

UPPER CHICHESTER – ROUTE 322 IMPROVEMENT PROJECT CORRIDOR STUDY

November, 2019

Prepared By:

Delaware County Planning Department
1055 East Baltimore Pike
Media, PA 19063



Upper Chichester Township

Resolution No. 2019 -43

Whereas, The Board of Commissioners of Upper Chichester Township engaged the Delaware County Planning Department in an effort to complete a Corridor Plan to capitalize on the pending widening of US 322 and;

Whereas, The Board of Commissioners of Upper Chichester Township formed a Taskforce comprised of representatives of businesses, residents, government and nonprofit professionals to assist the efforts of the Delaware County Planning Department and;

Whereas, said plan has been created and presented at the September 2019 Planning Commission public meeting held at the Upper Chichester Township Municipal Building on September 26, 2019 and adoption was recommended of said Rte. 322 Plan and;

Whereas, said plan has been created and presented at the October 2019 Board of Commissioners public meeting held on October 10, 2019 at the Chichester Township Municipal Building and;

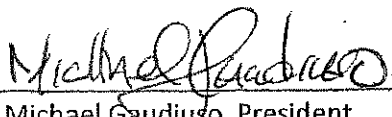
Whereas, the Board of Commissioners of Upper Chichester Township resolve to take certain measures to ensure the US 322 Corridor Plan is implemented and;

Whereas, the Board of Commissioners of Upper Chichester Township resolve to take certain measures to ensure the US 322 Corridor Plan updated on an every 15 year cycle, now

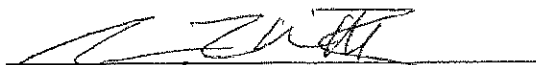
Therefore, be it resolved, this 14th day of November 2019 that the Upper Chichester Township Commissioners hereby adopt the Rte. 322 Corridor Plan.

Duly adopted this 14th day of November 2019.

TOWNSHIP of UPPER CHICHESTER

By: 
Michael Gaudiuso, President
Board of Commissioners

ATTEST:



George L. Needles III, MBA
Township Manager/Secretary

Acknowledgments

UPPER CHICHESTER ROUTE 322 CORRIDOR TASK FORCE

George Needles, III, Township Manager
Barbara Kelley, Land Planning and Zoning
Joe Baiocco, Board of Commissioners
James Putman, Public Works
Dan Nerelli, Superintendent – Chichester School District
Jon Ferro, Resident
Brian Seidel, Seidel Planning and Design
Wesley Beers, Seidel Planning and Design
Peter Porretta, Lighthouse Architecture
Adam Gattuso, Monroe Energy
John Ferry, Energy Transfer Partners
Laura Goodrich Cairns, Delaware County Commerce Center
Anthony Testa, Superintendent – Chichester School District*



* Former staff person, municipal or school district official

DELAWARE COUNTY PLANNING DEPARTMENT

Linda Hill, Director
Sam Haber, Manager, Community and Regional Planning
Tom Shaffer, Manager, Transportation
Julie Del Muto, Manager, GIS



This plan was prepared with funding from Upper Chichester Township and the PA Department of Community and Economic Developments, Municipal Assistance Program (MAP)

UPPER CHICHESTER TOWNSHIP

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Elizabeth (Lisa) A. Catania Jr., PE, BCO

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Table of Contents

Chapter 1: Introduction

Study Content	3
The U.S. 322 Corridor.....	4
Conchester Highway Improvement Project.....	5
Conchester Highway (U.S. Route 322) Corridor in Upper Chichester Township	6
Planning Process	6
Previous Studies.....	7

Chapter 2: Existing Conditions

Study Area Background and Existing Conditions	11
Population	12
Land Use	12
Employment	14
Zoning.....	17

Chapter 3: Conchester Highway Improvement Project

Project Sections.....	23
Highway Widening.....	23
Intersection and Interchange Improvements.....	25
PennDOT Condemnation and Property Acquisitions.....	30

Chapter 4: Goals, Objectives, and Recommendations

Vision.....	33
Goals and Objectives.....	33
Land Use.....	33
Economic Development.....	34
Transportation.....	34
Housing.....	36
Environment and Open Space.....	36
Recommendations	37
Land Use Recommendations.....	37
Zoning Recommendations.....	42
Fiscal- Economic Development Recommendations.....	43
Transportation Recommendations.....	44
Housing Recommendations.....	45
Environment and Open Space Recommendations.....	45

Chapter 5: Implementation

Implementation Overview	47
Recommendations	47
Land Use	47
Zoning	49
Fiscal-Economic Development	49
Transportation.....	51
Housing	52
Environment and Open Space	52
Funding Programs	54

Table of Contents

List of Maps

Map 1: Regional Location	4
Map 2: Upper Chichester, Route 322 Corridor Study Area	11
Map 3: Existing Land Use	13
Map 4: Major Employers and Employment Centers.....	16
Map 5: Zoning	17
Map 6: Upper Chichester, Route 322 Corridor Intersection and Interchange Improvements.....	25
Map 7: Conchester Highway Improvement Project: PennDot Parcel Acquisitions	30
Map 8: Future Land Use.....	37
Map 9: Development Oppertunities.....	39
Map 10: Proposed LERTA Expansion	43

List of Tables

Table 1: Population, Route 322 Corridor Municipalities.....	12
Table 2: Land Use, Upper Chichester Township	12
Table 3: Land Use, Upper Chichester Route 322 Corridor Study Area	14
Table 4: Employment,Route 322 Corridor Municipalities	14
Table 5: Employers by Industry Type, Upper Chichester and Surrounding Areas by Zip Code	15

List of Graphics

Graphic A: Existing Two Lane Section of Route 322	23
Graphic B: Proposed New Four Lane Section of Route 322 with Curbed Grass Median.....	24
Graphic C: Existing Four-Lane Section, Barrier Separated, No Shoulders	24
Graphic D: New Four Lane Section of Route 322 with Left Turn Lane	24

List of Figures

Figure 1: Conchester Highway Improvement Project Area.....	5
Figure 2: Twin Oaks Village Design Project.....	42

CHAPTER I - INTRODUCTION

Chapter I: INTRODUCTION

The **Upper Chichester Township – U.S. Route 322 Corridor Study** is a land use and development plan for the U.S. Route 322 corridor in Upper Chichester Township, Delaware County, PA. The study examines the proposed design and potential impacts to the Township of the PennDOT *Conchester Highway Improvement Project* - a phased, multi-year highway capacity enhancement program for Route 322 - and provides a plan for growth and revitalization of the Corridor during and after project completion.

The *Conchester Highway Improvement Project* encompasses road widening and complimentary engineering and design enhancements along Route 322 from U.S. Route 1 (Baltimore Pike) in Concord Township, Delaware County, to the CSX rail freight bridge, just east of Route 452 (Market Street) in Upper Chichester Township. The **Upper Chichester Township – U.S. Route 322 Corridor Study** identifies opportunities for new development and redevelopment in the Upper Chichester portion of the Corridor, and provides recommendations as to how the Township may capitalize on these opportunities. This study was initiated by Upper Chichester Township, one of three Townships in Delaware County through which U.S. Route 322 traverses and which will be directly impacted by the *Conchester Highway Improvement Project*.

STUDY CONTENT

The **Upper Chichester Township - Route 322 Corridor Study** is divided into five chapters as outlined below:

Chapter 1 introduces the study, providing a definition and overview of the Corridor Study planning area, discussing Upper Chichester’s planning process and goals and objectives in preparing the study, and reviewing previous planning reports and documents concerning U.S. Route 322.

Chapter 2 analyzes planning and development trends within the Delaware County portion of the U.S. Route 322 Corridor as well as existing conditions and trends specific to the Corridor segment within Upper Chichester Township. Conditions and trends examined include population and demographics, land use and zoning, employment, transportation, and housing.

Chapter 3 details the engineering and design specifications of the Upper Chichester portion of the *Conchester Highway Improvement Project* and associated land use and transportation impacts on the Township. These include property acquisitions by PennDOT through condemnation proceedings for roadway widening, intersection redesign, and environmental mitigation. Condemnation will reduce the amount of developable land within the study area and entail the loss of associated property tax ratables to the Township.

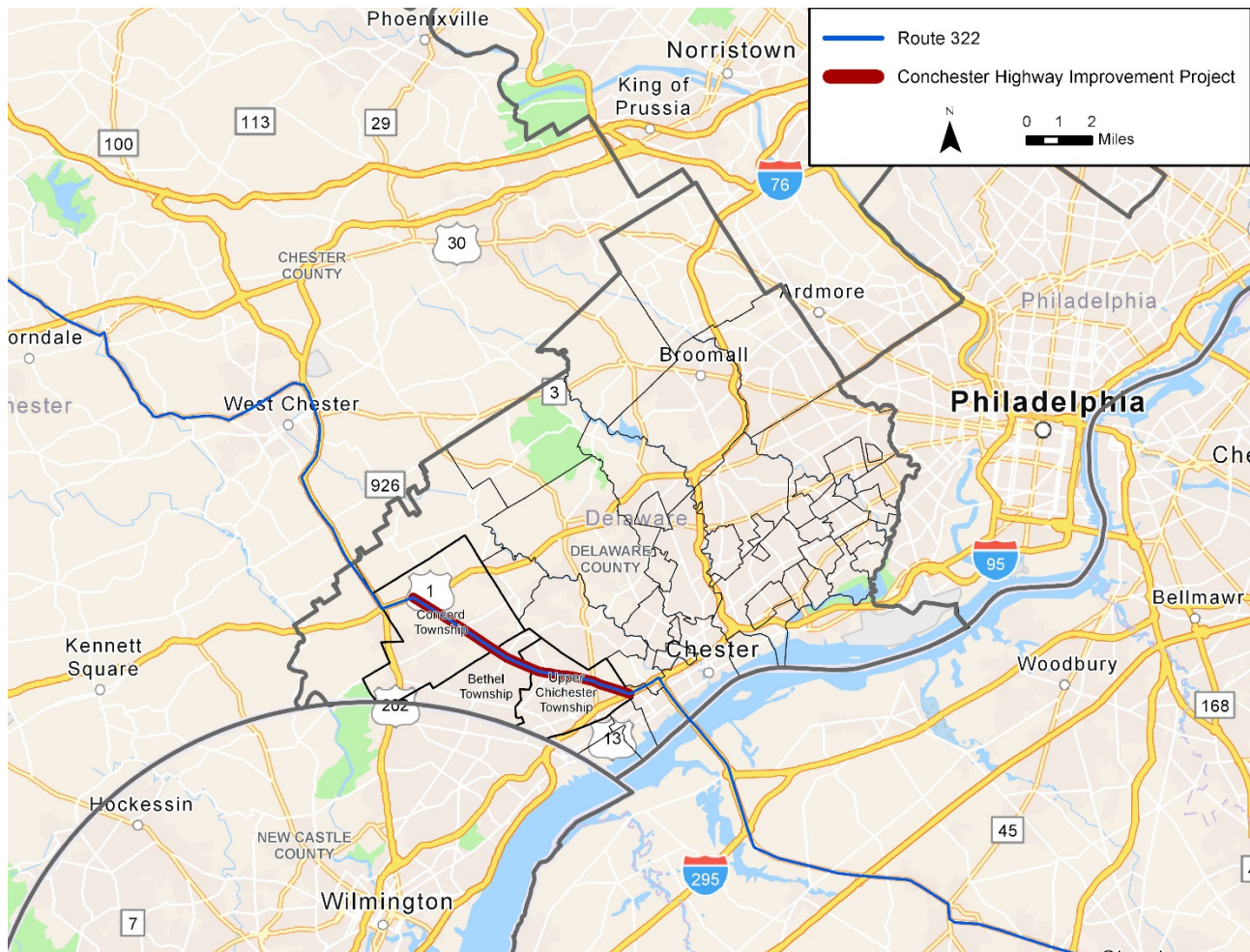
Chapter 4 identifies the Township vision, goals and objectives for the Corridor Study planning area during and after completion of the *Conchester Highway Improvement Project*; provides a future land use plan for growth and revitalization of the Corridor within the Township; and recommendations to implement the plan.

Chapter 5 provides a schedule for the implementation of the study’s recommendations, as well as a guide to funding sources that will potentially be available to assist with project development and corridor revitalization.

THE U.S ROUTE 322 CORRIDOR

U.S. Route 322 is an important principal arterial highway, linking communities in western Delaware County and central Chester County to Interstate 95, the Philadelphia International Airport and New Jersey via the Commodore Barry Bridge. **Map I** shows the location of the highway within the greater Philadelphia region, heading generally southeast through Chester County, then traversing southern Delaware County, crossing the Delaware River via the Commodore Barry Bridge and continuing generally southeast through southern New Jersey as the Black Horse Pike to just east of the Garden State Parkway. Route 322 in Delaware County is known locally as the Conchester Highway and was constructed in 1954, connecting Route 1 in western Delaware County to I-95 – when it was later built - in the southern tier of the County. The Highway is outlined on **Map I** and is coterminus with the *Conchester Highway Improvement Project*.

Map 1 – Regional Location



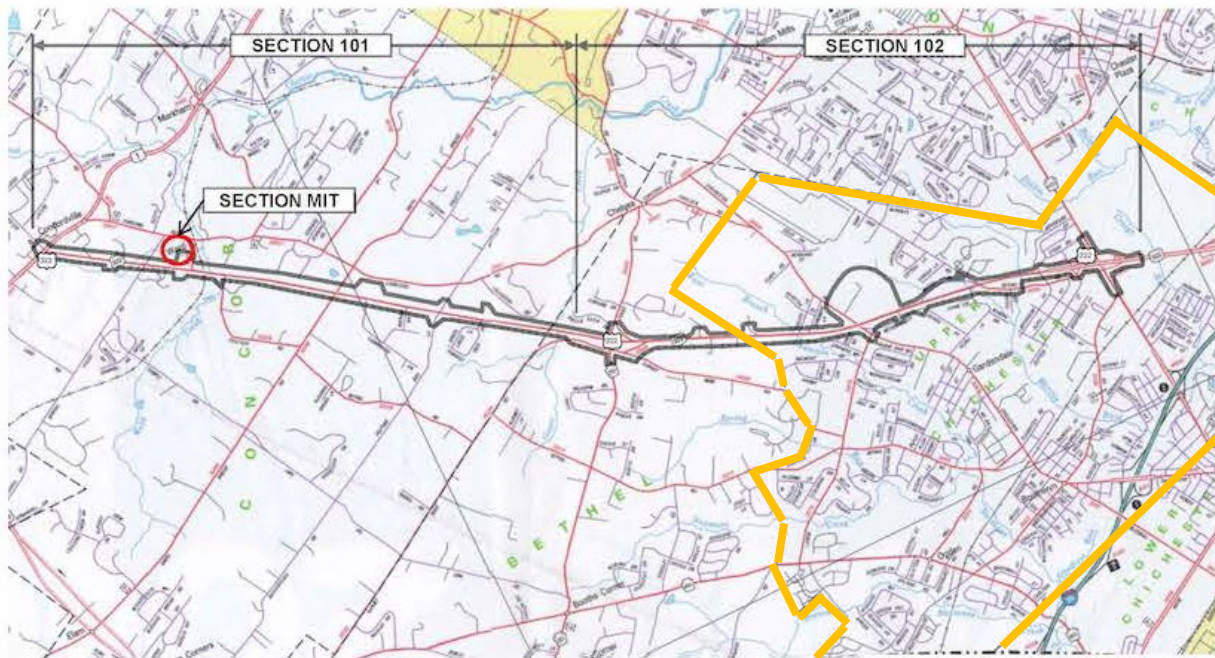
Though initially operating at functional levels of service (LOS), traffic volumes have increased substantially over the fifty-plus years of the Conchester Highway’s operation, in conjunction with regional population and housing growth. The Highway has operated at sub optimal levels of service for many years with traffic volumes exceeding rated capacities, causing traffic congestion and accompanying delays. Additionally, roadway safety is a significant issue with the Conchester Highway exhibiting consistently higher levels of accidents and fatalities than other roads of comparable classification in the region. The substandard LOS,

deficiencies in the original highway geometry and design and subsequent safety issues, have lead to the proposed PennDOT *Conchester Highway Improvement Project*, the need for which was identified as far back as the 1990's.

CONCHESTER HIGHWAY IMPROVEMENT PROJECT

PennDOT proposed the *Conchester Highway Improvement Project* within Delaware County to improve efficiency and safety and reduce congestion and travel times. The Improvement Project addresses a 6.7 mile stretch of the Highway located in Delaware County, extending from Route 1 in Concord Township, through Bethel Township, and continuing through almost the full extent of Upper Chichester Township from just west of Creek Parkway, east to the CSX rail freight bridge preceding the I-95 interchange (See **Figure 1**). The *Conchester Improvement Project*, which will widen, reconstruct, and realign portions of the Highway will be completed in three phases: Sections 101 and 102 and section CSX, which won't begin until completion of sections 101 and 102 and is not a part of this study. (See **Figure 1**)

Figure 1 – Conchester Highway Improvement Project Area



Source: Alfred Benesch and Company

— Upper Chichester Township

Section 101, the first phase of the project, will address improvements in Concord and Bethel Townships, from Route 1 to just east of Featherbed Lane/Mattson Road, costing approximately \$62.7 million. Section 102 will involve a portion of Bethel Township from Clayton Park to the Upper Chichester municipal boundary, and then the full extent of Route 322 through Upper Chichester Township to the CSX Rail freight bridge. Over the extent of both sections combined, the Highway Improvement Project will redesign and/or construct fifteen *intersections*, two *interchanges*, three *bridges* and provide updated, modernized *traffic signalization* in Delaware County through Concord, Bethel, and Upper Chichester Townships.

Section 102 – the Upper Chichester portion of the *Conchester Highway Improvement Project* - is currently in the final design phase, which is scheduled for completion in 2019. Construction is planned to commence in

2020 with project completion in 2024-2025. The principal components of the project within the Township are the widening and reconstruction of the Conchester Highway from two to four lanes, the redesign and construction of five new *intersections*, the realignment and redesign of selected *side* and *service roads*, the construction of new *bridges* at Chichester Avenue and Market Street, new adaptive *traffic signalization* at designated intersections, the installation of *Intelligent Transportation System (ITS)* components and noise abatement measures.

Conchester Highway (U.S. Route 322) Corridor in Upper Chichester Township

The Conchester Highway (Route 322) Corridor through Upper Chichester Township is over 60 years old, having originally commenced operation in 1954. The roadway cannot effectively accommodate current levels of traffic volume and structurally various segments and components of the highway, including a number of bridges, are in need to replacement. Engineering and design parameters that were adequate for use mid-twentieth century, today contribute to significant safety hazards and high levels of traffic incidents and fatalities. Although construction of I-476 (the Blue Route), begun in the 1960's and completed in the 1990's provided north-south access through Delaware County, Route 322 remains the principal east-west throughfare through southern Delaware County, providing connections to southern New Jersey to the east and Chester County to the west.

Presently, the Corridor through the Township contains a number of significant undeveloped properties. With expanded capacity and projected increases in traffic volumes resulting from the *Conchester Highway Improvement Project*, these parcels will become attractive candidates for development, potentially bringing new uses and vitality to the corridor and tax revenue to the Township. Additionally, other existing properties such as aging and outdated commercial development and a declining stock of residential housing may become ripe for redevelopment.

A principal goal of the Township is to create jobs, increase commercial development, and enhance quality-of-life amenities available to residents through community and economic development. Fiscally, the Township would like to increase the overall assessed value of Township real property. The opportunities for new development and redevelopment of older, existing properties in the Route 322 Corridor can help the Township realize its goals for job creation, enhancement of community amenities, and increasing municipal property valuation.

PLANNING PROCESS

The Conchester Highway Improvement Project has been an ongoing concern among area municipalities for over two decades. The potential and planning for the project were cited in the DVRPC *Route 322 Land Use Strategies Study* of 2002. Upper Chichester Township has been aware of the need to enhance the function and safety of the roadway. When the project was formally announced and received funding, Upper Chichester considered the proposed impacts of the project and saw an opportunity for growth and revitalization along the Corridor, in addition to enhanced travel and safety.

When the *Conchester Highway Improvement Project* schedule was officially released, the Township saw the need to plan for the imminent construction and formed the Route 322 Corridor Task Force in conjunction with the Delaware County Planning Department. The Task force is comprised of a representative of the Township Board, the township manager and assistant manager, a representative of the Chichester School

district, representatives of the local petroleum and natural gas industries, two design professionals, a local business person and a Township resident. The task force has been meeting on an approximately bi-monthly basis with staff from the County Planning Department to formulate this plan for the Upper Chichester segment of the Corridor in light of the *Conchester Highway Improvement Project*.

Previous Studies

A number of previous studies of the U.S. Route 322 Corridor in Delaware and Chester Counties have been conducted by the Delaware Valley Regional Planning Commission (DVRPC). Additionally other plans and studies, prepared by Delaware and Chester Counties or the municipalities the corridor traverses have also been completed. While these latter studies have not focused solely on Route 322, they have examined conditions along the corridor and made recommendations specific to the Conchester Highway within the context of their larger scope. These studies provide useful insights into the design and character of the highway corridor and suggest some strategies and recommendations which have applicability to this study.

The Route 322 Land Use Strategies Study, prepared by DVRPC in coordination with the Delaware County Planning Department and Upper Chichester, Bethel and Concord Townships, was completed in 2002. The purpose of the study was to provide a comprehensive examination of the Route 322 Corridor through Delaware County, and provide recommendations linking land use and transportation that would help preserve the expanded capacity arising out of the planned *Conchester Highway Improvement Project*, while allowing the Townships the ability to pursue individual municipal land use goals. The plan's specific recommendations for Upper Chichester focused on the need for access management to reduce congestion, improving connections between the corridor and surrounding residential areas through sidewalk, bike lane and trail improvements and enhancing transit access along the Corridor.

Upper Chichester Township completed the **Aston, Lower Chichester and Upper Chichester Multi-municipal Comprehensive Plan, 2005** in conjunction with Aston and Lower Chichester Townships. While focusing on the entirety of the three municipalities, the plan noted a number of recommendations for the Route 322 corridor in the Township. Specifically it identified a number of "critical parcels" in the Corridor that were undeveloped or underutilized and which it recommended for redevelopment as office/laboratory and planned commercial recreation and entertainment uses. The plan also noted a number of vacant properties along the Corridor, particularly at the easternmost portion of the highway near the Market Street interchange and the need to either repair or replace them with new occupancies.

Delaware County adopted **Delaware County 2035**, the county comprehensive plan in 2013. The **Land Use Framework Plan** component organizes the County into Character Areas – broad areas with similar development patterns and characteristics – and Central Places, which are community focal points that reinforce or establish a sense of place. The Route 322 Corridor is a specific type of central Place – an Activity Corridor – that is surrounded by mature neighborhoods. The plan recommends the County work with municipalities to assist in keeping activity corridors functional and vital with orderly and cohesive development, and to assist older activity corridors such as the Conchester Highway with revitalization. The classification of Route 322 in **Delaware County 2035** as an activity corridor as well as the location of the Boothwyn Town Center and a number of employment centers in the area proximate to the Upper Chichester segment of Route 322 have relevance for this plan and are noted where applicable.

Chapter I: INTRODUCTION

The ***US 322 Section 100 Traffic Forecast Update*** was completed in January 2015 and provides insight into projected future traffic volumes and the ongoing evolution and function of Route 322. The current rated capacity of the Highway is designed to accommodate approximately 25,000 vehicle trips per day, while the expanded capacity as a result of the Improvement Project will increase that total to 45,000 vehicles daily.

CHAPTER 2 – EXISTING CONDITIONS

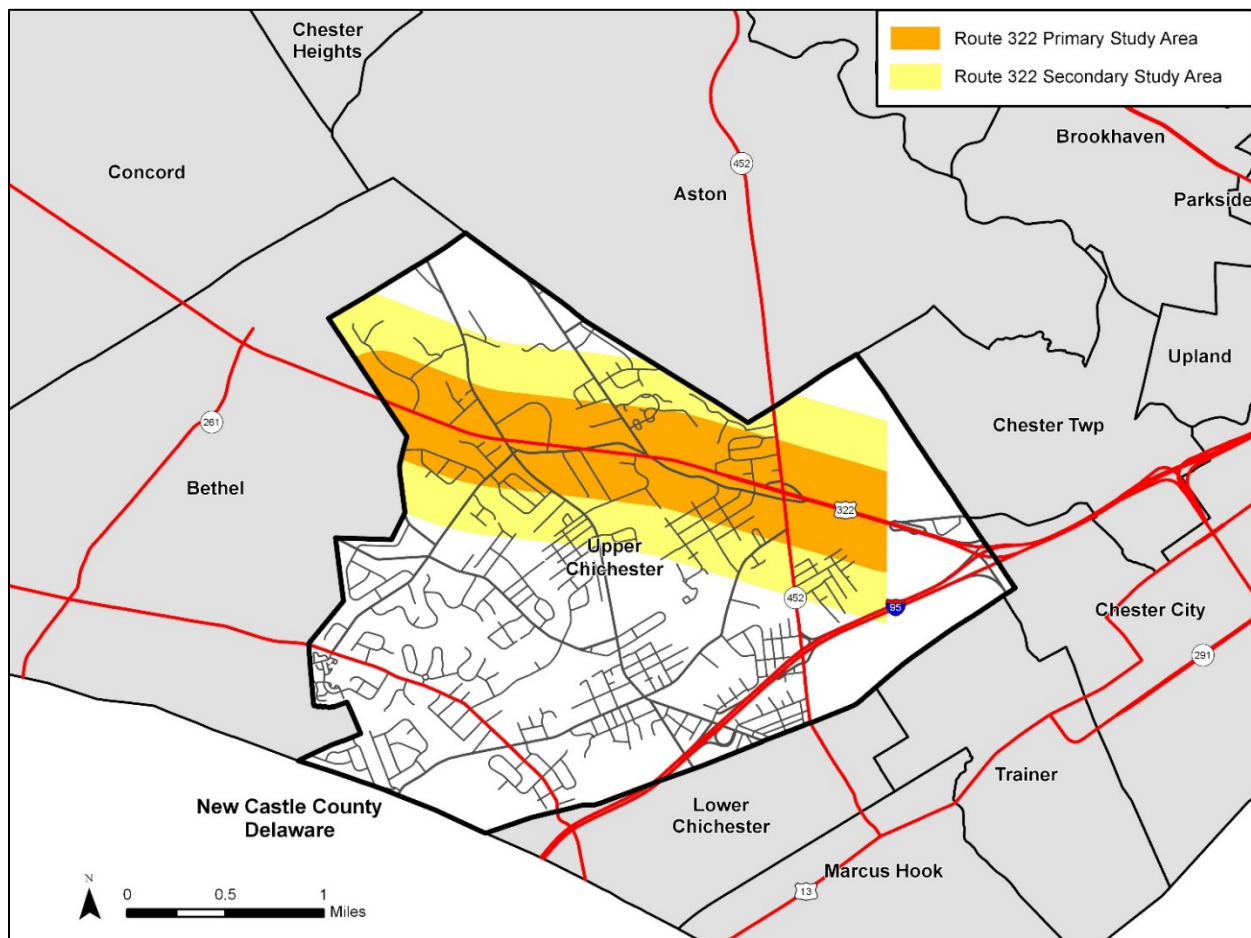
Chapter 2: Existing Conditions

STUDY AREA BACKGROUND AND EXISTING CONDITIONS

The **Upper Chichester Township – U.S. Route 322 Corridor Study** examines the Route 322 Corridor through Upper Chichester, establishing goals and objectives for the Upper Chichester portion of the Conchester Highway Corridor and providing recommendations to encourage new growth and revitalization. **Map 2** identifies the project area under examination by this study, highlighting U.S. Route 322 – the Conchester Highway - through Upper Chichester and a half-mile north and south of the roadway centerline. The study area corresponds to the portions of Section 102 of the *Conchester Highway Improvement Project* that will occur in Upper Chichester (See **Figure 1**).

The Primary Study, approximately a quarter mile north and south of Route 322, reflects the Anticipated Limits of Disturbance of the *Conchester Highway Improvement Project* as well as those areas generally adjacent to the disturbance zone and most likely to be impacted by the Improvement Project. The Secondary Study Area extends an additional quarter mile from the boundary of the Primary Study Area, reflecting those sites and uses that may see limited impacts or secondary effects from the Improvement Project. This chapter examines existing conditions and trends in the three-townships through which the *Conchester Highway Improvement Project* traverses – Concord, Bethel and Upper Chichester Townships – as well those specific to the Upper Chichester study project area as identified in **Map 2**. The recommendations of the Study principally address the planning needs and priorities of the Primary Study Area.

Map 2 – Upper Chichester, Route 322 Corridor Study Area



Population

The section of Delaware County through which the Route 322 Corridor runs – Concord, Bethel and Upper Chichester Townships – is a growth sector within the County. As illustrated in **Table I**, from 1990 to 2010 the population totals of the three Townships have increased, rising 37% from 1990 to 2000 and 24% from 2000 to 2010. Population estimates for 2016 indicate continued, but significantly reduced growth, with an increase of 2.7% in population across the three Townships.

TABLE I: POPULATION, ROUTE 322 CORRIDOR MUNICIPALITIES

Municipality	1990	2000	% Chg.	2010	% Chg.	2016 (est.)	% Chg.	2045 (Proj.)
Upper Chichester	15,004	16,842	12.3%	16,738	(-0.6%)	16,992	1.5%	17,909
Concord	6,933	11,239	62.1%	17,231	53.3%	17,726	2.9%	20,201
Bethel	3,330	6,421	92.8%	8,791	36.9%	9,197	4.6%	10,170
<i>Three Township Total</i>	<i>25,267</i>	<i>34,502</i>	<i>36.5%</i>	<i>42,760</i>	<i>23.9%</i>	<i>43,915</i>	<i>2.7%</i>	<i>48,280</i>
Delaware County	547,651	550,864	0.6%	558,979	1.5%	563,402	0.8%	587,037

Source: U.S. Census Bureau and Delaware Valley Regional Planning Commission (DVRPC)

Individually both Concord and Bethel Townships have experienced significantly higher growth rates than Upper Chichester since the 1990's, and the Township experienced a small population decline from 2000 to 2010. However, the most recent population estimates from 2016 and projections for 2045 show continued, modest growth presently and into the future. Although trends and projections show an overall leveling-off of population growth in the combined three-township area, population growth rate should remain higher than the County as a whole and the Townships should expect to attract additional new residents and accompanying non-residential development.

Land Use

The principal land use in Upper Chichester Township is residential, which comprises over 35% of the municipal land area. As shown in **Table 2** the principal residential use-type in the Township is *Residential: Single-family*, the largest single-land use in the Township comprising 31.3% of the land area in 2010. *Residential: Single-family* in the Township is comprised of single-family detached dwellings.

TABLE 2: LAND USE, UPPER CHICHESTER TOWNSHIP

Land Use (acres)	1990	2010	Percentage Chg.
Residential: Single-family	28.5%	31.3%	2.8
Wooded	33.5%	22.9%	-10.6
Transportation	12.0%	15.1%	-3.1
Commercial	7.3%	8.1%	0.8
Vacant	4.0%	6.7%	2.7
Industrial	3.3%	4.4%	1.1
Residential: Multi-family	2.3%	4.0%	1.7
Recreation	1.2%	2.3%	1.1
Community Services	1.7%	2.0%	0.3
Utility	3.2%	1.4%	-1.8
Agriculture	2.8%	1.2%	-1.6
Water	0.2%	0.6%	0.4
Total	100%	100%	

Source: DVRPC

The second largest use category is in the Township is *Wooded* – undeveloped open space - which experienced a significant decline from 1990 to 2010, from 33.5% to 22.9% of Township land area. The third largest category is *Transportation*, comprising roads and other transportation related infrastructure at 15.1%.

A combination of the business uses of *Commercial* and *Industrial* would comprise the fourth largest category, accounting for 12.5% of land use in the Township. The relatively high presence of business uses in the Township suggest the Township is an attractive location for commercial enterprise.

The combination of the *Commercial* and *Industrial* use categories, leads to *Vacant* as the fifth largest use in the Township, comprising 6.7% of municipal land area. Some of these vacancies are located within the study project study area. *Residential: Multi-family* is the sixth largest use category in the Township comprising 4.0% of the Township’s land area. *Residential: Multi-family* includes single-family attached dwellings and garden apartments as defined by the Township zoning ordinance. **Map 3**, shows existing land uses within the Upper Chichester, Route 322 Corridor Study Area (See **Map 2**).

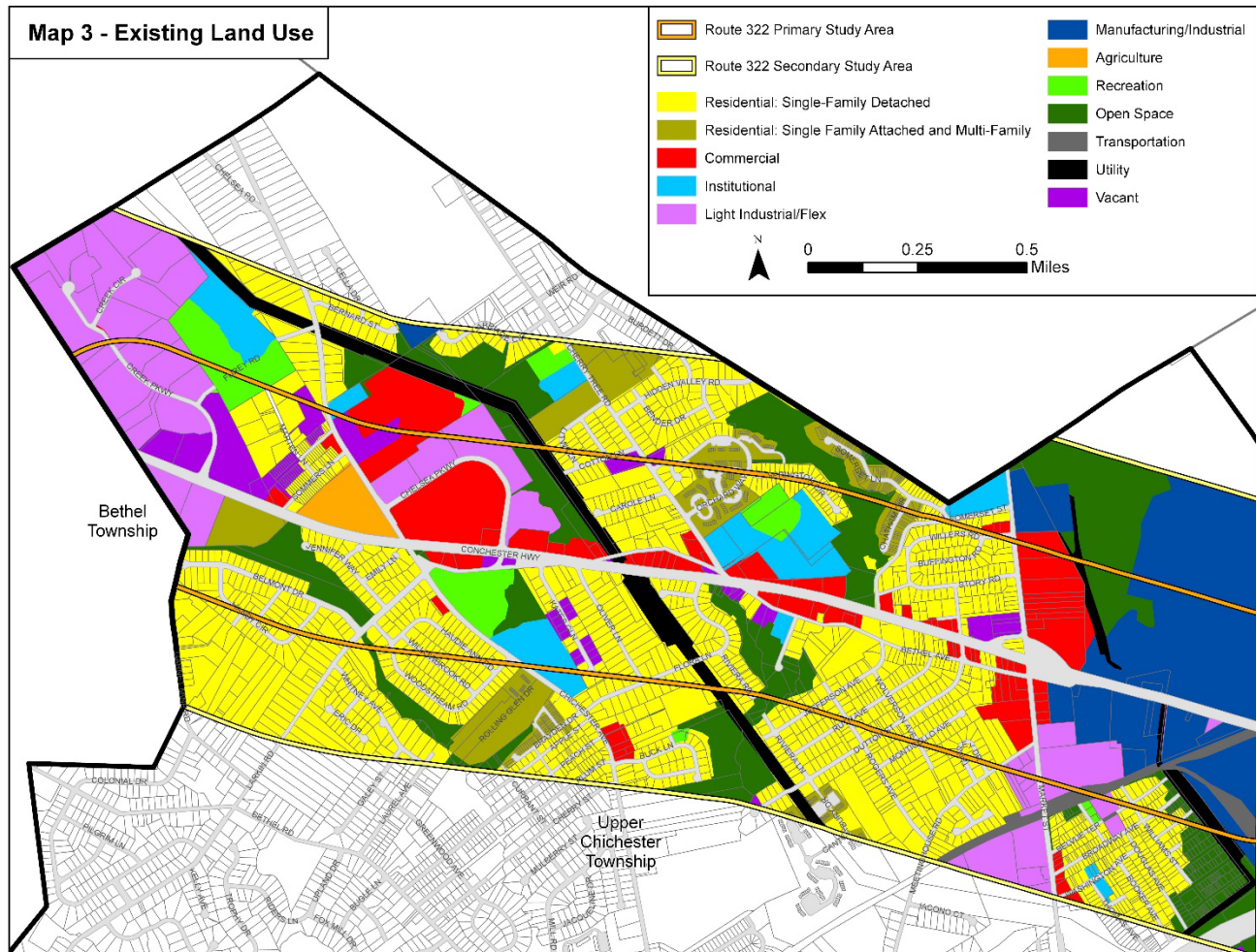


Table 3, on the following page, shows land use totals by category for the Route 322 Corridor Study project area only, as reflected in **Map 2**. Compared to the land use totals for the Township as a whole in **Table 2**, some notable differences emerge. While *Residential: Single-Family* remains the largest use category within the study area, when the *Commercial*, *Light Industrial/Flex* and *Manufacturing/Industrial* use categories are combined, business uses become the second-largest category in the study area at 28.9% of the land use total. This reflects the prominence that the Route 322 Corridor plays as a central location for business and industrial enterprise in the Township. The share of these uses within the Corridor study area more than doubles as a percentage of land use relative to the Township as a whole, and the presence of commercial and industrial uses in the Upper Chichester portion of the corridor far exceeds those of the Bethel and Concord Townships portions of Route 322.

TABLE 3: LAND USE, UPPER CHICHESTER ROUTE CORRIDOR 322 STUDY AREA

Land Use	Acres	Percent
Residential: Single-Family	565	38.1%
Open Space	189	12.8%
Light Industrial/Flex	160	10.8%
Manufacturing/Industrial	150	10.1%
Commercial	118	8.0%
Residential: Multi-family	74	5.0%
Institutional	58	3.9%
Utility	54	3.6%
Vacant	44	3.0%
Recreation	42	2.8%
Transportation	15	1.0%
Agriculture	12	0.8%
Total	1481	100.0%

Not unexpectedly the amount of vacant land in the study area decreases by more than half the land use total relative to the Township as a whole. The impending loss of land due to PennDOT property takings as part of the *Conchester Highway Improvement Project* will further reduce the amount of vacant, developable land, making identification of remaining developable parcels and facilitating their development of primary importance to the Township.

Notably *Open Space (Wooded)* decreases almost by half within the study area as compared to the Township as a whole, although *Recreation* registers a small percentage increase within the study area relative to the Township as a whole. This is due in

Source: DVRPC

part to the location of local sports league fields, recreational facilities that are part of the Township Municipal complex at Furey Road, and other public recreational sites with proximity to the Corridor. These should be preserved and enhanced where possible, as facilities that attract recreational and leisure users and may contribute to the identification of the Corridor as a destination with multiple reasons to visit, rather than solely functioning as a pass-through highway corridor

Employment

In conjunction with an increasing population, the combined three-township area through which the Route 322 Corridor traverses are also experiencing employment growth. **Table 4** shows that each of three municipalities through which the Conchester Highway crosses have seen an increase in the number of jobs within their respective areas from 2010 to 2015. Concord Township experienced the largest increase of 1,018 new jobs, followed by Upper Chichester Township with 302 and then Bethel at 155.

TABLE 4: EMPLOYMENT, ROUTE 322 CORRIDOR MUNICIPALITIES

Municipality	2010	2015 (est.)	2045 (Forecast)	% Chg. 2015-2045
Upper Chichester Township	6,346	6648	7016	5.5%
Concord Township	10,473	11,491	13,416	16.8%
Bethel Township	2,142	2297	2548	10.9%
<i>Three Township Total</i>	<i>18,961</i>	<i>20,436</i>	<i>22,980</i>	<i>12.4%</i>

Overall, from 2010 to 2015 the total number of jobs located in the three Township area increased by 1,475. Forecasts from the Delaware Valley Regional Planning Commission indicate continued

employment increases within the Townships, growing by over 12% from 2015 to 2045. Due to the already developed commercial and industrial character of the Route 322 Corridor in Upper Chichester relative to Bethel and Concord Townships, Upper Chichester Township should reasonably expect to receive and plan for a significant share of this projected growth,

Table 5, on the following page shows the total number of employers by industry type within the two zip code areas that comprise Upper Chichester Township, as well as parts of Aston, Chester and Lower Chichester Townships, and Marcus Hook Borough. The emphasis is on heavy industrial and commercial

users along with Construction, Other Services, Wholesale Trade and Professional and Commercial Equipment.

TABLE 5: EMPLOYERS BY INDUSTRY TYPE, UPPER CHICHESTER AND SURROUNDING AREAS BY ZIP CODE

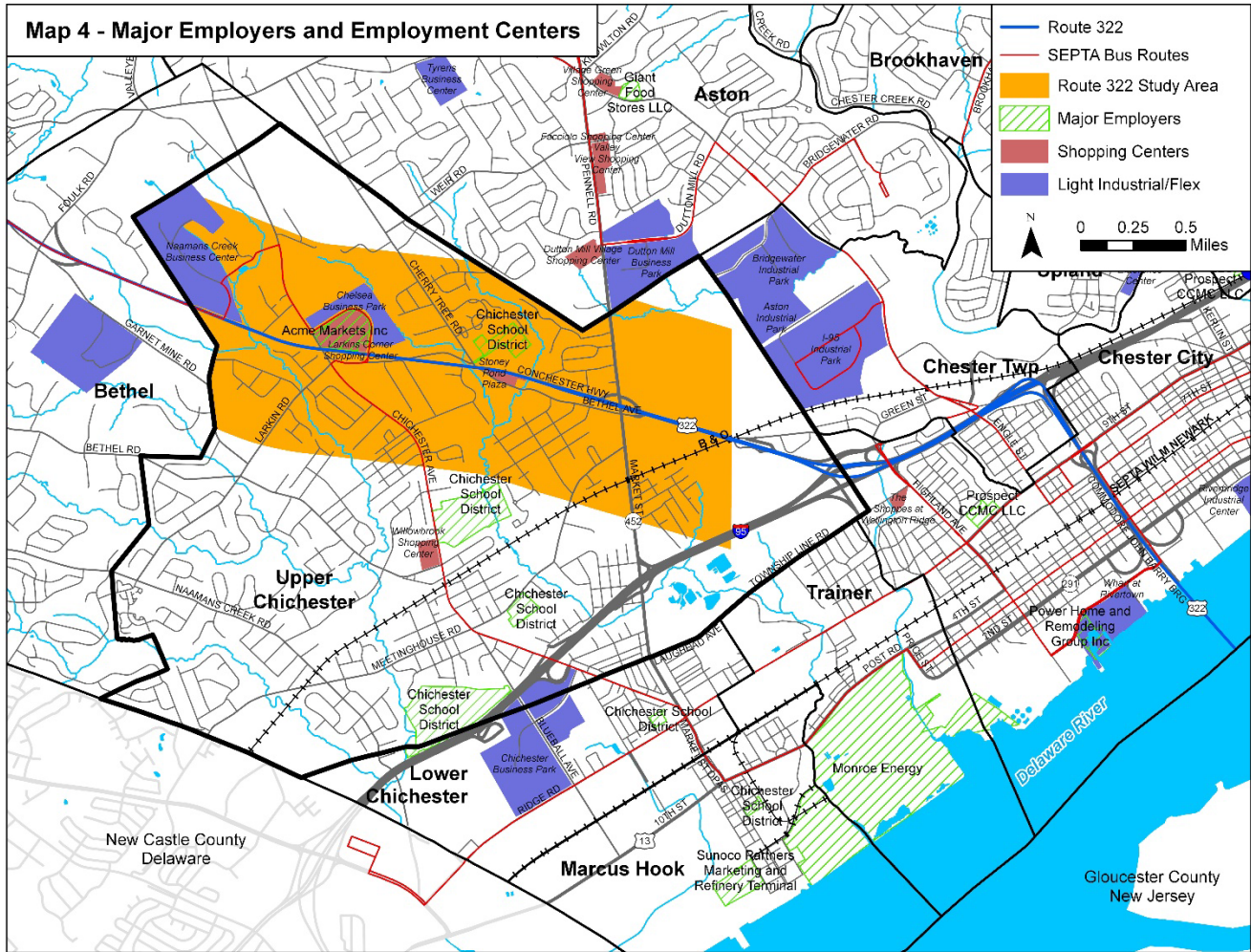
Industry (NAICS)	Zip Code 19061	Zip Code 19014	Total	Pct.
TOTAL	440	544	984	100.0%
Construction	49	71	120	12.2%
Other services	47	64	111	11.3%
Retail Trade	58	45	103	10.5%
Wholesale Trade	39	47	86	8.7%
Professional/commercial equipment	41	45	86	8.7%
Accommodation and food services	47	39	86	8.7%
Administration/support and waste mgmt.	35	47	82	8.3%
Health care and social services	38	44	82	8.3%
Manufacturing	19	43	62	6.3%
Finance/Insurance	18	26	44	4.5%
Transportation	18	25	43	4.4%
Real Estate	13	18	31	3.2%
Information	5	11	16	1.6%
Educational services	5	10	15	1.5%
Arts, entertainment and recreation	2	6	8	0.8%
Enterprise company management	4	3	7	0.7%
Utilities	2	0	2	0.2%

Map 4 shows major employers along the Route 322 corridor in Upper Chichester and surrounding municipalities. Significant employers and employment centers within the study area include the Naaman's Business Center, The Larkin's Corner Shopping Center, the Chelsea Business Park, and the Chichester School District. Additional major employers in the immediate vicinity of the Route 322 Corridor include the Bridgewater and I-95 Industrial Parks in Chester Township, the Crozer Chester Medical Center (Prospect CCMC LLC) in Upland Borough, Monroe Energy in Trainer Borough and the Marcus Hook Industrial Complex.

The proximity of the Route 322 Corridor to the Monroe Energy Refinery and Marcus Hook Industrial Complex in particular suggest a significant opportunity to attract complementary businesses to locate along the Corridor in Upper Chichester. A number of businesses complementary to the Monroe Energy Refinery are currently located in the I-95 corridor with proximity to Route 322 in Upper Chichester, while other companies providing products and services as direct and secondary inputs into the refinery are located along Route 322 in Upper Chichester. The future availability of developable sites in the Route 322 Corridor could be a catalyst in attracting the location of additional businesses serving the refinery.

Additionally, Energy Transfer Partner's the parent company of Sunoco Logistics is currently operating the Mariner East 1 and Mariner East 2 East pipelines from West Virginia and Ohio across Pennsylvania to the

Marcus Hook Industrial Complex in Delaware County. The two pipelines, along with the planned Mariner East 2X will transport natural gas and natural gas liquids (NGLs) in the form of ethane and propane for



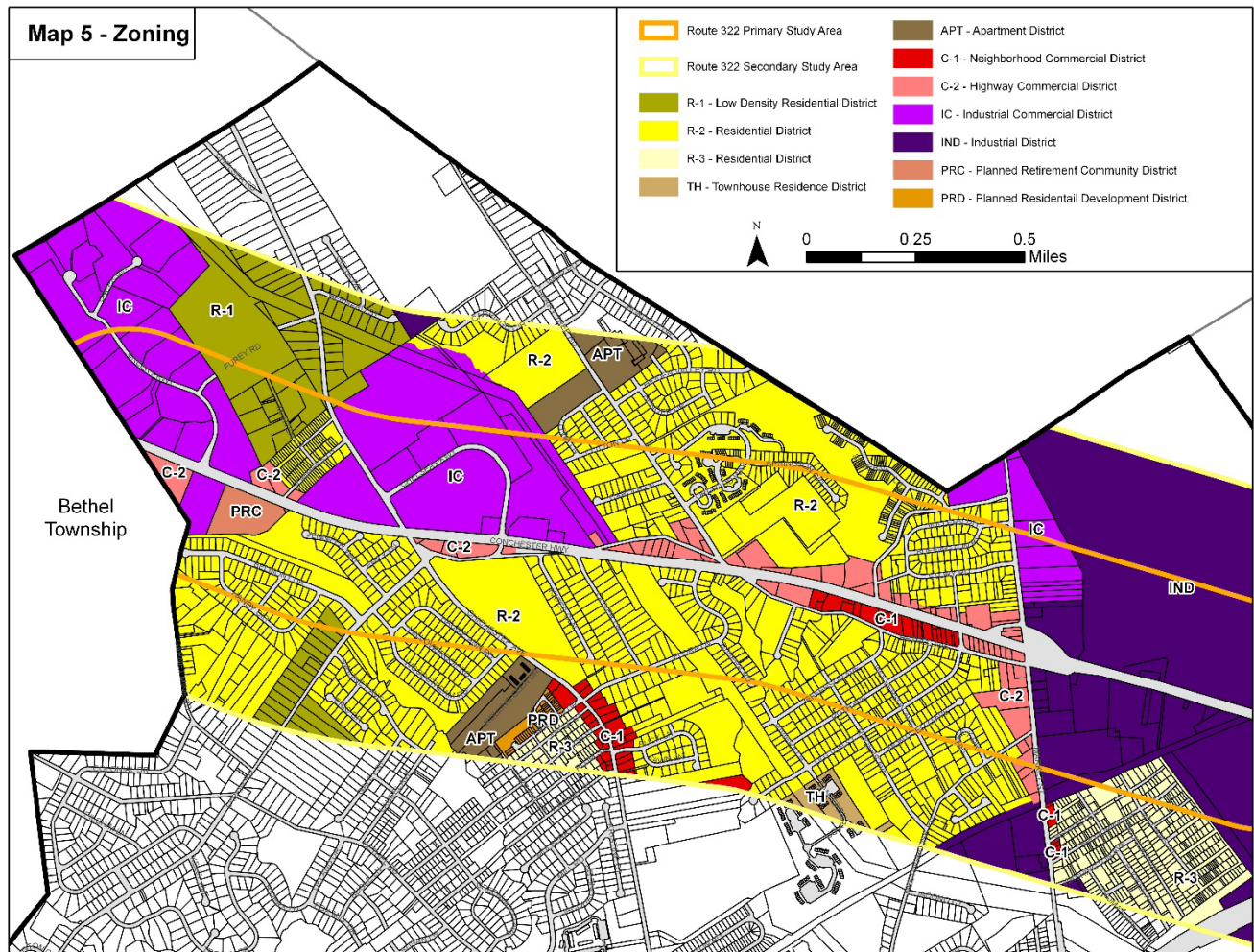
separation, refining and shipping regionally and internationally. The Mariner 2X pipeline is scheduled for completion in 2019. A number of studies of the reuse of the former oil refinery site and its potential economic impact have been conducted including the *Marcus Hook Industrial Complex Reuse Study* by IHS for Delaware County in 2012 and updated in 2015; *Prospects to Enhance Pennsylvania’s Opportunities in Petrochemical Manufacturing* by IHS for Team Pennsylvania Foundation and the Department of Community and Economic Development (DCED) in 2017; and *The Potential Economic Impacts of the Mariner East Pipelines, the Revolution Project Fractionation Facility, and Associated Improvements at the Marcus Hook Industrial Complex*, by Econsult Solutions in 2018.

All of these reports note that Pennsylvania as a whole, and the Marcus Hook Industrial Complex in particular, are well positioned to take advantage of the growing natural gas and NGLs industry which could drive economic development in the state and region. Beyond the uses of natural gas itself, the liquid byproducts of natural gas – ethane, propane and its derivatives - are key inputs into the plastics and petrochemical industries. Some of the factors advantageous to the state and region include cost and freight advantages associated with the abundance of natural gas and liquids in Pennsylvania, proximity to large, high-demand end-user markets in North America and internationally, existing and planned infrastructure investments, a skilled workforce, and an established plastics manufacturing industry.

Given the Route 322 Corridor’s direct access to the Monroe Energy Refinery and Marcus Hook Industrial Complex via I-95 and local roads, Upper Chichester Township should plan for outreach, marketing, and recruitment, in partnership with Monroe Energy and Energy Transfer/Sunoco Logistics, of businesses that provide direct inputs to the two facilities, as well as complementary industries that use the output and byproducts of oil and gas refining such as plastics and petrochemical manufacturers. The colocation of these types of industry at the Monroe Energy or Energy Transfer sites, or at the southeastern end of Route 322, could provide significant new employment opportunities for the Township and area residents and potentially support the development of travel and leisure amenities such as a hotel, restaurants, and entertainment venues. A significant expansion of targeted business and industry in the area may also support the location of a vocational or trade school to provide supply of new employees for the specialized and technical jobs required in these industries.

Zoning

The Route 322 Corridor Study area currently contains eleven different zoning districts including residential, commercial and industrial as shown on **Map 5**.



The districts are as follows:

R-1 Residential Low-density Residential, which principally permits single-family detached dwellings with a minimum lot size of 20,000 sq. ft.

R-2 Medium Density Residential, which principally permits single-family detached dwellings at a minimum lot size of 11,250 sq. ft.

R-3 High Density Residential which principally permits R-1 and R-2 residential uses at a minimum lot size of 5,000 sq. ft.

TH Townhouse which principally permits attached single-family dwelling unit on 5-acre tract minimums.

APT Apartment which principally permits garden apartments on 2-acre tract minimums with a maximum density of 12 units per acre.

C-1 Neighborhood Commercial which allows a mix of retail, service and other commercial uses – in freestanding or attached design - along major roadways for local residents and those of neighboring communities.

C-2 Highway Commercial which allows for auto-related and oriented commercial uses along major roadways – in freestanding or attached fashion – for local residents and transient customers.

I-C Industrial Commercial which allows for a mix of modern, non-nuisance commercial and industrial uses and encourages large-site commercial and industrial development.

IND Industrial which allows for those uses permitted in the I-C district as well as higher impact manufacturing, compounding, processing and assembly operations, as well as petroleum storage, chemical processing and compounding by conditional use.

PRC Planned Retirement Community which permits planned, high-density residential apartment communities for residents over 62 years old.

PRD Planned Residential Development District which allows a planned residential community containing any mix of dwelling unit types permitted in township residential districts, including mobile homes on a tract of not less than 25 acres, that is zoned either R-1 or R-2.

While a majority of the acreage in the study area is zoned for residential uses, the second most prevalent zoning district type is for business and industrial uses which includes the I-C Industrial Commercial, IND Industrial and C-2 Commercial for highway oriented commercial uses. The percentage of land area devoted to these three zoning districts is significantly higher in the study area than the Township as a whole, reinforcing the vision for the corridor as principal economic commercial and industry hub for the Township and surrounding area moving forward.

The Township can build on the existing commercial-industrial base of the Route 322 Corridor by allowing for the development of mixed-use development at selected locations in the corridor. The Township should also encourage further entertainment and sports-related development to build upon the current mix of public and private recreational facilities in the Corridor. The proximity to tax-free retail establishments just across the state line in Delaware may also help to attract new entertainment and sports related uses to the Corridor.

To the extent that new residential is permitted in the Corridor, only multi-family dwellings as part of mixed-use development should be permitted to have frontage and access along Route 322. Fifty-five and over (55+) and senior living apartments and facilities would be desirable dwelling types for the Township as they would have minimal impact on the school districts and provide opportunities for residents to remain in living in Upper Chichester as they age and grow out of larger, single-family detached homes.

**CHAPTER 3 –
CONCHESTER HIGHWAY
IMPROVEMENT PROJECT**

Chapter 3: Conchester Highway Improvement Project

PROJECT SECTIONS

The *Conchester Highway Improvement Project* is designed to increase highway capacity, improve levels of service (LOS), and enhance travel safety through road widening, intersection and interchange improvements, new adaptive traffic signalization, and Intelligent Transportation Systems (ITS). The two principal issues affecting the highway are traffic congestion and accompanying delays and suboptimal highway design and geometry, leading to safety issues. The Highway is currently operating at a substandard level of service and experiences an unusually high level of accident totals compared with other regional state highway routes.

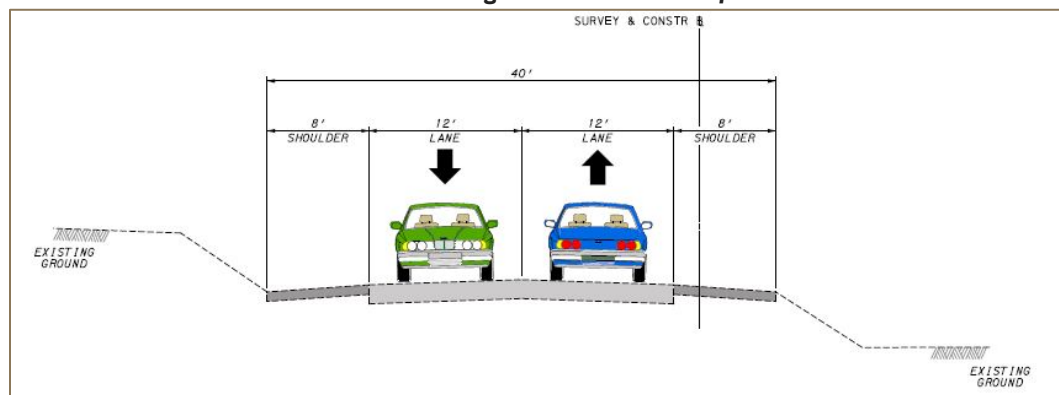
The Improvement project will extend the majority of the length of the highway beginning at the Route 322 intersection with State Route 1 in Concord Township, extending southeast through Bethel Township, and then continuing through Upper Chichester Township, to just past the Market Street interchange. The project is divided into two sections: Section 101 and 102 (See **Figure 1**).

Section 102 will directly impact Upper Chichester as the majority of this segment is located in the Township. The impacts from Section 102 and a plan for the Upper Chichester portion of this section are the subject of this study.

HIGHWAY WIDENING

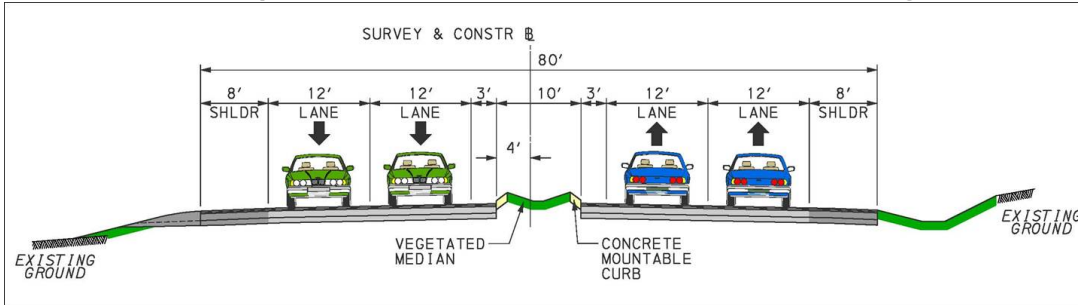
The *Conchester Highway Improvement Project* is a highway capacity enhancement project that will alleviate travel congestion and improve roadway safety. The project will accomplish this through the widening of the Route 322 from the existing two (2) lane thoroughfare to four (4) lanes, approximately the full length of the highway through Delaware County. The widening will also allow for the addition of eight (8) foot wide striped shoulders and the construction of planted and concrete medians. The widening will also incorporate left and right-hand turn lanes at selected intersections and interchanges and deceleration lanes to modulate the flow of traffic and turning movements. The graphic(s) below are cross-section renderings that show the dimensions and specifications of the existing two-lane portions of the Highway in Upper Chichester, which begins at the municipal boundary with Bethel Township between Colonial Drive and Creek Parkway and continues to the intersection with Story Road. East of Story Road to the I-95 interchange Route 322 is currently four lanes.

GRAPHIC A: Existing two lane section of Route 322



Source: Alfred Benesch & Company

GRAPHIC B: Proposed new four-lane section of Route 322 with curbed grass median



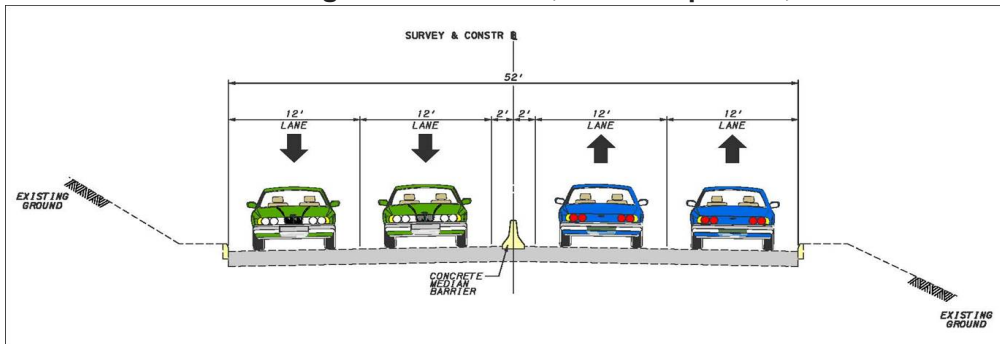
Source: Alfred Benesch & Company

Graphic A illustrates the current two-lane configuration of Route 322 in Upper Chichester from the municipal boundary with Bethel Township, east to the intersection of Route 322 and Story Road, while **Graphic B** shows the widened, redesigned section of the roadway to four lanes. A comparison of the graphics shows the overall width of current two-lane section of Route 322 will increase from a 40 feet to 80 feet. The increase is due to the addition of two 12-foot travel lanes, 3-foot mountable curbs and a 10-foot planted grass median. The widening of the roadway will require partial right-of-way acquisitions and in some cases “full-take” property acquisitions by PennDOT to complete the project.

In addition to the widening of the existing two-lane sections of the Conchester Highway, the existing four-lane section of Route 322 from Story Road to the Market Street interchange will be reconstructed to an 80-foot width with the addition of 8 foot shoulders, a left-hand turn lane and a 4-foot mountable curb.

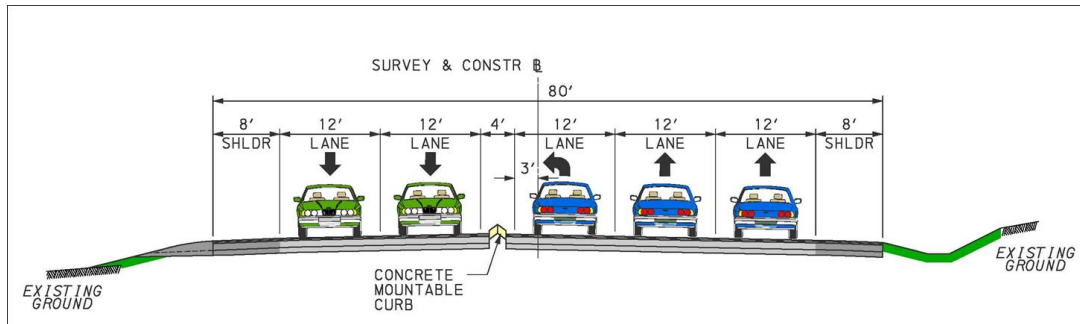
Graphic C show the current four lane road profile and **Graphic D** shows the revised 4-lane road sections.

GRAPHIC C: Existing four-lane section, barrier separated, no shoulders



(Source: Alfred Benesch & Company)

GRAPHIC D: New four lane section of Route 322 with left turn lane



(Source: Alfred Benesch & Company)

INTERSECTION AND INTERCHANGE IMPROVEMENTS

In addition to roadway widening, the *Conchester Highway Improvement Project* will redesign a series of intersections through the length of the Route 322 Corridor. Within Section 102 in Upper Chichester Township, the following intersections will be improved:

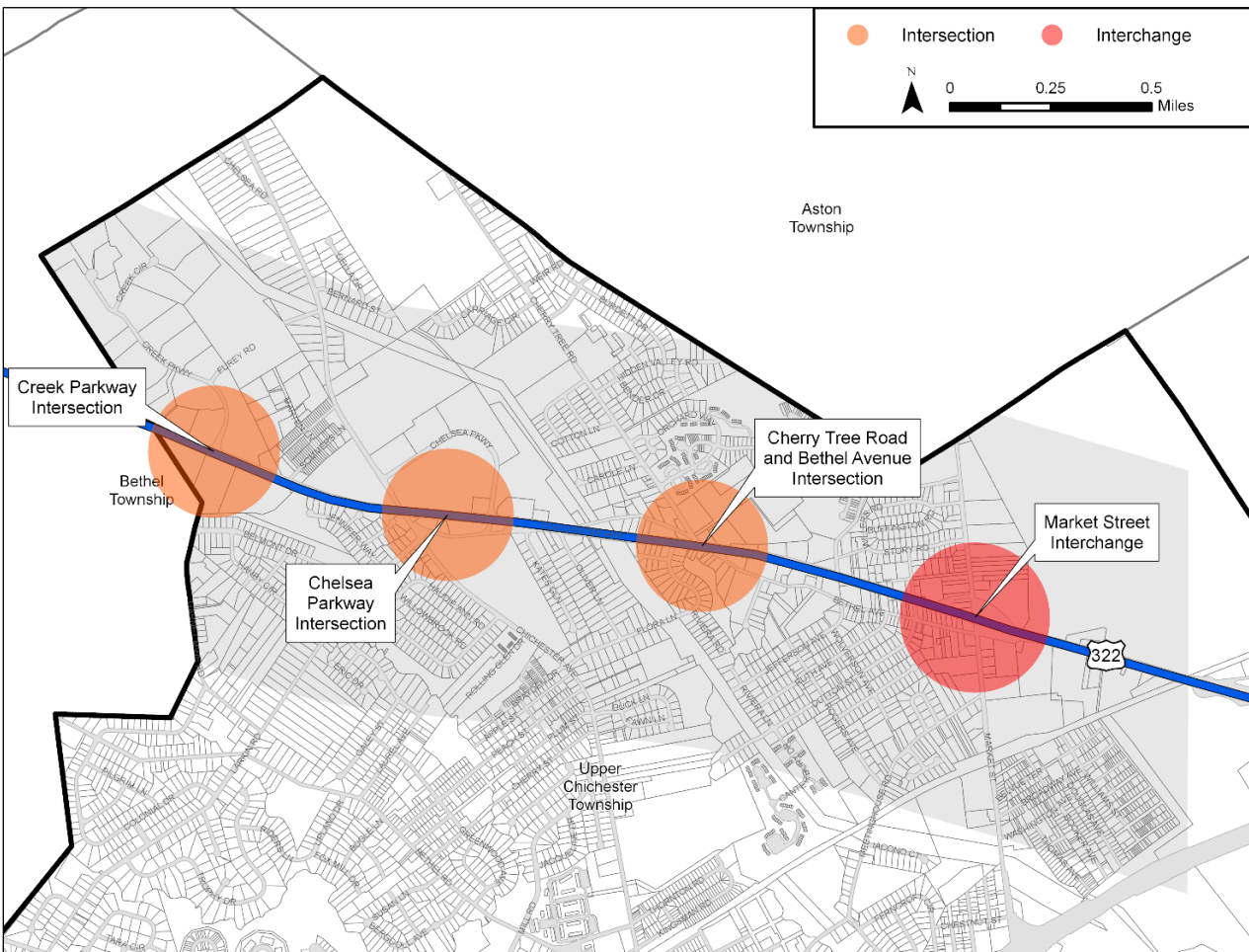
- Route 322 and Creek Parkway;
- Route 322 and Somers Lane;
- Route 322 and Chelsea Parkway;
- Route 322 and Cherry Tree Road; and
- Route 322 and Market Street (Route 452)

Additionally, the following bridges along Route 322 in Upper Chichester will be replaced at:

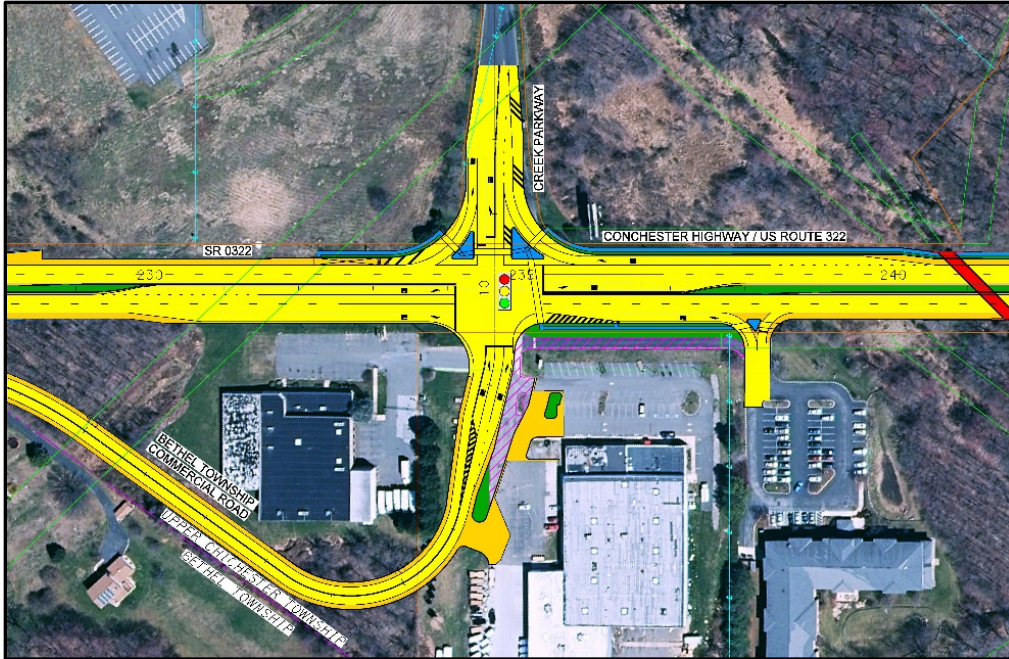
- Chichester Avenue; and
- Market Street;

Map 6 shows the location of the key intersection and interchange improvements, followed by detailed graphics illustrating the planned redesign and improvements for each of the intersections and interchanges noted above.

Map 6 – Upper Chichester, Route 322 Corridor Intersection and Interchange Improvements



The **CREEK PARKWAY** and **Route 322** intersection improvements will include the following:

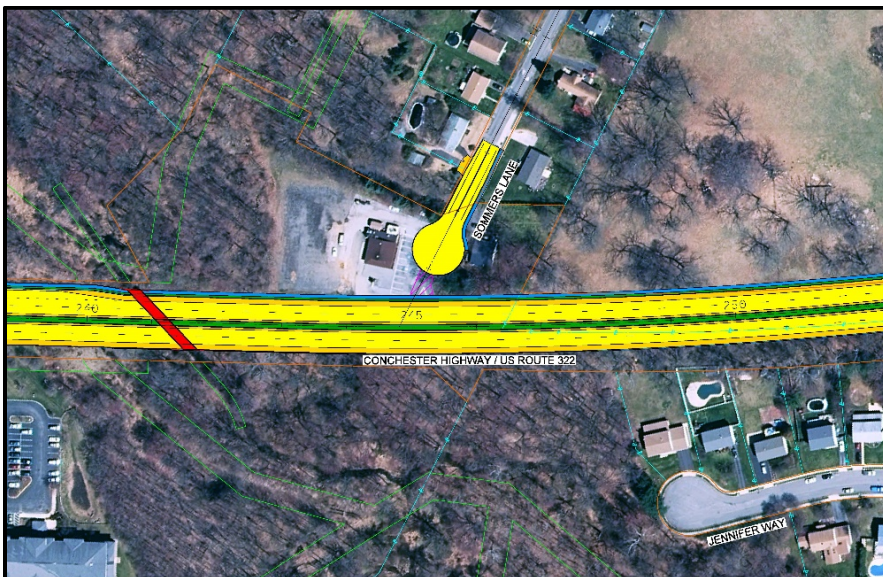


- Reconstruction of the intersection to provide four through lanes on U.S. Route 322.
- Installation of left and right turn lanes on eastbound and westbound U.S. 322 to Creek Road and the Bethel Township Commercial Road.

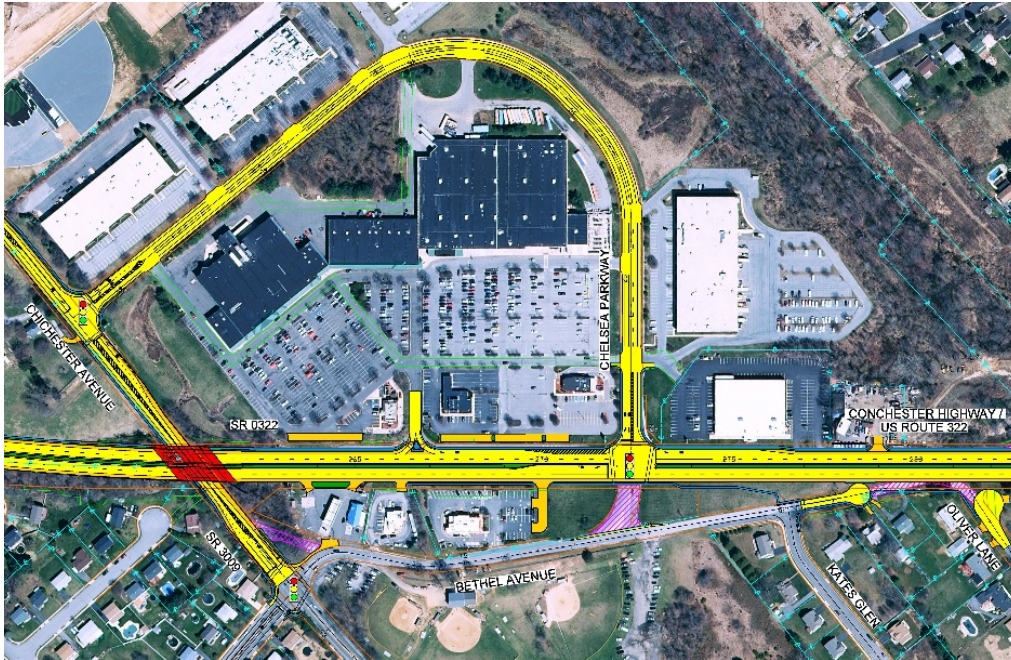
(Source: Alfred Benesch & Company)

- Construction of the new Bethel Township Commercial Road.
- Construction of new **SIDEWALKS** at:
(**Note: Sidewalks displayed as blue lines in above plans**)
 - North side of Route 322 from Creek Parkway to Chichester Avenue;
 - Northwest quadrant Route 322 and Creek Parkway intersection; and
 - South side Route 322 from Park View at Naamans Creek to Creek Road intersection
- Upgrading of the intersection with new *adaptive* traffic signals.

The **SOMERS LANE** and **Route 322** intersection will be eliminated with the construction of a cul-de-sac at the end of the lane (Source: Alfred Benesch & Company)



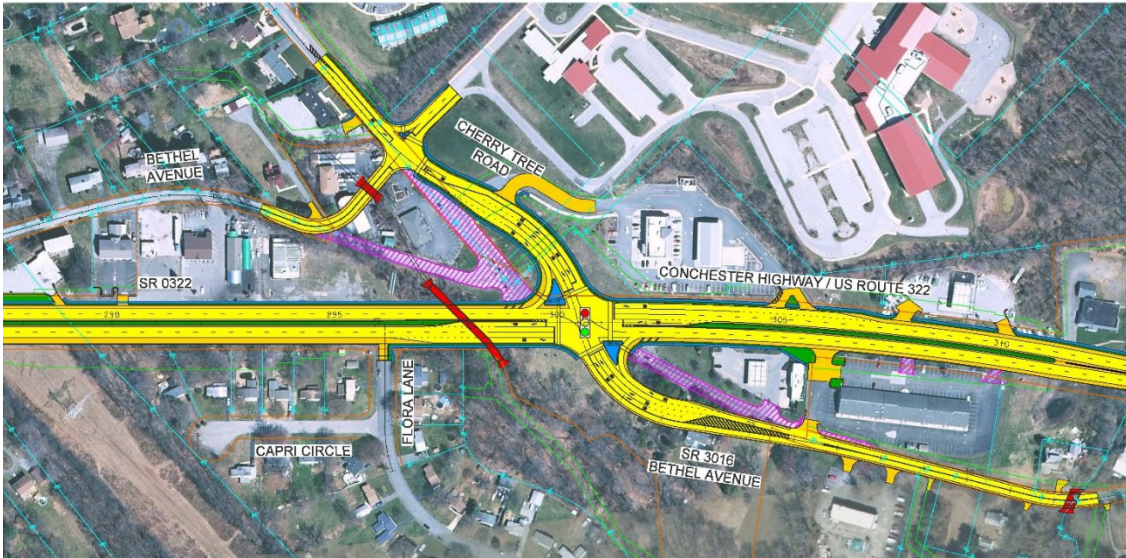
The **CHELSEA PARKWAY/BETHEL AVENUE** and **Route 322** intersection improvements will include the following:



(Source: Alfred Benesch & Company)

- Reconstruction of the intersection to provide four through lanes on U.S. Route 322.
- Addition of left turn lanes from eastbound U.S. Route 322 onto Chelsea Parkway.
- Addition of deceleration lanes from eastbound U.S. 322 (Conchester Highway) for right turns onto commercial driveways just past Chichester Avenue and from westbound U.S. 322 onto Chelsea Parkway and into Larkin's Corner Shopping Center.
- Elimination of Chelsea Parkway connector to Bethel Avenue on south side of Route 322 and diagonal connector from Bethel Avenue to Chichester Avenue
- Construction of new **SIDEWALKS** at:
 - North side of Route 322 from Chichester Avenue to Chelsea Parkway and from Chelsea Parkway to Cherry Tree Road;
 - South side Route 322 from McDonalds to Kates Glen; and
 - Chichester Avenue, west side across from the private recreational facilities, to Larkin Road.
- Reconstruction of Bethel Avenue from Chichester Avenue to the U.S. 322 (Conchester Highway)/Chelsea Parkway intersection.
- Construction of a Bethel Avenue cul-de-sac on the south side of U.S. 322 (Conchester Highway) between Kates Glen and Oliver Lane; and
- New *adaptive* traffic signal at Route 322 and Chelsea Parkway.

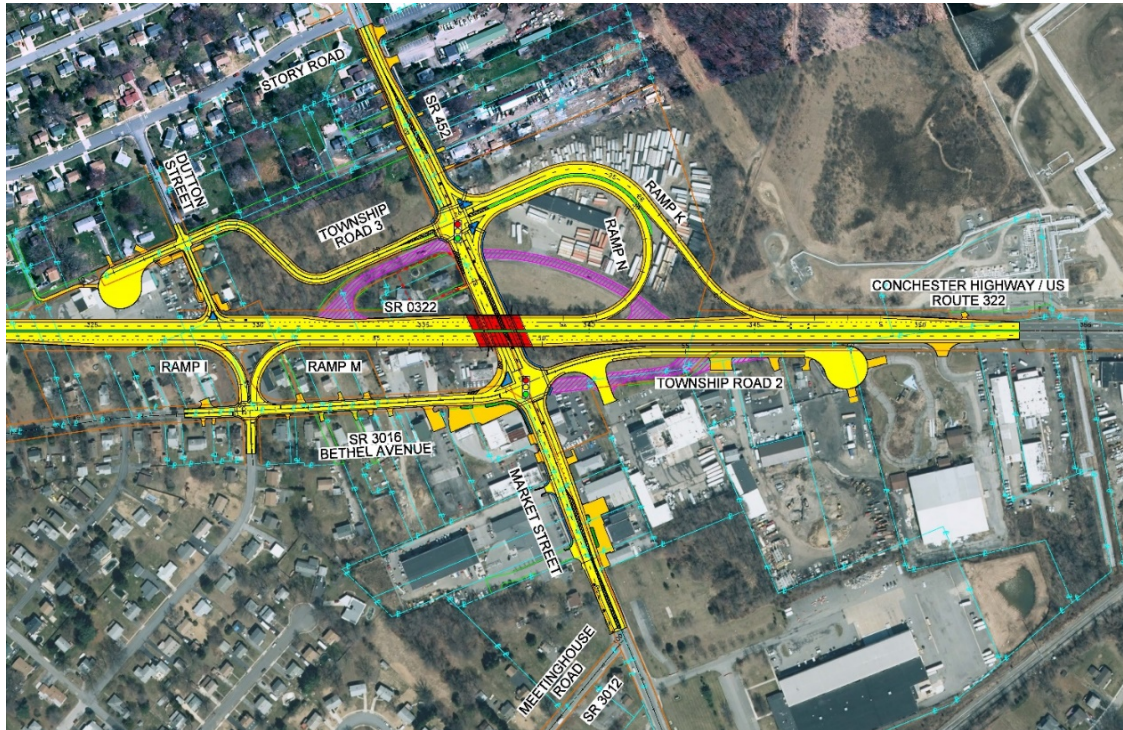
The **CHERRY TREE ROAD/BETHEL AVENUE** and **Route 322** intersections will include the following improvements:



(Source: Alfred Benesch & Company)

- Reconstruction of the intersection to provide four through lanes on U.S. Route 322 and turn lanes to Bethel Avenue and Cherry Tree Road;
- Realignment and reconstruction of Bethel Avenue and Cherry Tree Road to provide separate turn lanes and through lanes at the intersection with U.S. Route 322;
- Construction of a Bethel Road connector road to create a new intersection with School Drive.
- Construction of new **SIDEWALKS**, north side Route 322 from Cherry Tree Road to Story Lane;
 - South side Route 322 from Flora Lane to Bethel Avenue intersection
 - South side Route 322 from Bethel Avenue to Stoney Pond Plaza commercial strip center; and
 - East and west sides of Cherry Tree Road from Bethel Avenue/Chelsea Parkway to Route 322.
- Installation of new *adaptive* traffic signals;

The new **MARKET STREET** and **Route 322** interchange will be redesigned to include the following:



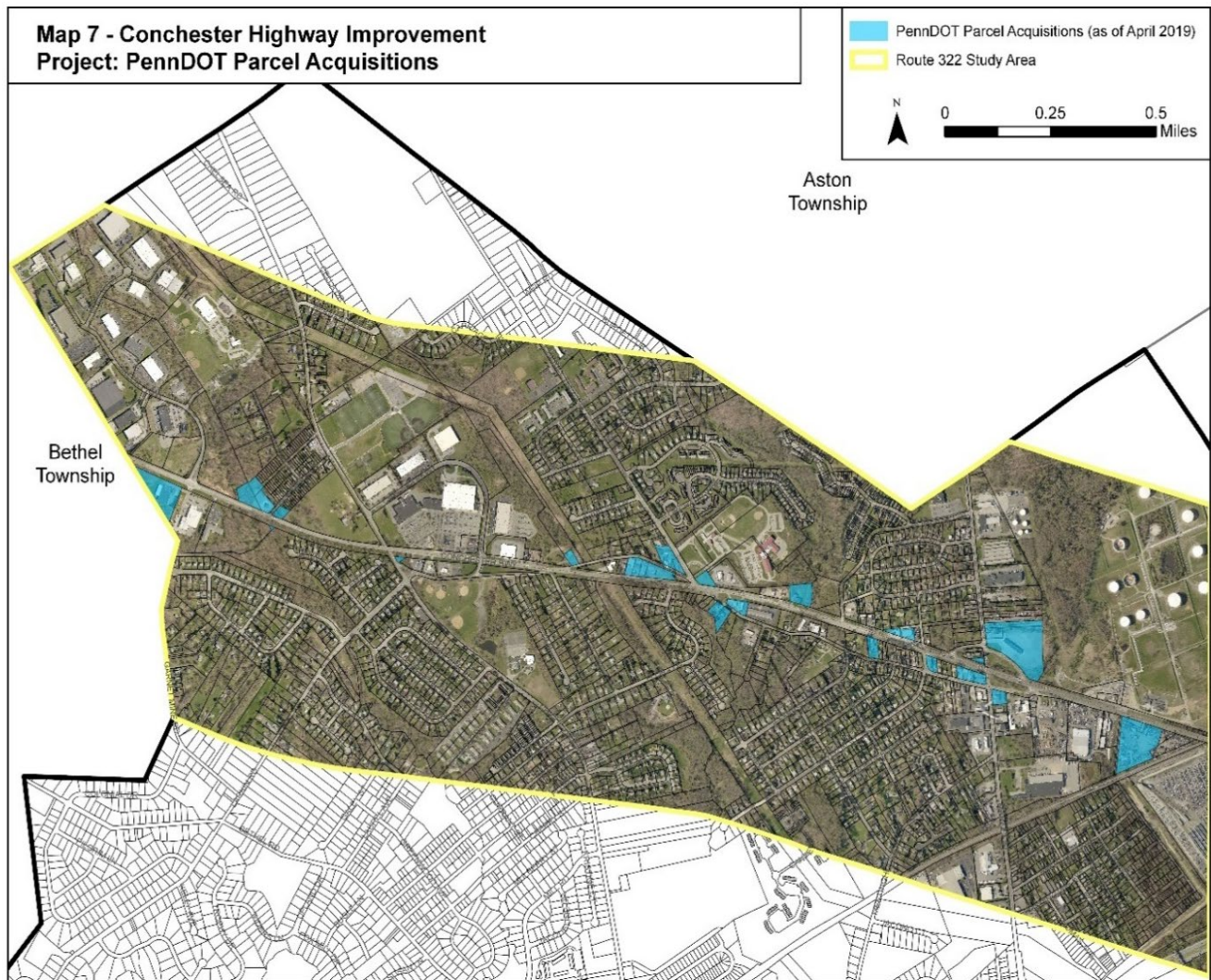
(Source: Alfred Benesch & Company)

- Reconstruction of the U.S. 322 interchange area;
- Building of a new U.S. 322 bridge over Route 452;
- Reconstruction and improvement of Route 452 (Market Street) through the interchange area;
- Re-configuration and reconstruction of the interchange, including:
 - Building new westbound U.S. 322 (Conchester Highway) ramps to and from Market Street;
 - Alignment of the new westbound ramps at a new signalized intersection with Route 452 (Market Street);
 - Building new eastbound U.S. 322 (Conchester Highway) on-off ramps at Dutton Street and Bethel Avenue;
 - Reconstructing Bethel Avenue on the south side of U.S. 322 (Conchester Highway) through the interchange area;
 - Building a new signalized intersection of Bethel Avenue and Route 452 (Market Street); and
 - Building a new on-ramp (Ramp M) to eastbound U.S. 322 (Conchester Highway) from Bethel Avenue west of Route 452 (Market Street).
- Construction of new **SIDEWALKS** along:
 - Market Street, east and west sides from Story Road to new Township Road 3 and Ramp K;
 - East side Market Street from Ramp K to new Township Road 2;
 - West side Market Street from Bethel Avenue to Meetinghouse Road.

PENNDOT CONDEMNATION AND PROPERTY ACQUISITIONS

The Conchester Highway Improvement project will necessitate PennDOT acquisition of numerous properties in order to widen and reconstruct the highway. The acquisitions may include in excess of one hundred *partial* property takes, where PennDOT will acquire linear strips or other small portions of private property to allow for the road widening, intersection and interchange redesigns and placement of stormwater runoff detentions basins and culverts and environmental wetland remediations.

PennDOT will also acquire entire properties through condemnation proceedings, comprising “full-takes” of private property holdings. **Map 7** contains an aerial photo image of the Upper Chichester, Route 322 Corridor Study Area, that shows property full-takes that PennDOT will be making as part of the Conchester Highway Improvement Project. As of December 2018 the number of properties is estimated to be at over 30, comprising approximately 32 acres of land. Some of the properties are vacant while others have had or have active businesses which will be lost or relocated. It is this loss of active properties that will contribute to a drop in the Township’s assessed property valuation and require new development or redevelopment in the Corridor to make-up the difference.



CHAPTER 4 – GOALS, OBJECTIVE AND RECOMMENDATIONS

Chapter 4: Goals, Objectives and Recommendations

The plan for the Upper Chichester Route 322 Corridor and the recommendations that follow for implementation are based on the vision, and goals and objectives for the Corridor developed by the Route 322 Corridor task force over the course of planning meetings conducted in 2018.

VISION

REVITALIZE AND ENHANCE THE UPPER CHICHESTER ROUTE 322 CORRIDOR AS A PRINCIPAL CENTER OF LOCAL AND REGIONAL ECONOMIC ACTIVITY AND FUTURE GROWTH IN THE TOWNSHIP.

GOALS AND OBJECTIVES

Upper Chichester has identified the need for advanced planning for the *Conchester Highway Improvement Project* during the design and engineering phases, as well as through construction and post-project completion. The Township has worked closely with PennDOT to identify and remain apprised of land and property acquisitions that will be necessary to allow for the widening and redesign of the Conchester Highway and with existing businesses and other corridor occupants who will be disrupted or forced to relocate due to the Highway Improvement Project. The Township has received ongoing project engineering and design updates as they occur and has provided significant input and recommendations into engineering and design plan so the project will best accommodate municipal needs. The goals identified below reflect a general consensus among the diverse Corridor Study Task Force as supporting the Township's vision for the Corridor.

LAND USE

GOALS: Land Use

1. Address land use issues and needs arising from the *Conchester Highway Improvement Project* during the design and engineering phase and before Section 102 of the of the Improvement Project begins construction.
2. Plan for new development and redevelopment opportunities that may emerge in the Route 322 Corridor as a result of the *Conchester Highway Improvement Project*, as identified in the land use recommendations of this study.
3. Update zoning along portions of Route 322 to permit a wider range uses and greater flexibility in development form than currently permitted, to better position the Corridor to accommodate new growth and redevelopment while allowing for its continuation as an industrial-business employment center.
4. Preserve remaining historic resources, as identified in the Upper Chichester Multi-Municipal Comprehensive Plan of 2005, that are located directly in the *Conchester Highway Improvement Project* Impact Zone.

ECONOMIC DEVELOPMENT

As noted in Chapter 3 there will be considerable fiscal impacts to the Township and the Chichester School district due to loss of property tax revenues from property acquisitions by PennDOT as part of the *Conchester Highway Improvement Project*. The Township and school district have identified the need to recover the specific lost revenue and also to increase generally overall Township property valuation and tax revenue, by growing the Route 322 Corridor through new development, as well as redeveloping underutilized, deteriorating or vacant and abandoned properties. The projected increase in traffic volume through the Corridor after completion of the *Conchester Highway Improvement Project* will make Route 322 an attractive location for new development and redevelopment. The fiscal and economic development goals the Township has identified for the Corridor area as follows:

GOALS: Economic Development

1. Mitigate the loss of township tax ratable properties from PennDOT condemnation proceedings resulting from the *Conchester Highway Improvement Project*.
2. Increase the overall assessed valuation of properties in the Township by allowing for new growth and development in the Upper Chichester Route 322 Corridor.
3. Work with the Delaware County Commerce Center and County Redevelopment Authority to examine opportunities for development and redevelopment financing assistance.
4. Examine the applicability of a range of local, state and federal planning funding programs whose attainment may help induce development and redevelopment along the Route 322 Corridor.

TRANSPORTATION

U.S. Route 322 is a principal arterial highway whose main function is to move traffic through south central Pennsylvania and southern New Jersey. As a principal arterial it also accommodates public transit in the form of SEPTA bus route 119 that connects the city of Chester and the riverfront industrial and business uses of southern Delaware County to the western suburbs of Concord and Glen Mills. The highway also bisects the Township into two sections that are somewhat disconnected, with limited options for traversing the roadway safely and efficiently other than by Chichester Avenue and Market Streets.

As the corridor develops in the future the Township realizes the need to provide connectivity in the form of sidewalks to new and existing uses, to nearby existing and planned activity centers such as the Boothwyn and Twin Oaks, the municipal complex, an expanded recreation and entertainment district along Chichester Avenue, and other proposed and potential economic development projects. Improved access to and from the highway will facilitate travel throughout the Study Area and may encourage transient and single-origin visitors to patronize multiple establishments, spending more time in the area and making the Corridor and a destination in and of itself.

In addition to pedestrian connections and existing bus transit, the Township should investigate the feasibility of other alternative modes of transportation in the Corridor and along connecting arterial roads. While PennDOT has not currently included dedicated bike lanes along Route 322 as part of the *Conchester Highway*

Improvement Project, enhanced bike accommodations along Chichester Avenue and Cherry Tree Road would facilitate access across Route 322 as well as provide connections to existing commercial development or to new or revitalizing commercial-mixed use centers such as the proposed Twin Oaks Village or Boothwyn Town Center, respectively.

Along with pedestrian and bike infrastructure, the Township should consider the development of a multi-use trail through the Township which would provide access across Route 322 at-grade, or below the Highway through a planned culvert. A likely trail plan the Township should consider is to connect to and extend a proposed PECO Right-of-Way Trail which is in the early stages of planning for Concord and Bethel Townships. Upper Chichester could assess the interest of residents and the feasibility for such a trail, which would extend from Bethel Township along the Upper Chichester PECO right of way, past the municipal complex, and then southeast across or under Route 322. A trail such as this could then potentially connect to planned public opens space and woodlands, proposed as part of the Twin Village Oaks Village Design (See Figure 2).

The Township's transportation goals for the Route 322 Corridor in Upper Chichester are as follows:

GOALS: Transportation

1. Improve vehicular and non-vehicular access and connectivity directly along Route 322, to link existing and new developments along the Corridor.
2. Improve vehicular and non-vehicular access and connectivity between the Route 322 Corridor to existing and new development along intersecting arterial and urban collector roads and nearby Township activity centers.
3. Improve vehicular and non-vehicular access to and through the Corridor by planning for the optimization of public transit along Route 322 and the enhancement and/or addition of sidewalks, bike lanes or other bicycle-supportive facilities.
4. Examine alternative transportation access and connectivity in the Route 322 Corridor in the form of a joint municipal, multi-use off-road trail in the Township, that would traverse the Conchester Highway at or below-grade providing routes to or from other parts of the Township and neighboring municipalities.
5. Plan for the Bridgewater Road Extension Project (TIP # 79329) which will extend into the northeastern corner of the Township, potentially connecting to either Market Street or the Conchester Highway and provide significant new development opportunities in the Township.

HOUSING

The majority of housing located within the Route 322 Corridor Study area is comprised of single-family detached residences. Most of these residences do not actually have frontage on the highway but are setback and buffered by commercial or other non-residential uses. A small number of single-family homes do have rear yards abutting Route 322, but they are well-buffered by a mature tree line. These homes are principally located along Jennifer Lane, Jody and Emily Lanes, Capri Circle south of Route 322 and west of the Cherry Tree Road intersection. There is also one multi-family apartment development – Park View at Naaman’s Creek – that has access to Route 322 but is well setback and buffered from the Highway.

There are however a smaller number of single-family homes on at the eastern end of Route 322 along Bethel Avenue that either have frontage or a rear yard facing the Highway. These units are squeezed within a relatively narrow strip of land between Route 322 and Bethel Avenue on both sides of Dutton Street. Many of them are aging and not well maintained and are becoming increasingly encroached upon by commercial and light industrial uses. The gradual transition of these homes to a more compatible, mixed-use commercial district should be encouraged. The goals for housing in the Route 322 Corridor are as follows:

GOALS: Housing

1. Preserve existing residential neighborhoods within the Conchester Highway Corridor by preventing the encroachment of non-residential uses and ensuring adequate buffering, screening and noise control from the highway and adjacent commercial and industrial uses.
2. Encourage the eventual transition of existing housing directly fronting along Route 322 to non-residential uses appropriate and compatible for location along a principal arterial highway.

ENVIRONMENT AND OPEN SPACE

The Route 322 Corridor in Upper Chichester is significantly built-out, with a dense mix of residential, commercial, industrial and institutional uses. However, some open space and recreational amenities are present in the form of municipal and school district fields and playgrounds, sports-league fields, and private, commercial sports and recreation facilities. The Corridor is also traversed by a number of streams and creeks through culverts under Route 322 and contains some woodlands and forested tracts in the form of homeowner’s association open space and other privately-held, undeveloped land. The goals for the environment and open space in the Route 322 Corridor are as follows:

GOALS: Environment and Open Space

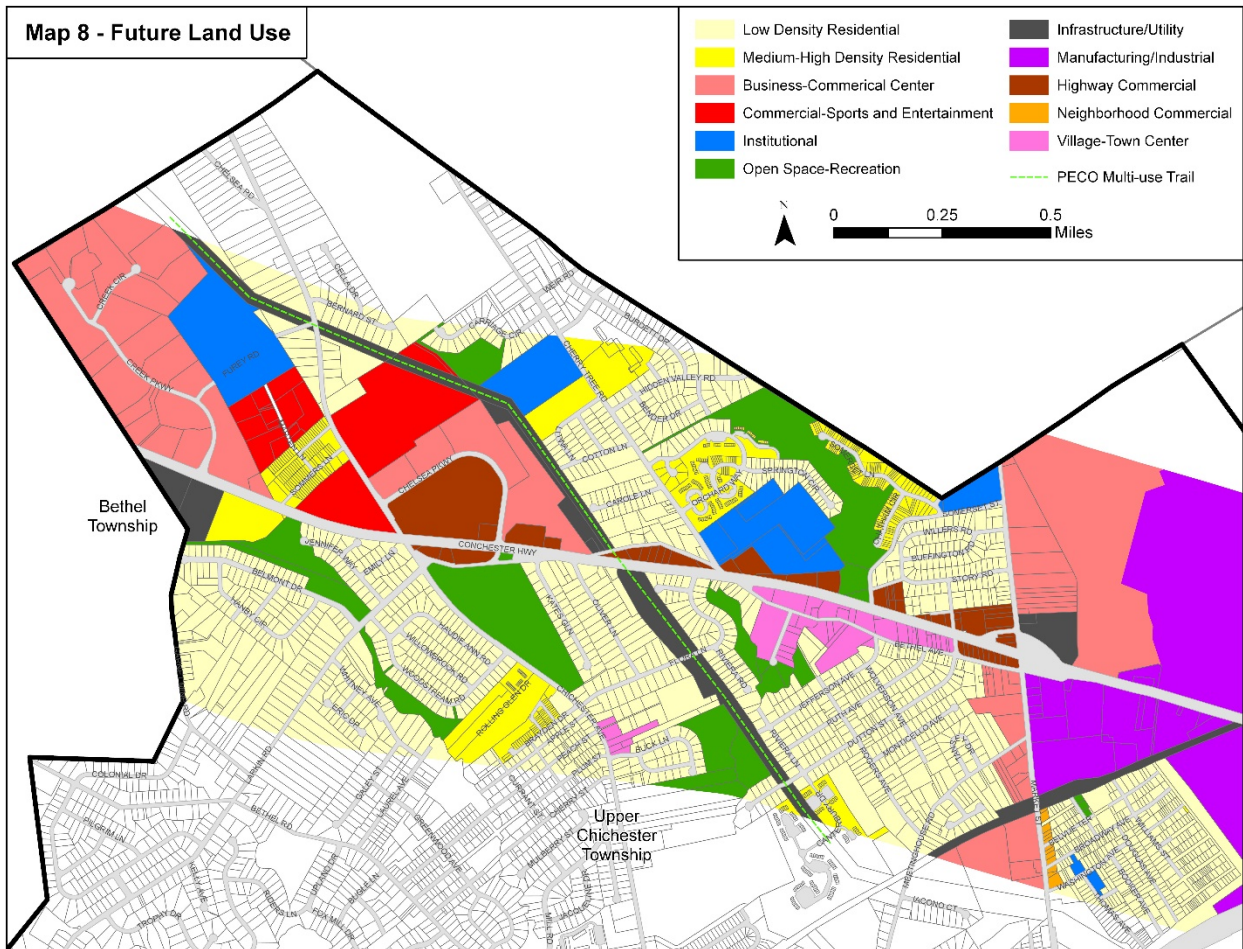
1. Balance the goal of new growth and development in the Corridor with preservation of existing natural features such as streams, wetlands, and woodlands and the addition of new natural “green” infrastructure such as bio-swales, rain gardens and other similar amenities.
2. Preserve existing parks, recreational amenities and sports fields and facilities and expand and enhance them to help the Highway Corridor and surrounding area become more of a multi-purpose destination, in addition to its function as a transportation through-route.

RECOMMENDATIONS

The following recommendations are made for each set of goals identified for Land Use, Economic Development, Transportation, Housing and Environment and Natural Resources:

LAND USE RECOMMENDATIONS

LU-1 Adopt by resolution, the **Future Land Use Map (Map 8)** of this Route 322 Corridor study as an addendum to the Aston, Lower Chichester and Upper Chichester Multi-Municipal Comprehensive Plan of 2005



The proposed future land use categories for the Route 322 identified in Map 8 **match** some of the existing future land use categories of Map 9-2 of the Aston, Lower Chichester and Upper Chichester Multi-Municipal Comprehensive Plan including the following:

Low Density Residential;
Highway Commercial;
Institutional; and
Open Space/Recreation

(See pages 9-4, and 9-10 of the **Comprehensive Plan** for descriptions of these categories).

Additionally, other future land use categories contained in Map 8 **overlap** future land use categories of the Township's Multi-Municipal Comprehensive Plan, Future Land Use Map 9-2 as follows:

The *Village-Town Center* category is equivalent to "Village" and "Town Center" categories of the current Comprehensive plan;

- ✓ The *Village-Town Center* land use classification allows for 'mixed-uses' in the form of commercial, office, civic/municipal and recreational uses on the same tract or tracts, as well as residential apartment above ground-floor commercial uses.

Business Commercial Center is equivalent "Flex Development/Business Park"

Manufacturing/Industrial is equivalent to "Industrial"; and

Infrastructure/Utility is equivalent to "Railroad/Utility" (See pages 9-4, and 9-10 of the **Comprehensive Plan** for descriptions of these categories).

Newly identified future land use categories for the Route 322 Corridor contained in Map 8 and not currently identified in the Comprehensive Plan are as follows:

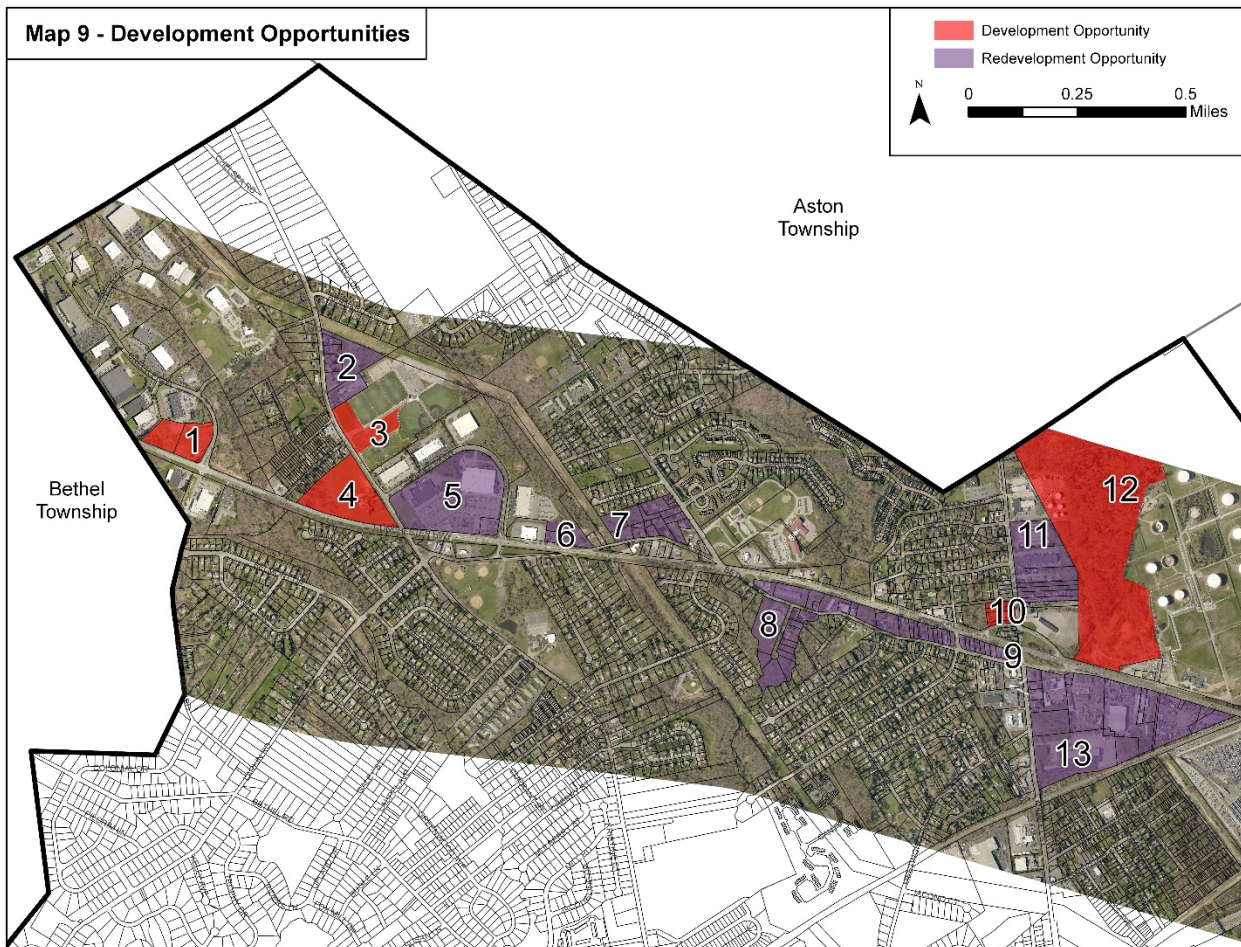
Medium-High Density Residential;
Commercial – Sports and Entertainment

The *Medium-High Density Residential* category is simply a combination of the 'Low-density Residential' and 'Medium-density Residential' categories of Map 9-2, Future Land Use of the Comprehensive Plan, descriptions of which can be found on page 9-4 of said plan.

The *Commercial – Sports and Entertainment* future land use category as identified in Map 8 is described as follows:

'Areas in the Route 322 Corridor along the State Highway or an intersecting Principle Arterial road proposed for commercial sports, recreational, entertainment, eating and drinking, lodging and other associated or complimentary uses.'

LU 2 - Target identified “key development sites” as shown on the **Development Opportunities Map (Map 9) for new development or redevelopment projects.**



The Development Opportunities Map shows key sites that may accommodate potential new development or redevelopment during and after completion of the Conchester Highway Improvement Project. These sites are numbered one through thirteen as follows:

I. CREEK PARKWAY OUT-PARCELS

Prime location for a new hotel to accommodate visiting business travelers to the Naaman’s Creek Center and other nearby business and industrial parks. Could also accommodate expansion of the business park or commercial-service uses fronting Route 322.

2. NORTHERN CHICHESTER AVENUE

Mid to long-term redevelopment of institutional and single-family home tracts into expanded, public and private recreational facilities or complimentary entertainment, dining or mixed-use development.

3. PUBLIC AND PRIVATE RECREATIONAL FACILITIES

Development of remaining unused parcels on the site of these public and private recreation facilities could include additional sports fields and ancillary facilities, retail-commercial uses supporting the current recreational-sports programming, and/or a hotel-motel to accommodate teams and visitors for league play and tournaments.

4. HANBY FARM TRACT

Redevelopment into a multi-use sports-entertainment and dining venue to support existing public and private recreational facilities, surrounding business enterprise, and neighboring residential districts. Other commercial-business uses possible.

5. LARKIN'S CORNER SHOPPING CENTER

Long-term redevelopment or repurposing of existing highway commercial shopping center into a mixed-use town-center.

6. CONCHESTER HIGHWAY AND BETHEL AVENUE NORTH

Redevelopment of underutilized auto-storage yard into commercial use along highway frontage.

7. BETHEL AVENUE NORTH AND CHERRY TREE ROAD

Mid to long-term redevelopment of scattered single-family residential to new retail-commercial service mix.

8. BETHEL AVENUE SOUTH/TWIN OAKS VILLAGE

Redevelopment of school district maintenance-storage facility and scattered, aging single-family housing into a new village center, containing a mix of commercial, office, and residential uses and civic-gathering, and parks and open spaces. Residential uses would be in the form of apartment over ground-floor commercial and office uses. (See Figure 2, Twin Oaks Village Design Concept Plan)

9. BETHEL AVENUE SOUTH REDEVELOPMENT

Potential redevelopment of residential rental properties and mixed auto, equipment and repair businesses, into well-designed, accessible highway commercial development.

10. MARKET STREET INTERCHANGE NORTHWEST

Retail-commercial development opportunity with reconfiguration of the Route 452 interchange off-ramp.

11. MARKET STREET LIGHT-INDUSTRIAL/STORAGE REDEVELOPMENT

Mid to long-term Light Industrial-Flex-Business Park redevelopment potential, particularly after completion of Bridgewater Road Extension project.

12. ENERGY TRANSFER/SUNOCO LOGISTICS – BRIDGEWATER ROAD EXTENSION REDEVELOPMENT

This site will have development potential after completion of the Bridgewater Road Extension project. Depending on the ownership and disposition of the land upon completion of the extension project, the site could be suitable for an expansion of Energy Transfer/Sunoco Logistics operations and infrastructure, or potentially light industry, commercial or office uses.

13. ROUTE 322-MARKET STREET TRIANGLE REDEVELOPMENT

A major site composed of a series of individually owned parcels containing auto, truck and equipment supplies and repair uses, outdoor storage, and a mix of high impact commercial and light industrial uses. This area would be ideal for redevelopment as a business and industrial hub that would provide employment opportunities for residents of the Township and surrounding area. Proximity and access to Route 291, I-95 and the CSX rail freight line make this area ideal for planned commercial/industrial development that would involve aggregation of individual sites into a new planned development.

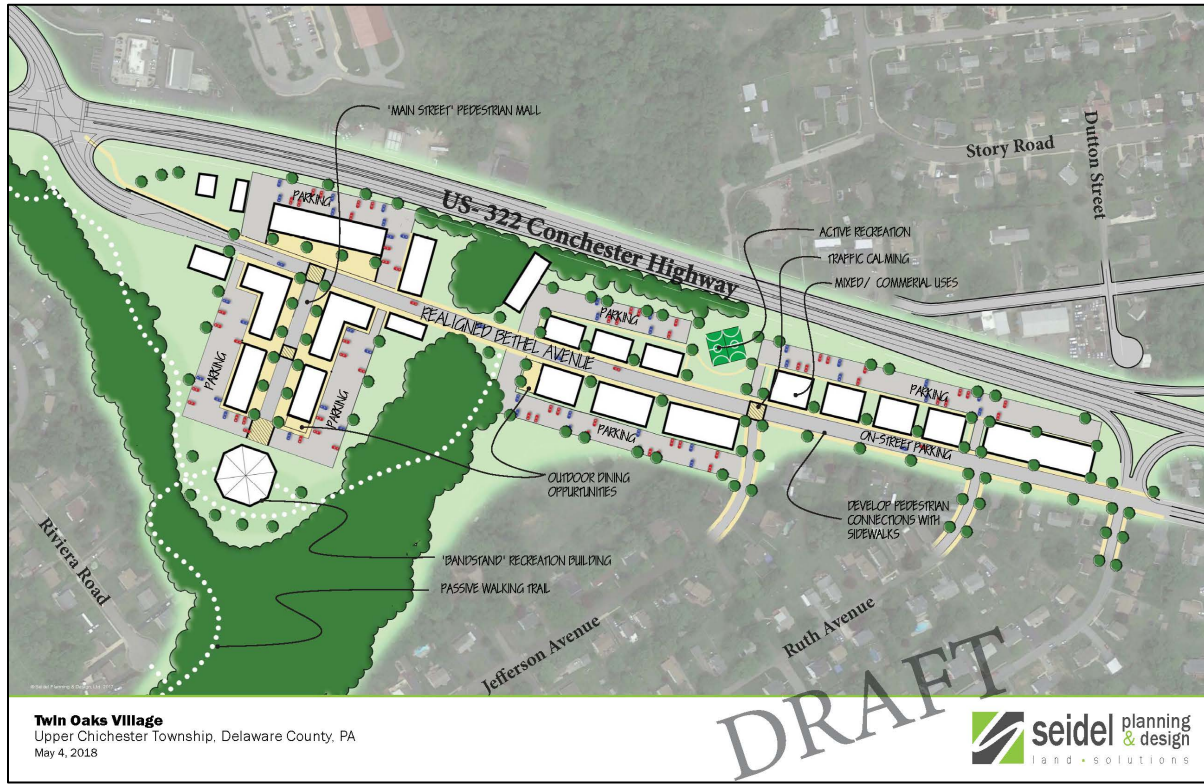
LU 3 Promote the redevelopment of vacant uses or abandoned sites in the Corridor due in part to the disruption arising from the *Conchester Highway Improvement Project*, as well as existing aging, obsolete or poorly maintained commercial and residential properties.

LU 4 Allow for the development of a new, village-commercial center along Bethel Avenue on the south side of Route 322 between Cherry Tree Road and Dutton Street, including the school district maintenance garage and surrounding open space, as reflected in **Figure 2: Twin Oaks Village Design Concept**.

Figure 2, Twin Oaks Village Design Concept is one potential design scenario for redevelopment of the Cherry Tree Road to Dutton Street portion of the Bethel Avenue corridor south of Route 322. The concept plan imagines a realigned Bethel Avenue that would create more developable frontage between Route 322 and Bethel Avenue. The plan proposes a linear village design with a Main Street Pedestrian Mall at the current location of the school district maintenance garage. As a village design concept the plan shows a mix of commercial and office uses connected by a complete sidewalk network, on and off-street parking, and a mix of active and passive recreational uses and open space. The design concept also envisions mixed-use residential buildings, where apartments may be located above ground-floor commercial uses.

The concept plan also envisions the preservation of existing mature woodlands south of the proposed village development between Riviera Road and Jefferson Avenue. This preserved wooded area would contain a series of pedestrian trails that could eventually connect to a larger PECO right-of-way trail through the Corridor and surrounding municipalities. The design also includes an outdoor bandstand and grounds for public gathering and performances. The realization of the Twin Oaks Village concept plan can be facilitated through the rezoning of the existing area from the current C-1 and C-2 Commercial zoning districts to the I-C Industrial Commercial district, similar to the previously recommended parcels, or consider the enactment of village center design overlay district that would provide for appropriate mix of uses and include design guidelines or standards.

FIGURE 2: TWIN OAKS VILLAGE DESIGN CONCEPT



ZONING RECOMMENDATIONS

ZN 1 Rezone the following series of parcels from either from either **IND-Industrial** or **C-2 Commercial** to **I-C Industrial-Commercial** which will enable a wider range of uses and design that the Township desires for these sites.

1. Larkin's Corner Shopping Center
2. Perimeter tracts to Larkin's Corner Shopping Center along Chelsea Drive
3. Hanby Farm Tract
4. Market Street fronting the east side of Market Street between the Aston Township line to the newly rebuilt Route 452 and 322 interchange

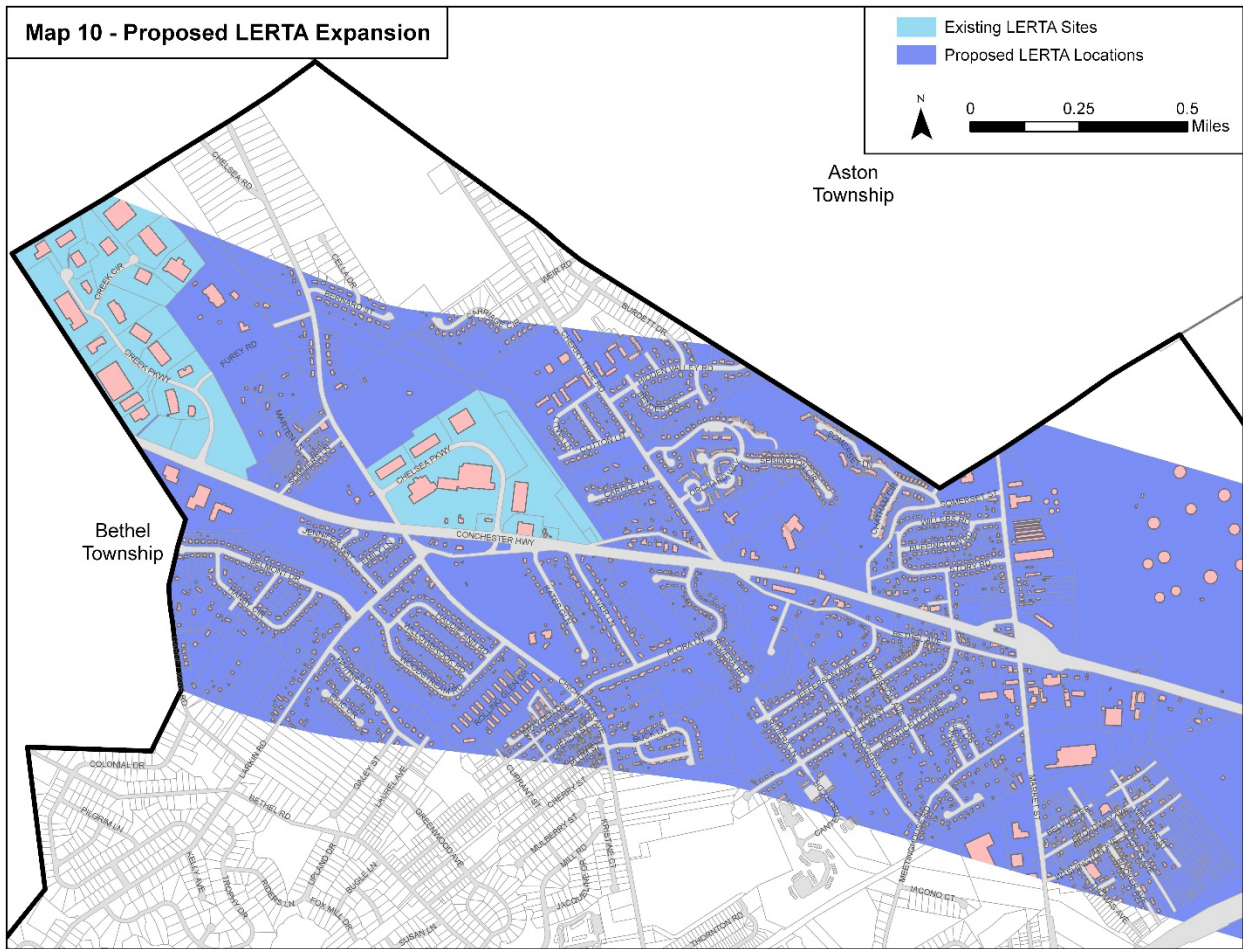
ZN 2 Consider adopting a zoning overlay – in addition to the current base zoning - for the Larkin's Corner Shopping Center that would enable the option of a planned redevelopment of the entire site into a contemporary, commercial town-center project.

ZN 3 Rezone Bethel Avenue from Cherry Tree Road to Dutton Street, or create a zoning overlay that would allow for development of a planned, mixed-use village center.

ZN 4 Revitalize portions of the Route 322 Corridor in Upper Chichester by developing design guidelines or standards for new development or redevelopment in the Route 322 Corridor.

FISCAL-ECONOMIC DEVELOPMENT RECOMMENDATIONS

FED I Consider expanding the location and extent of the existing Township Local Economic Revitalization Tax Assessment District (LERTA) to the entirety of the Upper Chichester Route 322 Corridor Study area – both the primary and secondary study areas – as identified on **Map 10, Proposed LERTA Expansion** to encourage and incentivize new development in the Route 322 Corridor.



FED-2 Encourage and incentivize the redevelopment of key individual parcels and clusters of properties that may potentially be aggregated into new larger development sites to increase property tax revenues and the overall assessed valuation of real estate within the Township

FED-3 Develop a formal business attraction and retention program including marketing and outreach to targeted business sectors and prospective institutional users

FED-4 Explore the possibility of expanding the Keystone Innovation Zone and/or utilizing other financial incentives or redevelopment financing programs to attract new development.

FED-5 Utilize a mix of state, local and federal community development programs as identified in Chapter 5, to attract new development to the Route 322 Corridor.

FED-6 Target the natural gas and complementary industries for location in the Market Street to I-95 segment of the Route 322 Corridor.

FED-7 Consider creation of a municipal economic development authority or a community development corporation to provide overall planning, coordination and funding for economic development and redevelopment opportunities.

FED-8 Consider preparation and adoption of a formal blight certification study for the south-eastern segment of Route 322 generally east of the Story Road intersection to the I-95 interchange.

TRANSPORTATION RECOMMENDATIONS

TR-1 Request PennDOT relocate planned sidewalks on the south side of Route 322 from Creek Parkway to Cherry Tree Road to the north side of the Conchester Highway, which will provide access and a continuous connection for pedestrians and transit users to existing commercial and institutional uses well as planned new commercial-sports/entertainment development.

TR-2 Work with SEPTA to identify adequate alternative routing along Route 322 for the Route 119 bus due to the closure of Chelsea Parkway between Route 322 and Bethel Avenue.

TR-3 Enhance the accessibility and experience of using public transportation in the Corridor by providing new, attractively designed and functional bus shelters.

TR-4 Study the feasibility of a multi-use trail along the PECO right-of-way through the Township that would connect to and cross under the Conchester Highway.

TR-5 Request that PennDOT consider widening the culverts under Route 322 just west of Cherry Tree Road and under Route 322 and Bethel Avenue east of Cherry Tree Road to allow for the alignment of a multi-use trail under the Highway.

TR-6 Request that PennDOT provide new, wider sidewalks along Bethel Avenue north at Cherry Tree Road to provide a connection to and from a potential future PECO right-of-way trail under Route 322.

TR-7 Reach out to Concord and Bethel Townships, where a right-of-way-trail is actively being studied to see if Upper Chichester can provide a connecting trail segment through the Township.

HOUSING RECOMMENDATIONS

H1 Advise PennDOT of the need for sound barriers along the southern side of Route 322 where residences currently have frontage or rear yards adjacent to the Highway, and advocate for their inclusion in the Conchester Highway Improvement Project.

H2 Consider allowing mixed-use residential development, as a long range planning objective, in the form of apartments on the upper stories above ground floor commercial or office uses at the site of the proposed Twin Oaks Village Design Concept plan (See **Figure 2**)

ENVIRONMENT AND OPEN SPACE RECOMMENDATIONS

E1 Develop portions of the woodlands located between Bethel Avenue, Riviera Drive and Jefferson Avenue into a community park and open space amenity that would connect to a new village-center development along Bethel Avenue and a potential PECO right-of-way trail through the Township.

E2 Work with PennDOT during and after completion of the *Conchester Highway Improvement Project* to convert former project staging areas into landscaped, open space gateway and signage area for the benefit of Township residents and visitors.

E3 Encourage PennDOT to allow grass and planted medians as part of the *Conchester Highway Improvement Project* that could accommodate Township gateway welcome signs along Route 322.

CHAPTER 5 – IMPLEMENTATION

Chapter 5: Implementation

IMPLEMENTATION OVERVIEW

This chapter provides an actionable program for achieving the goals and objectives and successfully implementing the recommendations of the **Upper Chichester Township - Route 322 Corridor Study**. It organizes, prioritizes, and assigns responsible parties for implementing the study's recommendations and suggests federal, state and local funding sources and programs which may potentially fund specific projects or initiatives recommended. The recommendations are organized by the categories used in **Chapter 4: Land Use, Zoning, Fiscal-Economic Development, Transportation, Housing and Environment and Open Space**.

Some of the recommendations can be achieved relatively easily and with minimal cost, and in a few cases some may have already been achieved, as some of the goals, objectives and recommendations of this study were identified early-on as high priority or requiring immediate action and/or coordination with PennDOT during the planning and design stages of the *Conchester Highway Improvement Project*. Other recommendations will require more time, coordination and funding before they can be fully realized.

Each recommendation identified below contains a 'Timeframe,' which will help prioritize which recommendations the Township should act upon immediately or within a short-term timeframe and those which may have more of a mid to long implementation schedule.

Each recommendation is also accompanied by a list of 'Potential Funding Sources' comprised of an array of federal, state and local programs that may potentially be available to fund a portion or all of a project cost. The programs are generally competitive and will require planning, coordination, and municipal staff time to become familiar with application requirements and to successfully complete and submit them. Some of the programs are grant funded programs that would finance a specified percentage of a project cost and/or might require a Township match. Other programs may involve loans or other similar forms of assistance with favorable payment terms.

Additionally, some recommendations may be funded in whole or in part through a specific project budget for a private land development or by a public agency such as SEPTA, or PennDOT, as part of the *Conchester Highway Improvement Project*. These latter, public projects, may be related and complementary to the *Conchester Highway Improvement Project* upon completion. An example would be the PennDOT Multimodal Transportation Fund, which the Township could potentially apply to for a realignment of Bethel Road between Cherry Tree Road and Dutton Street.

RECOMMENDATIONS

LAND USE

LU-1 Amend the Township comprehensive plan to include the **Future Land Use Map (Map 8)** of this Route 322 Corridor study as part of the Township's principal planning and policy document.

TIMEFRAME: Near-term (within 1-2 years)

IMPLEMENTING ENTITY: Upper Chichester Township

LU-2 Target identified "key development sites" on the **Development Opportunities Map (Map 9)** for new development or *redevelopment* projects.

TIMEFRAME: Mid (3-5 years) to Long-term (6+ years)

IMPLEMENTING ENTITY: Upper Chichester Township
Private development entity

FUNDING PROGRAMS: DCED Business in Our Site Grant/Loan Program (BOS)
DCED Industrial Sites Reuse Program (ISRP)
DCED Keystone Communities Program (KCP) [*Includes Main Street and Elm Street Programs*]
DCED Multimodal Transportation Fund (MMT)/PennDOT Multi-Modal Transportation Fund
DCED Regional Investment Marketing Program (RIM)
DCED Neighborhood Assistance Program, Enterprise Zone Tax Credit (NAP/EZP)
PA Redevelopment Capital Assistance Program (RCAP)
Community Development Block Grant Program (CDBG)
Economic Development Administration (EDA) Public Works Program

LU-3 Promote the redevelopment of vacant uses or abandoned sites in the Corridor due in part to the disruption arising from the *Conchester Highway Improvement Project*, as well as existing aging, obsolete or poorly maintained commercial and residential properties.

TIMEFRAME: Mid (2-3 years) to Long-term (3-5 years)

IMPLEMENTING ENTITY: Upper Chichester Township

FUNDING PROGRAMS: DCED Business in Our Site Grant/Loan Program (BOS)
DCED Industrial Sites Reuse Program (ISRP)
DCED Multimodal Transportation Fund (MMT)/PennDOT Multi-Modal Transportation Fund
DCED Regional Investment Marketing Program (RIM)
PA Redevelopment Capital Assistance Program (RCAP)
DVRPC Brownfield Assessment/Remediation Grants (DEP)

LU-4 Permit and promote the development of a new, mixed-use village-commercial center along Bethel Avenue between Cherry Tree Road and Dutton Street, including the school district maintenance garage and surrounding open space, as reflected in **Figure 2: Twin Oaks Village Design Concept**.

TIMEFRAME: Mid (2-3 years) to Long-term (3-5 years)

IMPLEMENTING ENTITY: Upper Chichester Township
Township Planning Consultant

FUNDING PROGRAMS: DCED Business in Our Site Grant/Loan Program (BOS)
DCED Industrial Sites Reuse Program (ISRP)
DCED Keystone Communities Program (KCP) [*Includes Main Street and Elm Street programs*]
DCED Multimodal Transportation Fund (MMT)/PennDOT Multi-Modal Transportation Fund
DCED Keystone Communities Program (KCP)
Delaware County Planning Department (DCPD)/
Planning Consultant

ZONING

ZN-1 Rezone the following series of parcels from either from either **IND-Industrial** or **C-2 Commercial** to **I-C Industrial-Commercial** which will enable a wider range of uses and design that the Township desires for these sites.

1. Larkin’s Corner Shopping Center
2. Perimeter tracts to Larkin’s Corner Shopping Center along Chelsea Drive
3. Hanby Farm Tract
4. Market Street fronting the east side of Market Street between the Aston Township line to the newly rebuilt Route 452 and 322 interchange

TIMEFRAME: Immediate (**Completed**)

IMPLEMENTING ENTITY: Upper Chichester Township

ZN-2 Consider adopting a zoning overlay for the Larkin’s Corner Shopping Center that would allow for the planned redevelopment of the entire site into a mixed-use town center.

TIMEFRAME: Near-term (within 1-2 years)

IMPLEMENTING ENTITY: Upper Chichester Township

ZN-3 Rezone Bethel Avenue from Cherry Tree Road to Dutton Street, or create a zoning overlay that would allow for development of a planned, mixed-use village center.

TIMEFRAME: Near-term (within 1-2 years)

IMPLEMENTING ENTITY: Upper Chichester Township

ZN 4 Revitalize portions of the Route 322 Corridor in Upper Chichester by developing design guidelines or standards for new development or redevelopment in the Route 322 Corridor.

TIMEFRAME: Mid-term (within 3-5 years)

IMPLEMENTING ENTITY: Upper Chichester Township
Delaware County Planning Department (DCPD)
Planning Consultant

FISCAL-ECONOMIC DEVELOPMENT

FED-1 Consider expanding the location and extent of the existing Township Local Economic Revitalization Tax Assessment District (LERTA) to those areas identified on **Map 10, Proposed LERTA Expansion** to encourage and incentivize new development in the Route 322 Corridor.

TIMEFRAME: Near-term (within 1-2 years)

IMPLEMENTING ENTITY: Upper Chichester Township
Chichester School District
Delaware County

FED-2 Encourage and incentivize the redevelopment of key individual parcels and clusters of properties that may potentially be aggregated into new larger development sites to increase property tax revenues and the overall assessed valuation of real estate within the Township

TIMEFRAME: Mid (2-3 years) to Long-term (3-5 years)

IMPLEMENTING ENTITY: Upper Chichester Township
FUNDING PARTNERS: DCED Business in Our Site Grant/Loan Program (BOS)

DCED Industrial Sites Reuse Program (ISRP)
 DCED Keystone Communities Program (KCP)
 DCED Multimodal Transportation Fund (MMT)/PennDOT Multi-Modal Transportation Fund
 DCED Regional Investment Marketing Program (RIM)
 Community Development Block Grant Program (CDBG)

FED-5 Utilize a mix of state, local and federal community development programs as identified in Chapter 5, to attract new development to the Route 322 Corridor.

TIMEFRAME: Mid (2-3 years) to Long-term (3-5 years)
IMPLEMENTING ENTITY: Upper Chichester Township
FUNDING PARTNERS: DCED Business in Our Site Grant/Loan Program (BOS)
 DCED Industrial Sites Reuse Program (ISRP)
 DCED Multimodal Transportation Fund (MMT)/PennDOT Multi-Modal Transportation Fund
 DCED Neighborhood Assistance Program (NAP), Enterprise Zone Tax Credit
 DCED Regional Investment Marketing Program (RIM)
 Community Development Block Grant Program (CDBG)
 Economic Development Administration (EDA) Public Works Program

FED-6 Target the natural gas and complementary industries for location in the Market Street to I-95 segment of the Route 322 Corridor.

TIMEFRAME: Mid (2-3 years) to Long-term (3-5 years)
IMPLEMENTING ENTITY: Upper Chichester Township
 Delaware County Commerce Center
FUNDING PARTNERS: DCED Business in Our Site Grant/Loan Program (BOS)
 DCED Industrial Sites Reuse Program (ISRP)
 DCED Multimodal Transportation Fund (MMT)/PennDOT Multi-Modal Transportation Fund
 DCED Neighborhood Assistance Program (NAP), Enterprise Zone Tax Credit
 DCED Regional Investment Marketing Program (RIM)
 Economic Development Administration (EDA) Public Works Program

FED-7 Consider creation of a municipal economic development authority or a community development corporation to provide overall planning, coordination and funding for economic development and redevelopment opportunities.

TIMEFRAME: Near-term (1-2 years)
IMPLEMENTING ENTITY: Upper Chichester Township

FED-8 Consider preparation and adoption of a formal blight certification study for the south-eastern segment of Route 322, generally east of the Story Road intersection to the I-95 interchange.

TIMEFRAME: Near-term (1-2 years)

IMPLEMENTING ENTITY: Township Board of Commissioners
 Delaware County Commerce Center

FUNDING PARTNERS: Delaware County Planning Department

TRANSPORTATION

TR-1 Request PennDOT relocate planned sidewalks on the south side of Route 322 from Creek Parkway to Cherry Tree Road to the north side of the Conchester Highway, which will provide access and a continuous connection for pedestrians and transit users to existing commercial and institutional uses well as planned new commercial-sports/entertainment development.

TIMEFRAME: Immediate (**Completed**)

IMPLEMENTING ENTITY: Upper Chichester Township

FUNDING PARTNERS: PennDOT (*Conchester Highway Improvement Project* budget)

TR-2 Work with SEPTA to identify adequate alternative routing along Route 322 for the Route 119 bus due to the closure of Chelsea Parkway between Route 322 and Bethel Avenue.

TIMEFRAME: Immediate (**Ongoing**)

IMPLEMENTING ENTITY: Upper Chichester Township
 SEPTA

FUNDING PARTNERS: SEPTA

TR-3 Enhance the accessibility and experience of using public transportation in the Corridor by providing new, attractively designed and functional bus shelters.

TIMEFRAME: Mid (2-3 years) to Long-term (3-5 years)

IMPLEMENTING ENTITY: Upper Chichester Township
 SEPTA

FUNDING PARTNERS: DVRPC Transportation Alternatives Set-Aside Program (TAP)
 DVRPC Congestion Mitigation and Air Quality Program (CMAQ)
 DCED Multimodal Transportation Fund)/PennDOT
 Multi-Modal Transportation Fund (Act 89)
 SEPTA

TR-4 Study the feasibility of a multi-use trail along the PECO right-of-way through the Township that would connect to and cross under the Conchester Highway.

TIMEFRAME: Immediate to Near-term (1-2 years)

IMPLEMENTING ENTITY: Upper Chichester Township

FUNDING PARTNERS: DVRPC Regional Trails Program
 DVRPC Transportation Alternatives Set-Aside Program (TAP)
 DCNR Recreation Trails Program (RTP)
 DCNR Community Conservation Partnerships Program (C2P2)
 DCNR Land Conservation, Acquisition and Stewardship Program

TR-5 Request that PennDOT consider widening the culvert under Route 322 at Cherry Tree Road to allow for a multi-use trail to eventually go under the Highway.

TIMEFRAME: Immediate to Near-term (1-2 years)

IMPLEMENTING ENTITY: Upper Chichester Township
FUNDING PARTNERS: PennDOT (*Conchester Highway Improvement Project* budget)
DVRPC Transportation and Community Development Initiative (TCDI)
Pennsylvania Infrastructure Bank (PIB)

TR-6 Request that PennDOT provide new, wider sidewalks along Bethel Avenue north at Cherry Tree Road to provide a connection to and from a potential future PECO right-of-way trail under Route 322.

TIMEFRAME: Immediate
IMPLEMENTING ENTITY: Upper Chichester Township
FUNDING PARTNERS: PennDOT (*Conchester Highway Improvement Project* budget)
DVRPC Transportation and Community Development Initiative (TCDI)
DVRPC Transportation Alternatives Set-Aside Program (TAP)

HOUSING

HI Advise PennDOT of the need for sound barriers along the southern side of Route 322 where residences currently have frontage or rear yards adjacent to the Highway, and advocate for their inclusion in the Conchester Highway Improvement Project.

TIMEFRAME: Immediate
IMPLEMENTING ENTITY: Upper Chichester Township
FUNDING PARTNERS: PennDOT (*Conchester Highway Improvement Project* budget)
FHWA (Noise Wall Construction Program)

H2 Consider allowing mixed-use residential development in the form of apartments located above ground-floor commercial uses in the Route 322 corridor as proposed in the Twin Oaks Village Design Concept Plan (See Figure 2).

TIMEFRAME: Near-term (1-2) years to Mid-term (3-5 years)
IMPLEMENTING ENTITY: Upper Chichester Township

ENVIRONMENT AND OPEN SPACE

EI Develop portions of the woodlands located between Bethel Avenue, Riviera Drive and Jefferson Avenue into a community park and open space amenity that would connect to a new village-center development along Bethel Avenue and a potential PECO right-of-way trail through the Township.

TIMEFRAME: Immediate to Near-term (1-2 years)
IMPLEMENTING ENTITY: Upper Chichester Township
FUNDING PARTNERS: DCNR Recreation Trails Program (RTP)
DCNR Community Conservation Partnerships Program (C2P2)
DCNR Land Conservation, Acquisition and Stewardship Program
PECO Green Region Open Space Program
National Park Service Land and Water Conservation Fund

E2 Work with PennDOT during and after completion of the *Conchester Highway Improvement Project* to convert former project staging areas into landscaped, open space gateway and signage area for the benefit of Township residents and visitors.

TIMEFRAME: Immediate
IMPLEMENTING ENTITY: PennDOT
Upper Chichester Township

E3 Encourage PennDOT to allow grass and planted medians as part of the *Conchester Highway Improvement Project* that could accommodate Township gateway welcome signs along Route 322.

TIMEFRAME: Immediate
IMPLEMENTING ENTITY: PennDOT
Upper Chichester Township

FUNDING PROGRAMS

Business in our Sites (BOS)	A state-run program run by DCED that offers loans to municipalities or other actors that work to develop or redevelop a property for commercial use. Loan could be used by Upper Chichester Township to purchase vacant sites and prepare them to be more attractive to prospective developers. www.newpa.com/find-and-apply-for-funding/funding-and-program-finder/business-our-sites-bos-loans
C2P2	The Community Conservation Partnerships Program is run by DCNR and brings together several sources of state funding to partially fund trail and recreation projects. Counties, municipalities and nonprofits can apply - most funding is a maximum fifty-percent match. www.dcnr.state.pa.us/brc/grants/c2p2programguidance/index.htm
CDBG	Community Development Block Grant funding originates from the Federal Department of Housing and Urban Development (HUD), then is distributed to states, and then counties, and is managed locally by the Delaware County OHCD. Funding is distributed by need to municipalities for specific projects and initiatives. www.co.delaware.pa.us/hcd/cdbg.html
CMAQ	The Congestion Mitigation and Air Quality Program is run by the Federal Highway Administration (FHWA). The program is administered locally by DVRPC, which distributes funding for transportation projects that aim to reduce traffic congestion and ultimately help to reduce air pollution. www.dvrpc.org/CMAQ/
DCED	Pennsylvania Department of Community and Economic Development. www.newpa.com/
DCNR	Pennsylvania Department of Conservation and Natural Resources www.dcnr.state.pa.us/
DEP	Pennsylvania Department of Environmental Protection www.depweb.state.pa.us/
DVRPC	Delaware Valley Regional Planning Commission. www.dvrpc.org
GO	General Obligation bond. A bond generally requires a dedicated local funding stream, including property tax or other taxes.
KCP	Keystone Communities Program. Run by DCED, Keystone Communities is a grant that combines several programs like Main Street and Elm Street into one funding source. The grant aids community revitalization projects, including neighborhood and commercial district improvements. www.newpa.com/find-and-apply-for-funding/funding-and-program-finder/keystone-communities-program-kcp
MAP	Municipal Assistance Program. Administered by DCED, the program offers funding opportunities for planning purposes, including multi-municipal planning activities. www.newpa.com/find-and-apply-for-funding/funding-and-program-finder/municipal-assistance-program-map
TA	Transportation Alternatives program. The TA program is federally funded, and administered locally through DVRPC. TA awards funding for local "non-traditional" transportation-related projects, including pedestrian facility, Safe Routes to School and streetscape improvements. www.dvrpc.org/TA
TCDI	Transportation and Community Development Initiative. The program is administered by DVRPC and uses federal transportation funding for planning grants to local governments and non-profits to jointly improve multi-modal transportation infrastructure and adjacent land uses. www.dvrpc.org/TCDI/
TIF	Tax increment financing. A means of setting aside funding for renewal of blighted areas through taxes.
TIP	Transportation improvement program. A program administered by DVRPC that prioritizes transportation projects with scheduled state and/or federal funding. www.dvrpc.org/TIP