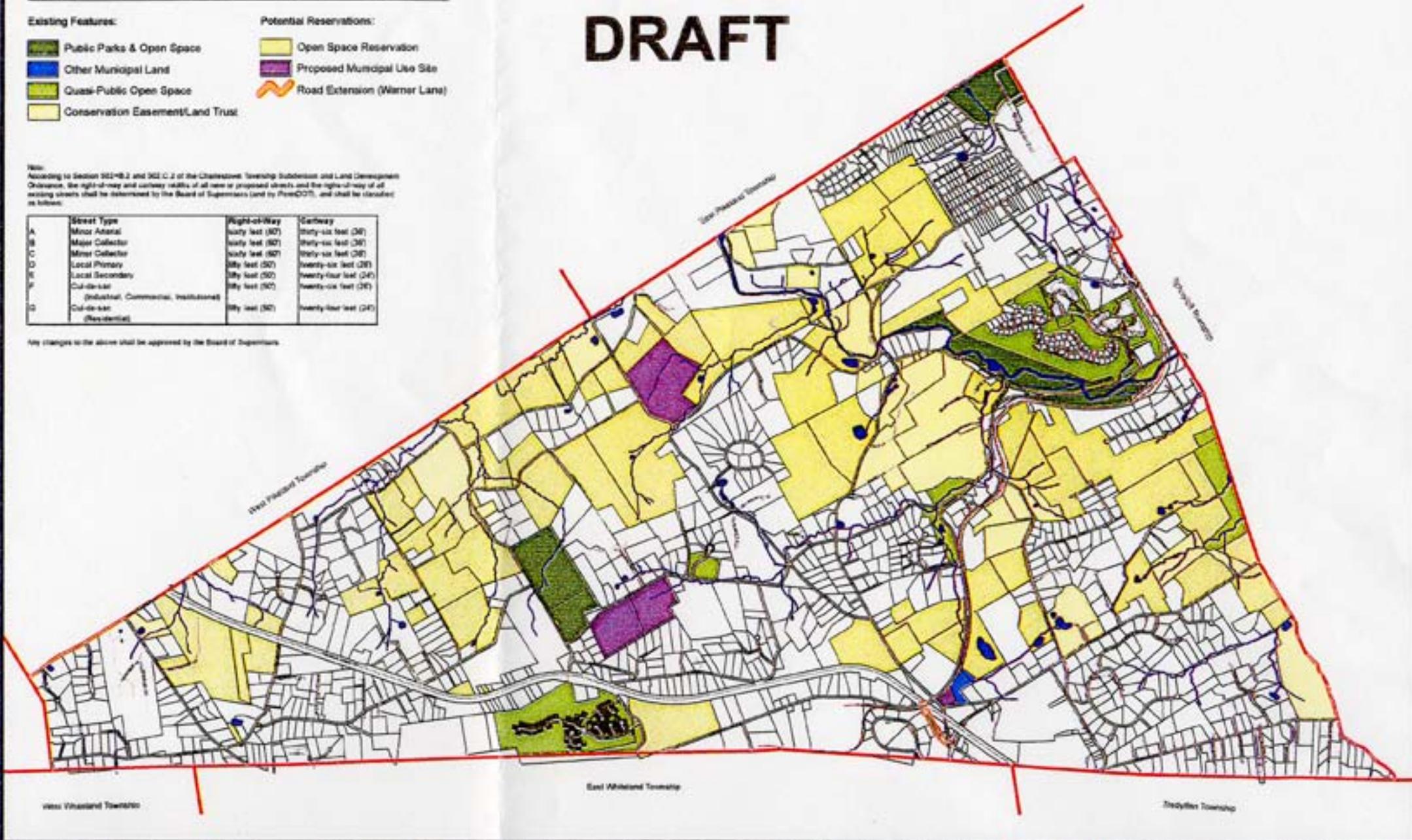
DRAFT

- Legend**
- Existing Features:**
-  Public Parks & Open Space
 -  Other Municipal Land
 -  Quasi-Public Open Space
 -  Conservation Easement/Land Trust
- Potential Reservations:**
-  Open Space Reservation
 -  Proposed Municipal Use Site
 -  Road Extension (Warner Lane)

Note:
 According to Section 502*8.2 and 502 C.2 of the Charter of the Charter of Townships, "Planning Subdivision and Land Development Ordinance, the right-of-way and curbside widths of all new or proposed streets and the right-of-way of all existing streets shall be determined by the Board of Supervisors (and by PennDOT), and shall be classified as follows:

Street Type	Right-of-Way	Curbside
A Minor Arterial	Sixty feet (60')	Thirty-six feet (36')
B Major Collector	Sixty feet (60')	Thirty-six feet (36')
C Minor Collector	Sixty feet (60')	Thirty-six feet (36')
D Local Primary	Forty feet (40')	Twenty-six feet (26')
E Local Secondary	Forty feet (40')	Twenty-four feet (24')
F Cal-de-sar (Industrial, Commercial, Institutional)	Forty feet (40')	Twenty-six feet (26')
G Cal-de-sar (Residential)	Forty feet (40')	Twenty-four feet (24')

Any changes to the above shall be approved by the Board of Supervisors.



OFFICIAL MAP (Revised)
 CHARLESTOWN TOWNSHIP
 Chester County, Pennsylvania
 September 12, 2005



Data Sources:
 Base Features: Chester County
 GIS Department, February 2005

Prepared By:
 Thomas Cornitta Associates, Inc.
 Town Planners & Landscape Architects
 18 West Chestnut Street
 West Chester, Pennsylvania 19380

2. Official Map, Cranberry Township, Butler County (2000)

ORDINANCE # 2000-309

TOWNSHIP OF CRANBERRY
BUTLER COUNTY, PENNSYLVANIA

AN ORDINANCE OF CRANBERRY TOWNSHIP, A SECOND CLASS TOWNSHIP OF THE COUNTY OF BUTLER, COMMONWEALTH OF PENNSYLVANIA, ESTABLISHING AND ADOPTING AN OFFICIAL MAP OF THE ROUTE 228 CORRIDOR.

WHEREAS, Article IV of the Pennsylvania Municipalities Planning code (Act 247 of 1968, as amended by Act 170 of 1988), grants Pennsylvania municipalities the power to adopt an official map for a portion of the municipality insofar as it is based on an adopted comprehensive plan; and

WHEREAS, the official map may include, but is not limited to, existing and proposed public street widenings, narrowings, openings, and closings; existing and proposed public parks and open space reservations; and pedestrian ways and easements; and

WHEREAS, Route 228 in Cranberry Township, Butler County, Pennsylvania, has been identified as a area where adoption of an official map would facilitate the construction of an efficient and safe transportation network serving the projected traffic growth in and around the corridor; and

WHEREAS, the Route 228 official map presented here is consistent within the township's comprehensive plan; and

WHEREAS, the Board of Supervisors of Cranberry Township have reviewed the official map and desire to adopt same as the Official Map of the Township of Cranberry for the Route 228 Corridor; and

WHEREAS, the **CRANBERRY TOWNSHIP PLANNING COMMISSION** made a recommendations to the **BOARD OF SUPERVISORS** on July 12, 2000; and

WHEREAS, the **BOARD OF SUPERVISORS** held public hearings on August 3, 2000, August 31, 2000, and September 27, 2000 as provided by the Cranberry Township Code and the Pennsylvania Municipalities Planning Code, at which time testimony was received concerning the proposed ordinance; and

WHEREAS, the **BOARD OF SUPERVISORS** advertised the Public Hearing and a notice of intent to adopt the proposed ordinance on July 22, 2000, July 24, 2000, and November 2, 2000 as provided by the Pennsylvania Municipalities Planning Code.

NOW, THEREFORE, in consideration of the foregoing, it is hereby ordained and enacted by the authority of the Board of Supervisors of the **TOWNSHIP**:

SECTION 1: The TOWNSHIP hereby adopts an Official Map of Cranberry Township, Butler County, Pennsylvania for the Route 228 Corridor as attached hereto as Exhibit "1".

SECTION 2: The properties depicted as proposed township property and/or rights-of-way shall be reserved for future taking or acquisition for public use in perpetuity until actually acquired by the township.

SECTION 3: The township may initiate surveys of property locations for the purposes of taking action.

SECTION 4: Whenever lands and/or right-of-way and/or easements are to be acquired pursuant to the official map, boundary descriptions by metes and bounds descriptions shall be made by a licensed surveyor.

SECTION 5: A copy of the Official Map of the Route 228 Corridor, verified by the Board of Supervisors, shall be submitted to the Recorder of Deeds of the County of Butler to be recorded within sixty (60) days of the effective date hereof.

SECTION 6: This Ordinance shall become effective in accordance with the provisions of the Second Class Township Code of the Commonwealth of Pennsylvania.

SECTION 7: Severability.

If any chapter, section, subsection, paragraph, sentence, or phrase of this ordinance is for any reason declared invalid by a court of competent jurisdiction, such decision shall not effect the validity of the ordinance as a whole or any section or party thereof other than the section or party thereof so declared to be invalid.

SECTION 8: Repealer.

Any ordinance, chapter, section, subsection, paragraph, sentence, or phrase of any ordinance conflicting with the provisions of this ordinance shall and the same is hereby repealed to the extent of such conflict.

Ordained and enacted this 2nd day of November, 2000, BY THE BOARD OF SUPERVISORS of the Township of Cranberry.

Approved by the Board of Supervisors of the Township of Cranberry by
Resolution/Ordinance No. _____, effective this _____ day of _____.

Entered by the Planning Commission of the Township of Cranberry, this
_____ day of _____.

Secretary _____ Chairman, Board of Supervisors
(Date) _____

Secretary _____ Chairman, Planning Commission

RIGHT-OF-WAY TO BE ACQUIRED

Recorded in the office of the Recorder of Deeds of the County of Butler,
Commonwealth of Pennsylvania, in Plan Book Volume _____, Page(s) _____.

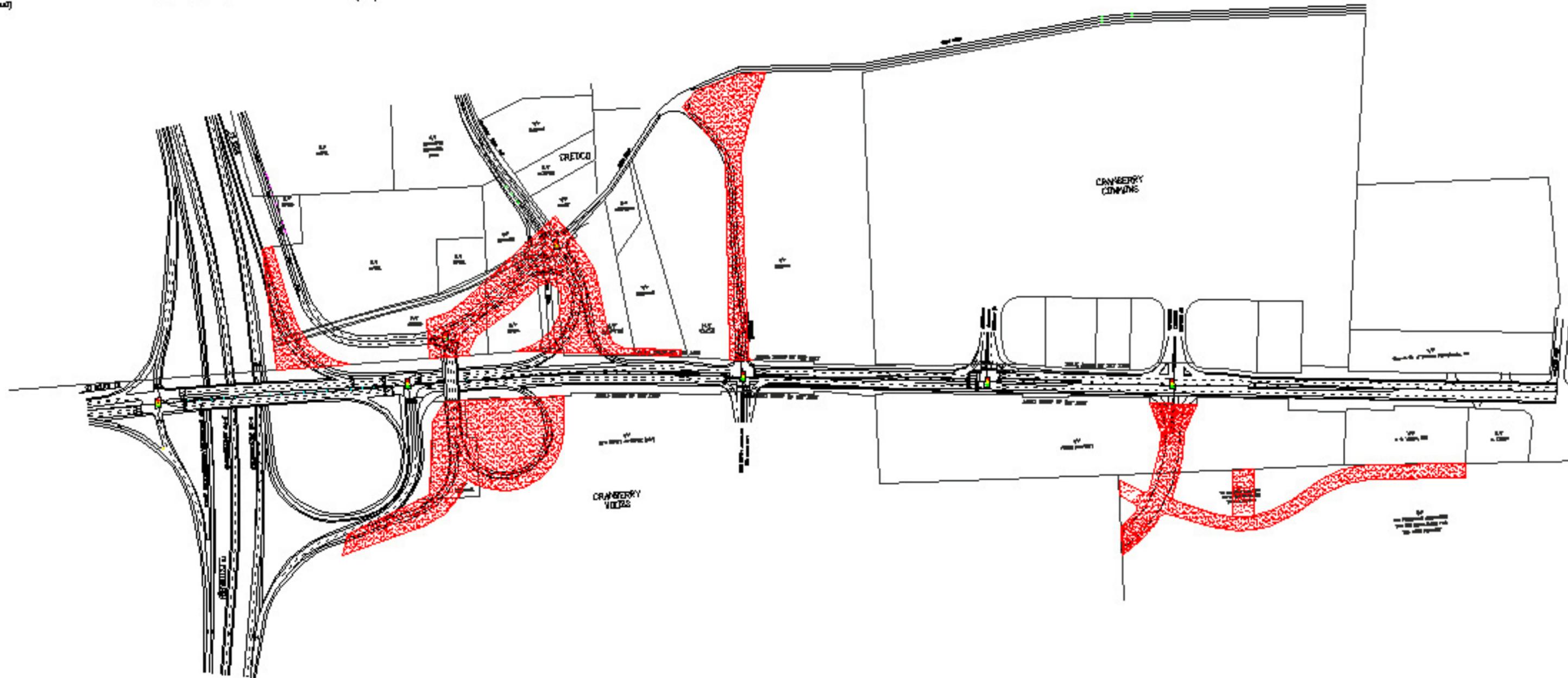
Entered by the Butler County Planning Commission on this _____ day of _____.

Given under my hand and seal this _____ day of _____.

Secretary _____ Chairman, Butler County Planning
Commission

(Date) _____ Recorder of Deeds

(Date) _____

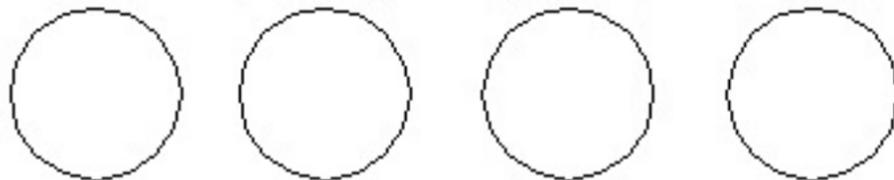


REMARK FORM

TOWNSHIP SUPERVISOR BOARD OF SUPERVISORS

RECORDER OF DEEDS

REVISIONS OF MAP



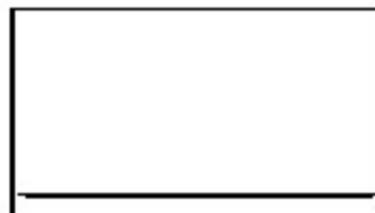
Cranberry Township, PA 17003-1000



CRANBERRY TOWNSHIP

Together Toward Tomorrow

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REVISIONS	
DATE	DESCRIPTION
6/28/00	
7/18/00	REVISED R/W
7/14/00	ADDITIONAL R/W OF R/W
7/21/00	ADDITIONAL R/W NORTH OF PUBLIC PROPERTY

DATE:	JUNE 22, 2000
REVISION:	None
DESIGNER:	A. Corbett
CHECKED:	D. Nisley
PROJECT NO./PAGE:	---
DRAWN BY:	---
SCALE:	1" = 1'
DATE PLOTTED:	7/28/00

OFFICIAL MAP

ROUTE 228 CORRIDOR

SITUATE IN

CRANBERRY TOWNSHIP

BUTLER COUNTY, PENNSYLVANIA

Appendix E

Land Use Changes, U.S. Route 202, Section 100, 2000-2005

The following table details the land use changes that occurred in the study area between 2000 and 2005.

Development Name	Location	Municipality	Description
Westtown/West Goshen Police Station	U.S. Route 202 near Cheyney Drive	West Goshen	Police building
Malvern Federal Savings/ Kinder Care	Skiles Boulevard and U.S. Route 202	West Goshen	KinderCare, bank, and parking lot
Unnamed residential project	Kolbe Lane	West Goshen	3 single-family homes
Westminster Presbyterian	Pleasant Grove and U.S. Route 202	West Goshen	Church parking lot expansion
Westtown Village Shopping Center	PA Route 926 and U.S. Route 202	West Goshen	Addition of bank building
Brandywine at Thornbury	Bridlewood Boulevard	Thornbury (Chester)	8 multi-family housing buildings
Brandywine at Thornbury	Bridlewood Boulevard	Thornbury (Chester)	20 town homes in five multi-family housing buildings
Mercedes Benz of West Chester	U.S. Route 202, north of Old Wilmington Pike	Birmingham	110,000 square foot auto dealership building and vehicle parking
Ruggeri's General Sales	U.S. Route 202, north of Old Wilmington Pike	Birmingham	Auto dealership addition
Otto's Import Cars (BMW)	Penn Oaks Drive and U.S. Route 202	Birmingham	12,000 square foot addition to auto dealership
Stillman Volvo	Old Wilmington Road and U.S. Route 202	Birmingham	4,500 square foot addition to auto dealership
Plaza Acura	U.S. Route 202, north of Dilworthtown Rd	Birmingham	Addition to north parking lot

Development Name	Location	Municipality	Description
Stoltzfus RV	U.S. Route 202, south of Penn Oaks Drive	Thornbury (Chester)	Addition to parking lot
Shops at Dilworthtown Crossing	Dilworthtown Rd and U.S. Route 202	Thornbury (Chester)	20+ commercial spaces (supermarket, bank, restaurants, etc.) in 5 buildings and a parking lot
Keller Williams	Dilworthtown Road	Thornbury (Delaware)	Commercial building and parking lot
Cherry Hill	Cherry Farm Lane	Thornbury (Delaware)	120 town homes in 26 buildings
Cherry Hill	Cherry Farm Lane	Thornbury (Delaware)	123 single-family homes
Unnamed commercial project	U.S. Route 202, south of Dilworthtown Road	Chadds Ford	Commercial building and parking lot
Parking Lot	Oakland Road	Chadds Ford	Parking lot
Garnet Volkswagen	Brandywine Drive and U.S. Route 202	Chadds Ford	Addition to auto dealership, addition to parking lot
Endo I & Endo II	Brandywine Drive	Chadds Ford	2 three-story office buildings and a parking lot
Carrabba's Italian Grill	U.S. Route 202, north of U.S. Route 1	Chadds Ford	Restaurant and parking lot
Unnamed residential project	Harvey Road	Chadds Ford	5 single-family homes
Hannum's Harley Davidson	U.S. Route 1, west of U.S. Route 202	Chadds Ford	Addition of parking lot
Brandywine Veterinary Hospital	U.S. Route 1, near Painters Crossing	Chadds Ford	Building addition and parking lot
Unnamed commercial project	U.S. Route 1, near Painters Crossing	Chadds Ford	Commercial building
Crossroads Center	U.S. Route 1, west of Applied Card Way	Concord	12 commercial units and a parking lot
Carousel Toyota	U.S. Route 1, east of Applied Card Way	Concord	Auto dealership

Development Name	Location	Municipality	Description
Applied Card Systems	Applied Card Way	Concord	4-story commercial building and parking lot
Bunch Auction House	Hillman Drive and U.S. Route 202	Chadds Ford	Addition to parking lot
Kids First	Summit Drive and U.S. Route 202	Chadds Ford	Community service building and parking lot
Unnamed parking facility	Woodland Drive and U.S. Route 202	Chadds Ford	Parking lot
Keystone Plaza	Marshall Road and U.S. Route 202	Chadds Ford	Building expansion and addition to parking lot
Old Ridge Shops	Ridge Road and U.S. Route 202	Chadds Ford	Bank building and parking lot
McKenzie's Brewhouse	Split section of U.S. Route 202	Concord	Restaurant and parking lot
Windsor at Brandywine Valley	Smithbridge Road, east of U.S. Route 202	Concord	13 multi-family housing buildings and surrounding parking
Concord Pointe	Smithbridge Road	Concord	9 multi-family housing buildings
Unnamed residential project	Sunset View Drive	Concord	1 single-family home
Brusters	U.S. Route 202, south of Smithbridge Road	Concord	Ice cream shop and parking lot
Concord Plaza	Smithbridge Road and U.S. Route 202	Concord	5 commercial units
Unnamed residential project	Smithbridge Road, west of U.S. Route 202	Concord	15 single-family homes
Gateway Corporate Center	U.S. Route 202 and Carter Way	Concord	Commercial building and parking lot
Commerce Bank	Beaver Valley Road and U.S. Route 202	Concord	Bank building and parking lot
Wawa	PA Route 491 and U.S. 202	Concord	Service station and parking lot

Development Name	Location	Municipality	Description
Camden Valleybrook Apartments	U.S. Route 202, south of Beaver Valley Road	Concord	7 multi-family housing buildings and surrounding parking
Concord Crossing (one phase)	PA Route 491	Concord	9 multi-family housing buildings and surrounding parking
Planet Honda	U.S. Route 202, south of Watkins Ave	Concord	Motorcycle/jet ski sales facility and a parking lot
Springhouse Wind and Power	U.S. Route 202, south of Watkins Ave	Concord	Commercial building and parking lot

Source: Chester County Planning Commission and Delaware County Planning Department, 2007.

U.S. Route 202 Section 100

Land Use Implementation and Coordination

Publication Number: 08004

Date Published: March 2008

Geographic Area Covered: Birmingham, Thornbury, West Goshen, and Westtown townships in Chester County; Bethel, Chadds Ford, Concord, and Thornbury townships in Delaware County.

Key Words: land use, transportation, planning implementation tools, access management, bicycle and pedestrian planning, multi-municipal planning, official map, historic preservation.

ABSTRACT:

This document updates and builds on the analysis and recommendations included in *Route 202 Section 100 Land Use Strategies Study*, which was completed by DVRPC in 2001. Consistent with the Pennsylvania Department of Transportation's planned widening of the corridor, local land use and transportation strategies are explored and the coordination and implementation of "smart growth" planning techniques is encouraged. Recommendations included in this report cover such areas as multi-municipal planning, access management, bicycle and pedestrian infrastructure, transit-oriented development, and historic preservation. Applicable planning tools are identified and described, and sample ordinances are provided for local adoption.

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DELAWARE VALLEY
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2008



U.S. ROUTE 202

SECTION 100:
LAND USE
IMPLEMENTATION
& COORDINATION

