



Route 3, West Chester Pike

Implementation Strategies





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Introduction

In 2005 the Delaware Valley Regional Planning Commission initiated a study of a section of Route 3, West Chester Pike, in Delaware County. The purpose of this study, which involved three municipalities, was to examine the link between transportation and land use in this corridor. The study also aimed to provide recommendations to help maintain and improve the aesthetic quality of these communities; balance the use of Route 3 between local residents and commuters; and determine transportation solutions to provide for the needs of future development.

Planning Process

The Route 3, West Chester Pike, Land Use and Access Management Strategies Study, was initiated by Delaware County, with support from the Pennsylvania Department of Transportation (PENNDOT), through the DVRPC Annual Planning Work Program. During fiscal years 2005 and 2006, the goal of this project is to link transportation and land use planning in order to recommend integrated and proactive land use strategies along the highway corridor. This study also seeks to promote multi-municipal coordination among the three participating municipalities in the study area, Delaware County, and other state and regional agencies.

Phase I of this study was conducted by DVRPC, with direct participation from a Study Advisory Committee (SAC) composed of representatives from each of the three involved municipalities —Marple, Newtown, and Edgmont Townships— as well as staff from the Delaware County Planning Department, the Delaware County Transportation Management Association, SEPTA, PennDOT, and the local business community. Municipal plans and zoning ordinances were reviewed as part of Phase I. This phase also identified goals and objectives, described existing conditions, and presented improvement recommendations for the three study area municipalities. The Phase I final report was completed and distributed to the SAC in the spring of 2006.

Study Area

The section of the Route 3 corridor included in this report extends from I-476 to the Chester County Line, and includes Marple, Newtown and Edgmont Townships in Delaware County. The study area was designated to encompass segments where growth and redevelopment are likely to occur. Included in this area is the section of Route 252 extending from Goshen Road to the Upper Providence Township line.

It is expected that continuing growth pressure in Newtown and Edgmont townships will have a measurable impact on traffic and mobility in the area; particularly in Newtown Township where an abundance of new residential and commercial development may create significant congestion problems, affecting commuter behavior and residents' quality of life.

Introduction to Phase II Report¹

The promotion of land use and transportation planning linkages was the foundation for the improvement strategies recommended in the Phase I report. These strategies are listed below.

1. *In Depth, Corridor Access Management analysis for secondary areas²*
2. *Access Management Model Ordinances*
3. *Amendments to Comprehensive Plans*
4. *Special Historic Preservation and / or Mixed Use Zoning Overlay Districts*
5. *Inventory of Funding Sources for Planning Activities*
6. *Exploring modified SEPTA bus service routes to serve new residential areas*
7. *Official Map Model Ordinances*

During fiscal year 2006, the implementation strategies above were further researched and developed into individual tools for use by the study area municipalities. The following report combines each distinct improvement strategy into one toolbox, with guidance and samples, that will provide momentum for implementation and continued multi-municipal cooperation. The fifth improvement strategy recommended in the Phase I report—Inventory of Funding Sources for Planning Activities— was completed earlier in the fiscal year and is available as a separate publication. This document, titled *Potential Funding Sources*, is dedicated to the identification of various funding sources that will help study area municipalities advance the recommendations stated in the Phase I report into realistic and feasible projects. Over twenty funding programs are detailed in this document; most of them originating from government agencies or non-profit organizations. Available funding is organized by program, and includes detailed information such as sample eligible projects, application deadlines, and program manager contact information.

Section One of the Phase II report addresses access management within the corridor. Included is a brief introduction to access management techniques, legal considerations, and PennDOT's Model Access Management Ordinances. An inventory of access

¹ Please note that Appendices A, B, and C, referenced throughout the text, were published in a document separate from the Phase II report to provide an opportunity to view samples side by side with the related text.

² As mutually agreed with the Study Advisory Committee, the In Depth Corridor Access Management Analysis was not undertaken as part of Phase II. The discussion regarding access management model ordinances will provide the foundation necessary to continue forward with more detailed analysis independent of this project.

management related issues within the study area, as determined by Study Advisory Committee members, is highlighted along with strategies for the improvement of these issues. A portion of the PennDOT Model Access Management Ordinances Handbook, which was released for use by municipalities in April 2005, is included in the Appendices document as Appendix A. This appendix also includes a sample Corridor Access Management Overlay (CAMO) ordinance, drafted by Montgomery County Planning Commission.

In **Section Two**, amendments to municipal comprehensive plans are briefly addressed by way of an explanation of the amendment process, as well as an inventory of study area goals and objectives that may require intergovernmental coordination.

Section Three presents an implementation tool regarding zoning overlay districts, with a special emphasis on Historic Preservation overlays and Mixed-Use overlays. Areas identified by the SAC as prime locations along Route 3, West Chester Pike, for the consideration of these treatments are recorded. Appendix B in the Appendices document includes several sample overlay districts from Delaware Valley communities.

Section Four considers the changing landscape of the study area due to increasing development pressure. As this growth continues, it is important to maintain the public transportation opportunities for residents, visitors, and employees within the study area. To this end, this section provides an assessment of the current public transportation service(s) provided by SEPTA (Southeastern Pennsylvania Transportation Authority), as well as bus ridership data to determine the present bus usage. Information regarding proposed and approved land development proposals within the last three years was combined with public transportation data to determine where, if any, transit deficiencies may exist in the near future.

Section Five presents the official map; the final implementation strategy addressed in this toolbox. The Pennsylvania Municipalities Planning Code (MPC) sets forth this land development regulation, yet many municipalities do not use this tool to help guide development. This section will review the uses of an official map, what to include in an official map, legal support for the use of official maps, and the steps necessary to create an official map. Appendix C, included in the Appendices document, presents examples of official maps and accompanying official map ordinances.

SECTION ONE: ACCESS MANAGEMENT

With fewer new roadways being built, the need for effective management of the current transportation network is even more pronounced. Access Management is one of many strategies that a municipality can use to improve the function of its roadways. The methods employed in access management seek to optimize and maintain the existing transportation system while preparing for its future growth. Access management is a relatively low cost strategy to increase public safety, extend the life of major roadways, reduce congestion, and support alternative transportation modes.

Many local governments use access management techniques to preserve the functionality of their roadway network. Often, this is done by designating an appropriate level of access control for each roadway based on the purpose of the facility. While local residential streets are permitted full access, major highways may be allowed very little, with other network roadways falling between those standards. This varying level of access control ensures the free flow of traffic while still permitting reasonable access to businesses and other land uses along a corridor. When consistently implemented, access management strategies produce impressive results. National studies show that an effective access management program can reduce crashes as much as 50%, increase roadway capacity by 23% -45%, and reduce travel time and delay as much as 40%- 60%³.

Without access management, the function and character of major roadways corridors can deteriorate rapidly. Failure to manage access is frequently associated with adverse social, economic, and environmental impacts such as:

- Increased vehicular crashes and crashes involving bicycles and pedestrians
- Increased cut-through traffic in residential areas due to overburdened arterials
- Increased commute times as numerous driveways and traffic signals intensify congestion and delays

A roadway that lacks access management is not only costly for municipalities and the users of the transportation system, but also may adversely affect businesses along the corridor. Though some access management techniques, such as the installation of raised median barriers, raise concerns that local businesses will be adversely affected by access management measures, in reality there is more data to suggest just the opposite. Several surveys of business owner opinions have demonstrated that the vast majority of business owners saw no decline in sales as a result of added median barriers, while others actually believe that their business has

³ S & K Transportation Consultants Inc. *Access Management, Location and Design*. Participant notebook for NHI Course 133078, April 1998, revised April 2000

improved. One study in Texas, cited by the FHWA in their document “Benefits of Access Management”, actually indicated “corridors with access control improvements experienced an 18 percent increase in property values after construction”. Driveways that are closely spaced, poorly designed, visually undefined, or blocked by queuing traffic make it more difficult for customers to safely and efficiently access corridor businesses. Customers may begin to patronize other businesses with more safe and convenient access to the detriment of the corridor businesses.

While there are several access management techniques that can improve even the most complicated parcel or roadway corridor, access management techniques contribute to the greatest improvement when implemented simultaneous with the development of a parcel or corridor. Ideally, access management techniques will be in place as a corridor develops, and / or, the provision of these strategies will be considered when a municipality or the DOT approves initial site plans. It can be difficult, disruptive, and costly to solve access problems in many Delaware Valley communities considering that they are frequently densely developed areas with compact access points and few alternatives. However, the adoption of access management principles can ensure that future redevelopment contributes to a more convenient and safe corridor for both motorists and pedestrians. Likewise, many communities have creatively and successfully improved such areas by working with current businesses and land-owners and PennDOT where necessary.

In Pennsylvania there is no policy or manual that exclusively governs the use of access management along state or local roadways. Access Management is addressed on a site-specific basis by PennDOT’s (Pennsylvania Department of Transportation) Highway Occupancy Permit (HOP) handbook. However, PennDOT does consider any municipal access management ordinances when reviewing site plans and issuing permits to ensure that the proposed plan agrees with municipal regulations. PennDOT recently released Model Access Management Ordinances to help guide municipalities in the development of their own access management ordinances. The techniques suggested in the Model Ordinances coincide with the current PennDOT HOP regulations to ensure the most efficient use of these strategies. Because successful access management relies on the careful analysis of several local conditions, such as the character of the area, land use, accident locations, traffic patterns, etc., one size does not fit all. Each community must determine the appropriate amount of access control for their roadway network, and choose the most reasonable approach to maintain that control. The Model Ordinances issued by PennDOT give municipalities a toolbox of access management options from which each community can tailor their local ordinances. These Model Ordinances will be the basis of the techniques suggested along the Route 3, West Chester Pike corridor.

The following section provides background information about the management of access on both state and local roadways. Also included is an evaluation of current access management related issues in the study area, as described by Study Advisory Committee members. Access management improvement strategies are suggested for each of the identified issues. However, these recommendations are general planning level suggestions and should not be implemented until a more formal traffic study or transportation analysis is completed. The *Potential Funding Sources* document, completed separately, provides guidance for municipalities to accomplish this more detailed step of analysis toward the improvement of the Route 3, West Chester Pike corridor.

THE BASICS OF ACCESS MANAGEMENT

What is Access Management?

Access Management entails the careful planning of the location, design, and operations of driveways, median openings, interchanges, and street connections. Its purpose is to provide access to land development in a manner that preserves the safety and efficiency of the transportation system while promoting orderly development. Roadway safety and efficiency decrease as conflicts between the provision of property access and vehicular movement increase. The addition of intersections or driveways intensifies this situation by creating more conflict points and frequently, more accidents. Access control can serve to decrease total travel time by increasing average travel speed and lessening delay. Access control can also increase highway capacity and fuel efficiency.

There is no uniform approach to access management. The appropriate degree of access control, as well as the access controlling technique, varies according to the function and traffic characteristics of a roadway, the abutting land use, and long-term planning objectives. Access design and location control can be practiced on all roadway types—not just limited access highways. However, the use of access management techniques is especially important along primary roadways that are expected to be both safe and efficient for through traffic while providing adequate access to property. Although the emphasis of access management is the reduction of problems attributable to vehicular access, it is important to consider a full range of transportation modes.

Benefits of Access Management

Considering that the roadway network is an important and costly public resource, the effective management of the transportation system is essential. The most notable benefits of the implementation of an access management program are reduced traffic congestion and increased public safety. The use of access management techniques results in fewer conflicts for drivers to handle and fewer access points to interfere with pedestrians. Pedestrians also benefit when pedestrian refuges are included in the broader access management plan.

With the use of access management techniques government agencies can provide accessibility to adjacent properties in a manner that preserves the mobility, efficiency and safety of the transportation network. Access management techniques can contribute to reductions in traffic delays and the prolonged life of transportation infrastructure. Well-planned access also creates a more efficient roadway system to serve local businesses, which in turn helps to preserve long-term property values and economic viability for properties abutting a significant community roadway. Access management also benefits the environment as improved traffic flow results in greater fuel efficiency and reduced emissions.

Successful access management can most easily be achieved through the application of planning, regulatory, and design strategies. The benefits of access management are many. Well-planned access management can be advantageous for all members of the community.

- *Motorists* face fewer conflict points, which makes driving simpler and more safe. Drivers also experience fewer traffic delays.
- *Cyclists* also experience increased safety because of fewer conflict points and a more predictable motorist travel pattern.
- *Pedestrian* safety is improved by using medians as a refuge when crossing many lanes of traffic. In addition, with fewer locations for drivers to enter and exit the roadway, there are fewer conflicts between drivers and pedestrians.
- *Transit riders* share the motorist benefit of a reduced travel time and also experience safer and more convenient access to transit stops as a result of the improvement in connectivity of streets, sidewalks, and pedestrian walkways.
- *Business owners* benefit from stable property values and a predictable and consistent development environment due to the well-managed roadway. The more efficient roadway system also captures a broader market base.
- *Communities* receive a safer and more attractive roadway corridor with less need for road widening, which may cause displacement of businesses or homes. A well-managed transportation system also preserves a community's investment in the facilities and may reduce capital improvement costs for new or rehabilitated roadways.

Without the use of access management techniques to control the flow of traffic on a roadway, the function and character of the roadway is likely to deteriorate; causing adverse social, economic, and environmental impacts. Crash rates, commute times, fuel consumption, and vehicle emissions may increase due to an accumulation of conflict points and an inefficient roadway. Often these overburdened arterials cause a spillover of cut through traffic in residential neighborhoods. In addition, the continuous cycle of widening roadways to manage traffic frequently results in unsightly commercial strip development, degraded scenic landscapes and community character, and an unstable business environment.

Access Management Techniques

The Transportation Research Board identifies ten (10) main principles of Access Management that help municipalities to arrive at the goal of a safe and efficient roadway corridor. These techniques, shown on page nine, serve to reduce the number and complexity of events to which the driver must respond, and increase the spacing of those events. This simplifies the driving task, which often results in improved traffic operations and reduced accidents.

Access management should not only be considered along the highway right-of-way. Emphasizing connectivity throughout the entire transportation network through development practices can alleviate traffic on major arterials, especially that of local residents. The provision of sufficient and convenient internal traffic circulation within properties along commercial corridors should also be considered, as it decreases many access and traffic flow issues on adjacent arterials. While action on the part of local governments is necessary to create logical, consistent, and efficient access to properties, it is also important to encourage landowners to promote this effort by incorporating some of the access management techniques into their own parcel. Simple site design considerations, where feasible, such as limiting the number of driveways, sharing access points with adjacent parcels, and / or locating access on adjacent non-arterial roadways rather than major throughways, can contribute to a significant increase in roadway efficiency without impeding the use of the property.

PRINCIPLES OF ACCESS MANAGEMENT

- 1- **Provide a Specialized Roadway System:** It is important to design and manage roadways according to the primary functions that they are expected to serve.
- 2- **Limit Direct Access to Major Roadways:** Roadways that carry higher volumes of regional traffic function most highly with controlled access. Frequent and direct property access is more compatible with the function of local and collector roadways.
- 3- **Promote Intersection Hierarchy:** An efficient transportation network provides appropriate transitions from one classification of roadways to another. Extending this concept to other roadways results in a series of intersection types.
- 4- **Locate Signals to Favor Through Movements:** Long, uniform signal spacing on major roadways enhances the ability to coordinate signals and ensure continuous movement of traffic at the desired speed. Failure to carefully locate access connections or median openings that may later become signalized, can cause substantial increases in travel times.
- 5- **Preserve the Functional Area of Intersections and Interchanges:** Access connections too close to intersections or interchange ramps can cause serious traffic conflicts that result in congestion or crashes.
- 6- **Limit the Number of Conflict Points:** Simplifying the driving task contributes to improved traffic operations and fewer collisions. A less complex environment is accomplished by limiting the number and type of conflicts between vehicles, pedestrians, and bicyclists.
- 7- **Separate Conflict Areas:** Separating conflict areas helps to simplify the driving task and contributes to improved traffic operations and safety. The necessary spacing between conflict areas increases as travel speed increases to provide drivers adequate perception and reaction time.
- 8- **Remove Turning Vehicles from Through Traffic Lanes:** Turning lanes allow drivers to decelerate gradually out of the through lane and wait in a protected area for an opportunity to complete a turn. This improves the safety and efficiency of the roadway by reducing the severity and duration of conflict between turning vehicles and through traffic.
- 9- **Use Nontraversable Medians to Manage Left-Turn Movements:** Medians can be used to channel turning movements to controlled locations. Research has shown that a majority of access-related crashes involve left turns. Therefore, nontraversable medians, as well as other techniques that minimize left turns, can be especially effective in improving roadway safety.
- 10- **Provide a Supporting Street and Circulation System:** Interconnected street and circulation systems support alternative modes of transportation and provide supplementary routes for bicyclists, pedestrians, and drivers. On the other hand, commercial strip development with separate driveways for each business forces even short trips onto arterial roadways, thereby reducing safety and impeding mobility.

Source: TRB (www.accessmanagement.gov)

Retrofit Strategies for Developed Areas

In many Delaware County communities, including those in the Route 3 study area, development has already created a landscape that does not meet traditional minimum access management standards. Though such situations are more difficult to recover, it is still very possible to improve this landscape. While existing property access can be allowed to remain, communities can also adopt policies that avoid further deterioration. In addition, when opportunities arise because of a change in use or a roadway improvement project, properties or even entire corridors can be retrofitted with access management techniques to improve the safety and efficiency of the transportation network. The following is a list of a variety of retrofit strategies that have been utilized by communities across the country in an effort to manage access:

- Install a median barrier in high crash locations
- Work with property owners to obtain permission for driveway closures, consolidation, or relocation during roadway projects, sidewalk maintenance, additions etc.
- Purchase strategically located vacant or abandoned properties and resell them with access restrictions
- Place planter boxes along unnecessarily wide access points to help define the driveway break
- Require access consolidation where adjacent parcels come under common ownership
- Redesign internal road and parking systems
- Eliminate closely spaced or off-set intersections
- Improve the traffic signal system with more uniform intervals and traffic monitoring and control capabilities

Retrofitting access is a long-term commitment that takes continuous effort. However, with access management strategies in place, each opportunity that arises can be taken advantage of to improve the community landscape and provide safe and efficient travel within the transportation network.

Intergovernmental Coordination

Close coordination between adjacent local governments, state transportation agencies, and landowners / developers when creating and enforcing access management policies is very important. Just as traffic congestion easily crosses political boundaries, impacting a broad portion of the local roadway network, so do the effects of access management. Similarly, some access management strategies that affect an entire corridor rather than a single parcel, such as the coordination of traffic signal phases or the installation of a frontage road, may require cooperation among several municipalities to generate the largest impact. Even less intensive access management techniques, such as the consolidation of driveways into fewer access points, can produce more significant results if implemented along an entire corridor rather than in isolated locations.

The major aspects of intergovernmental coordination are shown below:

- 1- **Policy development**--It is important that state and local access management standards and procedures are compatible and complementary. Consistent standards and policies remove confusion and uncertainty, which results in a more clear and efficient access permitting process.
- 2- **Access Management Plans** – Facilitates consistent access management decision making along sections of roadway that may involve state agencies and / or multiple local governments. As each property development or opportunity occurs, access permits can be issued according to the agreed upon access management plan rather than independent of neighboring parcels.
- 3- **Development Review** – Early coordination between local and state agencies on permitting issues reduces the potential for conflicts while making the permitting process more efficient and user friendly.

Multi-municipal access management plans create the advantage of a cohesive and uniform approach to land planning throughout a corridor, regardless of political boundaries. This coordinated approach contributes to a corridor's sense of place and impacts the behavior of drivers as they maneuver through fewer conflict points. In addition, multi-municipal plans offer developers identical standards and requirements along a given corridor regardless of the municipality in which they chose to build. This consistency among adjacent municipalities ensures that the enforcement of access management regulations in one community does not result in development opportunities being lost to an adjacent community with less stringent regulations.

Intergovernmental cooperation is particularly essential in the case of access management given the separation of authority and responsibility between local governments and state agencies. State agencies are not responsible for making the land development decisions that lead to access requests, while local governments have little control over access permitting decisions on state highways. Because of this mutual dependency, it is important for state and local entities to understand one another's access management goals and work together from the beginning of a project to ensure that each site-specific decision compliments the broader community vision for the corridor. Additionally, cooperation between local municipalities and state agencies benefits landowners and developers by creating a more streamlined and efficient access permitting process. Along the Route 3, West Chester Pike corridor, the implementation of a multi-municipal access management plan would help the participating communities arrive at various goals agreed upon in the Phase I report.

Access management principles can significantly contribute to the realization of the following goals, mentioned in the Phase I report:

Growth Management Goals

- ❑ *Coordinate development and transportation goals and projects with adjacent municipalities and with regional plans for the county, and promote multi-municipal cooperative agreements for transportation projects and improvements.*
- ❑ *Ensure that new development and redevelopment occurs in an efficient manner that is: compatible with existing conditions; minimizes short- and long-term costs to the public and private sectors; minimizes degradation of natural, historic and cultural environments; and meets local and regional objectives.*

Circulation Goals

- ❑ *Provide a safe and efficient circulation system, (both vehicle and pedestrian) which can maximize safety, minimize congestion, and establish a beneficial relationship between land use and local circulation patterns throughout the corridor.*
- ❑ *Balance the use of Route 3 as a commercial center for the municipalities in the corridor with its use as a throughway for regional travel.*
- ❑ *Promote access management techniques to ensure that the circulation system functions at maximum efficiency, and ensure the safety of users of the circulation system by identifying and improving unsafe road sections of intersections.*
- ❑ *Coordinate development and transportation goals and programs with adjacent municipalities and with regional plans for the county, and promote multi-municipal cooperative agreements for transportation projects and improvements.*

Legal Considerations

In Pennsylvania access is a constitutional right. However, local governments have the ability to control access points on local streets through the adoption and implementation of access management regulations. The MPC encourages, but does not require, each municipality to develop a Comprehensive Plan, Subdivision and Land Development Ordinances, and an Official Map. These items may include provisions, rules, and regulations for the management of access within the municipality.

Similarly, PennDOT is able to regulate access along state owned highways to protect the traveling public's right of reasonably safe passage (PA Constitution Article 1, Section 1). PennDOT may also govern the use of and flow of traffic on the State highways through the creation of reasonable rules and regulations (Section 420(a) of the State Highway Law, as amended, 36 P.S. §670-420(a)). Under current regulations, anyone desiring to gain direct access from a State highway must obtain a permit in accordance with the rules and regulations spelled out in the State Highway Occupancy Permit Handbook (Section 420(b)(2) of the State Highway Law).

PennDOT prefers, and recommends, that municipalities adopt a policy of early communication with the District office when reviewing land development proposals that significantly affect state owned roadways. By fostering an open dialogue among the land developer, local municipalities, and PennDOT District office staff, any plan alterations can be incorporated into the approval process of both PennDOT and the local municipality. Coordinating early in the review process maintains optimal flexibility for all participants to devise a development plan that will create the most benefits and fewest negative impacts.

Ideally, communication between the developer and PennDOT should begin as soon as a sketch plan is available, and no later than the preliminary design phase of plan development. In instances where an exception to the zoning or subdivision and land development regulations is requested, a developer may be required to submit a packet of information, including the proposed site plan with access locations and lane configurations for adjacent roadways, to PennDOT for preliminary review. If there are no special considerations necessary for the proposed land development, the developer may apply for a Highway Occupancy Permit directly to the involved county. In an attempt to continue open communication, PennDOT informs involved municipalities of any formal discussions with developers, regardless of the status of the development proposal.

There are many examples of case law that have previously upheld PennDOT's authority to enforce access management along State highways. The following are just a sampling of these cases.

- Wolf V. Department of Highways, (422 Pa.34,220 A.2d 868 (1966))
Improvement to a State highway that results in a loss of direct access to the highway from a private property is not an infringement on the property owner's right to access. As long as the property owner maintains reasonable and convenient access to their property, direct access for all directions of travel does not need to be provided.
- Department of Transportation v. Longo (98 Pa. Cmwth Ct 120, 510 A.2d 832 (1986))
A present dangerous condition (i.e. sight distance, turning radii, turning movements etc.) that was designed prior to the enactment of an access management regulation is not exempt from being improved to the current standard.
- Ice v Cross Roads Borough (Pa Cmwth 694 A.2d 1997)
Stated that 67 Pa. Code §441.6(2)(i)(F) recognizes that PennDOT's highway occupancy permit (HOP) guidelines are subject to ordinances enacted by local municipalities that contain more stringent minimum safety requirements.

As noted in the Ice v Cross Roads Borough case, when reviewing access permit applications, PennDOT is obligated to uphold ordinances enacted by local municipalities, which contain more stringent minimum safety requirements. Therefore, through the

adoption of local ordinances, Pennsylvania municipalities can effectively regulate access on both local and state-owned roads as the applicant is required to meet both sets of requirements. To make this process most efficient and straightforward for the applicant as well as the involved agencies, it is important for each municipality to notify their respective PennDOT District office when local access management ordinances are adopted or amended. Additionally, especially when access to a state highway is requested, early coordination between local municipalities and PennDOT can ensure that necessary permits or approvals granted by either agency, correspond to the more broad, long- term goals and objectives for the area.

Pennsylvania Model Access Management Ordinances

“The implementation of access management principles is a priority to the Pennsylvania Department of Transportation⁴”. As successful access management relies on a myriad of local factors, such as land use, community character, function of the roadway, traffic volumes, intermodalism etc. it is nearly impossible to create a “one-fits-all” approach to the management of access in all Pennsylvania communities. As a result PennDOT recently completed a handbook to help guide municipalities in the process of creating an access management program unique to the transportation issues and existing regulations in each individual community. In 2005 PennDOT produced a Model Access Management Ordinance Handbook to be used as a guide by municipalities interested in managing the relationship between reasonable access and safe and efficient traffic flow. The handbook cites general access management information and outlines the process and analysis required to develop an access management program. The focal point of the handbook is a series of sample ordinances related to access management principles that municipalities can customize as necessary to create regulations that directly relate to a their goals and objectives. The ordinances included in the handbook correspond with the powers granted to municipalities through the MPC and also complement the access permitting process performed by PennDOT for state highways.

Three tiers of ordinances, that can be useful for both local and state roadways, are included in the handbook. The first tier consists of access management techniques for individual parcels; Tier Two consists of access management techniques for roadway corridors; and Tier Three includes comprehensive traffic planning techniques. A copy of the sample ordinances is provided as Appendix A in the Appendices document published separately from this Phase II report. For a copy of the entire Model Access Management Ordinances Handbook, please visit the website for PennDOT’s Center for Program Development <http://www.dot.state.pa.us/Internet/Bureaus/CPDM.nsf/LandUseHomepage?OpenFrameset>.

⁴ Access Management Model Ordinances for Pennsylvania Municipalities Handbook, April 2005

Access Management Overlay Districts

As noted in the Access Management Model Ordinance Handbook, an access management overlay district can be developed to accommodate the unique characteristics of a particular corridor, or multi-municipal partnership. Like other overlay districts, the access management overlay adds special restrictions to existing zoning districts. Though underlying zoning regulations remain, the parcels included in the overlay district are subject to further regulation of use, setback, number and location of driveways, internal circulation, and other access management principles. If desired, the overlay district may also contain regulations pertaining to signage and landscaping features to preserve the character of the district.

As with other specialized overlay districts, a planning study should be conducted to establish the need for the overlay district. After the need is established, the municipal zoning ordinance of each involved municipality should be revised to indicate the boundary of the overlay district as well as the specific additional regulations for parcels within that district. Each municipality's subdivision and land development ordinance should also be updated to include required design standards pertaining to parcels within the overlay district. The creation of an official map, which will be reviewed later in this document, can work hand in hand with the access management overlay district to assist a municipality in preserving right of way for the future implementation of access management techniques, such as a frontage road or intersection widening.

ACCESS MANAGEMENT ALONG ROUTE 3, WEST CHESTER PIKE

Route 3, West Chester Pike serves a dual purpose as a regional throughway as well as a local commercial corridor. Projected future growth in population and employment indicate that the use of the highway as a commercial corridor will increase. Impending new developments along Route 3 will undoubtedly require increases in roadway capacity and further transportation investments. Without the application of access management techniques to these future investments, the effectiveness of these improvements will be limited and the expense may surmount the benefits.

In an effort to improve the level of service various access management techniques should be employed within the study area. This section documents existing transportation issues within the study area, as identified by SAC members. The highlighted locations on the following map (Figure 1) represent problem areas within the corridor that can be improved with the use of access management techniques. Detailed information for each numbered location can be found in the corresponding table shown on page nineteen.

Included in the description of each problem location is an indication of the “Area of Impact”, which falls under one of the following qualitative categories:

- 1--**Site specific** – impact restricted to special area of the municipality
- 2--**Local network** – impact restricted to the operation of the municipal roadway network
- 3--**Corridor wide** – impacts beyond municipal boundaries
- 4--**Regional network** – impacts the operation of roadways throughout the region

For each identified issue there is also a series of possible solutions for the municipality(s) to consider. Where appropriate, the corresponding model access management ordinance is provided. The strategies provided here are recommended options and should be researched further before implementation. In most cases a more formal traffic study is necessary to determine the most appropriate and feasible improvement strategy. Especially considering that West Chester Pike is a state-owned roadway, it is vital to include PennDOT staff in any resulting studies, to make the implementation process efficient and comprehensive.

Figure 1: Access Management along the Route 3 Corridor

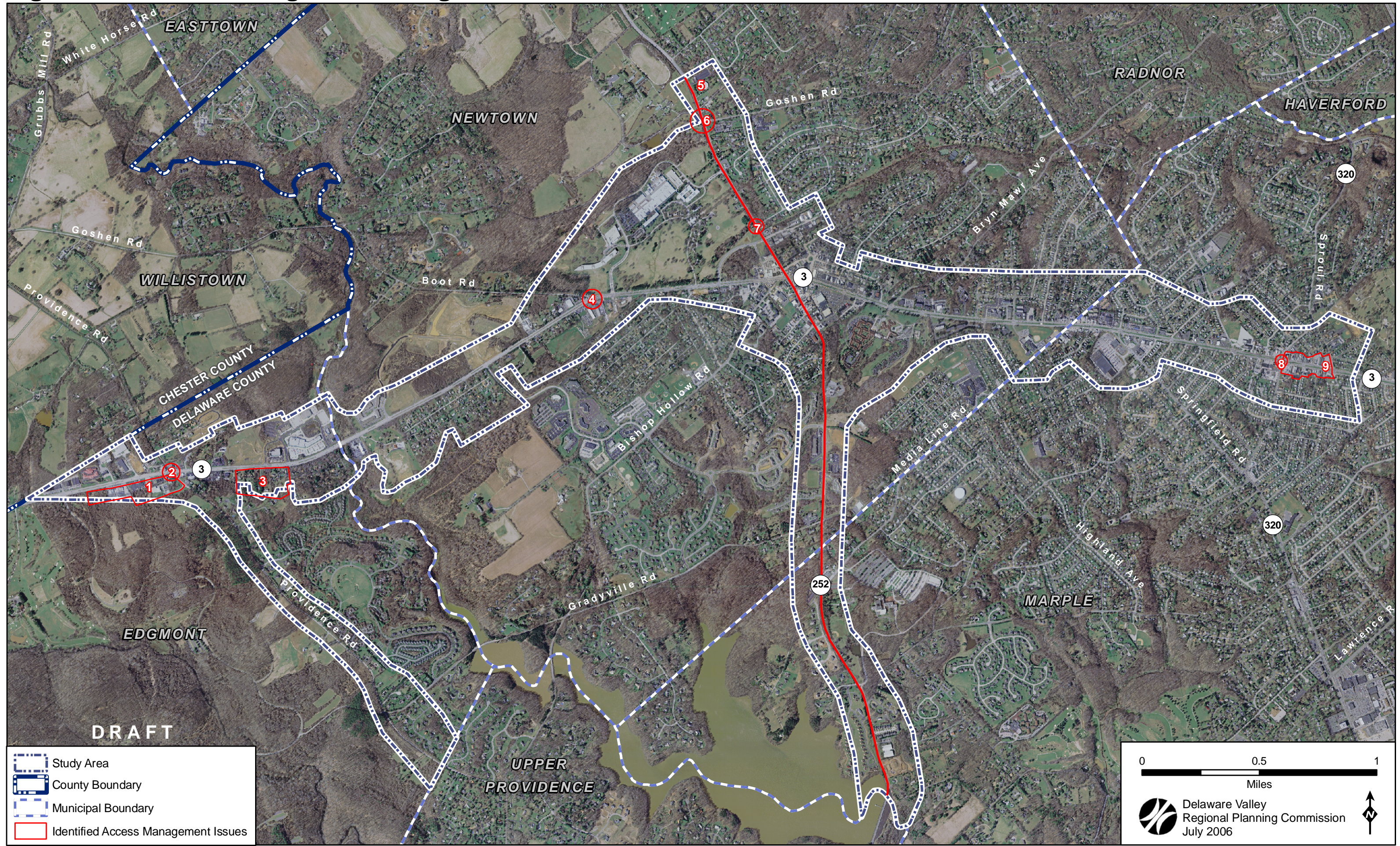


Table 1: Access Management Issues within the Study Area					
Location	Existing Issue	Area of Impact	Improvement Strategy	Applicable Access Management Model Ordinance	
1	EDGMONT TWP Rte 3 & Providence Rd	SW quadrant of intersection: Frequent access points along Rte 3 due to separate driveways for each commercial use.	Site Specific	Consolidate driveways in various locations	Joint and Cross Access (Tier I.A.5)
				Improve interior circulation between commercial uses	Pre-existing Access (Tier III.B.3)
				Construct a frontage road or loop road	Frontage / Service Roads (Tier III.A.2)
2	EDGMONT TWP Rte 3 & Providence Rd	a-- Slightly skewed intersection b— SB Providence Rd: Configuration which includes a shared through lane and left turn lane causes queuing behind left turning vehicles	Site Specific	a / b-- Widen and reconfigure intersection to include a dedicated left turn lane SB Providence Rd and improve alignment	Auxiliary Lanes (Tier II.A.1-2)
				b-- Improve traffic signal timing to allow more green time for left turning and through traffic on SB Providence Rd.	
3	EDGMONT TWP South side of Rte 3, between Providence Rd and Rockridge Rd	Numerous residential flag lots along Rte 3. Steep grades separate property frontage from residential uses at the rear of the lots.	Site Specific	Consolidate driveways along Rte 3 frontage	Joint and Cross Access (Tier I.A.5)
				Construct a loop road for access to residential portion of the properties	Pre-existing Access (Tier III.B.3)
				Construct a frontage road to provide access to developing parcels along Rte 3	Frontage / Service Roads (Tier III.A.2)
4	NEWTOWN TWP Rte 3 & Boot Rd	Compromised sight distance creates dangerous circumstances for turning movements at Boot Rd.	Site Specific	Remove barriers to safe sight distance	Safe Sight Distance (Tier I.A.3)
				Restrict turning movements at Boot Rd	Driveway Profile (Tier I.B.4)
				Widen throat width of Boot Rd at the intersection of Rte 3	Driveway Throat Width (Tier I.B.2)
				Create a loop road to connect Boot Rd to a nearby signalized intersection	

Table 1: Access Management Issues within the Study Area				
Location	Existing Issue	Area of Impact	Improvement Strategy	Applicable Access Management Model Ordinance
5 NEWTOWN & MARPLE TWPS	Considerable and growing congestion on Rte 252 due to through traffic, local travel, and increasing development in the vicinity of Rte 252	Corridor wide	<ul style="list-style-type: none"> ▪ Coordinate traffic signals along Rte 252 and intersecting roadways 	<ul style="list-style-type: none"> ▪ Joint and Cross Access (Tier I.A.5) ▪ Pre-existing Access (Tier III.B.3)
			<ul style="list-style-type: none"> ▪ Consolidate driveways in various locations 	<ul style="list-style-type: none"> ▪ Pre-existing Access (Tier III.B.3) ▪ Driveways (Tier I.A.1)
			<ul style="list-style-type: none"> ▪ Encourage access points on minor roadways rather than Rte 252 	<ul style="list-style-type: none"> ▪ Driveways (Tier I.A.1) ▪ Joint and Cross Access (Tier I.A.5) ▪ Access to Outparcels (Tier I.A.6) ▪ Driveway Spacing Requirements (Tier II.B.1)
			<ul style="list-style-type: none"> ▪ Encourage new developments to utilize current access points within the local network 	<ul style="list-style-type: none"> ▪ Auxiliary Lanes (Tier II.A.1-2)
			<ul style="list-style-type: none"> ▪ Reconfigure lanes at major intersections to better serve current and expected future travel patterns 	<ul style="list-style-type: none"> ▪ Two-way Left Turn Lanes (Tier III.A.1)
			<ul style="list-style-type: none"> ▪ Install a two way left turn lane on Rte 252 	
6 NEWTOWN TWP Rte 252 & Goshen Rd	Considerable and growing congestion in the vicinity of Rte 252 and Goshen Rd, primarily as a result of traffic build-up at the intersection of Rte 3 and Rte 252.	Local Network	<ul style="list-style-type: none"> ▪ Improve traffic signal timing to allow more green time for Rte 252 travelers 	<ul style="list-style-type: none"> ▪ Joint and Cross Access (Tier I.A.5) ▪ Pre-existing Access (Tier III.B.3)
			<ul style="list-style-type: none"> ▪ Consolidate driveways along Rte 3 and Rte 252 	<ul style="list-style-type: none"> ▪ Auxiliary Lanes (Tier II.A.1-2)
			<ul style="list-style-type: none"> ▪ Add auxiliary lanes on Rte 252 to increase efficiency of all movements 	<ul style="list-style-type: none"> ▪ Driveways (Tier I.A.1) ▪ Joint and Cross Access (Tier I.A.5) ▪ Access to Outparcels (Tier I.A.6) ▪ Driveway Spacing Requirements (Tier II.B.1)
			<ul style="list-style-type: none"> ▪ Encourage new developments to utilize current access points within the local network to alleviate traffic at the Rte 252 and Rte 3 intersection⁵ 	

⁵ Newtown Township is currently designing an extension of Bryn Mawr Avenue that will link to Campus Boulevard via Troop Farm Rd. Newtown Township anticipates that this new roadway will help to alleviate traffic at the intersection of Rte 3 and Rte 252.

Table 1: Access Management Issues within the Study Area				
Location	Existing Issue	Area of Impact	Improvement Strategy	Applicable Access Management Model Ordinance
7 NEWTOWN TWP Rte 252 & Caley Rd	a-- Traffic bottleneck created as local residents attempt to access Rte 252 from Caley Rd. b-- Compromised sight distance creates dangerous circumstances for turning movements at Caley Rd.	Site Specific	<ul style="list-style-type: none"> ▪ a / b-- Create a loop road to connect Caley Rd to a nearby signalized intersection ▪ a / b-- Restrict turning movements at Caley Rd ▪ b-- Remove barriers to safe sight distance ▪ b-- Widen throat width of Caley Rd at the intersection of Rte 252 	<ul style="list-style-type: none"> ▪ Non-traversable Median (Tier III.A.3) ▪ Safe Sight Distance (Tier I.A.3) ▪ Driveway Throat Width (Tier I.B.2)
8 MARPLE TWP Rte 3 & Sproul Rd	a-- <i>SB Sproul Rd</i> : Lack of left turn signal phase b-- <i>NB Sproul Rd</i> : Left turn signal phase does not sufficiently accommodate the volume of left turn traffic c-- <i>SB Sproul Rd</i> : Left turn lane signage is not very visible	Site Specific	<ul style="list-style-type: none"> ▪ a-- Include a dedicated traffic signal phase for left turns at SB Sproul Rd ▪ b-- Lengthen the left turn signal phase at the intersection to accommodate NB Sproul Rd traffic ▪ c--Relocate signage to a more appropriate location prior to the intersection 	<ul style="list-style-type: none"> ▪ No Access Management Ordinance Necessary. Conduct a traffic study to determine the most optimal traffic signal phasing for this intersection, while coordinating with adjacent intersections
9 MARPLE TWP Rte 3 in the vicinity of Rte 320	Multiple curb cuts creates the possibility for frequent vehicle conflicts between through traffic on Rte 3 and local business patrons	Site Specific	<ul style="list-style-type: none"> ▪ Consolidate driveways in various locations ▪ Create convenient and efficient internal circulation to access various properties ▪ Encourage access points on minor roadways rather than Rte 3 ▪ Construct a frontage road to separate high speed through traffic from lower speed local traffic and pedestrians 	<ul style="list-style-type: none"> ▪ Joint and Cross Access (Tier I.A.5) ▪ Pre-existing Access (Tier III.B.3) ▪ Access to Outparcels (Tier I.A.6) ▪ Pre-existing Access (Tier III.B.3) ▪ Driveways (Tier I.A.1) ▪ Frontage / Service Roads (Tier III.A.2)

Source: SAC members, May 2006

SECTION TWO: COMPREHENSIVE PLAN AMENDMENTS

The Phase I report, completed during fiscal year 2005 and 2006, laid the groundwork for more comprehensive, intergovernmental planning between Marple, Newtown, and Edgmont Townships. A significant portion of this report is the Goals and Objectives section, which broadly defines goals for the growth, circulation, and character of the Route 3, West Chester Pike corridor. These goals, which attempt to harmonize the desires of all three involved municipalities, are quite optimistic. However, the Phase I report also provides more realistic and pragmatic techniques that can be implemented by each township to culminate in the agreed upon goals.

While some of the recommendations detailed in the Recommendations and Conclusions section of the Phase I report can be successfully accomplished without direct participation from neighboring municipalities, many of the improvements require intergovernmental cooperation. Moreover, the attainment of nearly all of the identified goals and objectives requires cooperation and participation from all three of the study area municipalities. Access management techniques, zoning overlays, and cohesive land development strategies are just a sample of the items that may significantly improve the Route 3 corridor, yet all of them require cooperation to be realized to the fullest extent. Some recommendations, such as the establishment of recreation spaces and a trail system through residential areas in the study area municipalities, entail significant communication and cooperation among municipalities. Other recommendations, such as the adoption of design standards along the Route 3 corridor, involve amendments to local ordinances or municipal comprehensive plans.

The following section serves to guide study area municipalities toward a more integrated, multi-municipal planning approach. Recommendations listed in the Phase I report are shown, emphasizing those that may involve an amendment to each municipality's comprehensive plan, zoning ordinance, or other local regulation.

PHASE I RECOMMENDATIONS

Table 2 lists improvement recommendations identified in the Phase I report that entail amendments to local ordinances. Each recommendation shown is paired with the appropriate "next steps" required to successfully implement these suggestions.

Table 2: Phase I Recommendations Requiring Local Ordinance Amendments	
Recommendation	Next Steps
Adopt design standards for signage, facades, and landscaping along the Rte 3 corridor.	<ul style="list-style-type: none"> ▪ Consult with neighboring municipalities to determine uniform design standards ▪ Amend zoning & subdivision and land development ordinances to reflect new standards
	<ul style="list-style-type: none"> Consult with neighboring communities to determine best location for parkland and recreation facilities that can benefit the most study area residents Amend comprehensive plan, zoning, and subdivision and land development ordinances to reflect the desire to limit development in these areas Amend zoning & subdivision and land development ordinances to provide incentives for developers to participate in the provision of open space, parkland, and recreation facilities Identify open space, parkland, and recreation areas on an official map
Employ access management techniques along Rte 3, including but not limited to, a Corridor Access Management Overlay District.	<ul style="list-style-type: none"> ▪ Consult with neighboring communities to determine corridor-wide strategies ▪ Amend zoning & subdivision and land development ordinances to include applicable access management model ordinances ▪ Adopt an access management overlay district along the Rte 3 corridor
	Amend zoning ordinance to provide more flexibility for parcels targeted for infill or reuse
	Amend subdivision and land development ordinance to reflect incentives for infill development and adaptive reuse
Encourage infill and reuse of commercial structures along Rte 3. Provide incentives for reusing vacant structures and parcels.	Amend zoning ordinance to provide more flexibility for parcels targeted for infill or reuse
	Amend subdivision and land development ordinance to reflect incentives for infill development and adaptive reuse
	Amend zoning ordinance to provide more flexibility for parcels targeted for infill or reuse
Maintain as much natural character as possible by protecting the natural resources and view sheds surrounding the Springton Reservoir and Ridley Creek State Park.	<ul style="list-style-type: none"> ▪ Amend comprehensive plan, zoning, and subdivision and land development ordinances to preserve the scenic viewshed ▪ Consider adoption of a Scenic Overlay district to protect the Springton Reservoir viewshed ▪ Identify preserved open space and parkland in the vicinity of valuable natural features on an official map
	Amend comprehensive plan, zoning, and subdivision and land development ordinances to reflect the desire to limit development in certain areas of the Rte 3 corridor
	Amend zoning & subdivision and land development ordinances to provide incentives for developers to participate in the provision of greenways and preserved open space
Continue identification and protection of greenways and open spaces.	Amend comprehensive plan, zoning, and subdivision and land development ordinances to reflect the desire to limit development in certain areas of the Rte 3 corridor
	Amend zoning & subdivision and land development ordinances to provide incentives for developers to participate in the provision of greenways and preserved open space
	Identify greenways and open space on an official map
Continue efforts to establish a trail system to link residential neighborhoods and other township amenities.	<ul style="list-style-type: none"> ▪ Amend zoning & subdivision and land development ordinances to provide policies and incentives for developers to participate in the development of a trail network ▪ Identify a complete trail system on an official map
	Identify a complete trail system on an official map

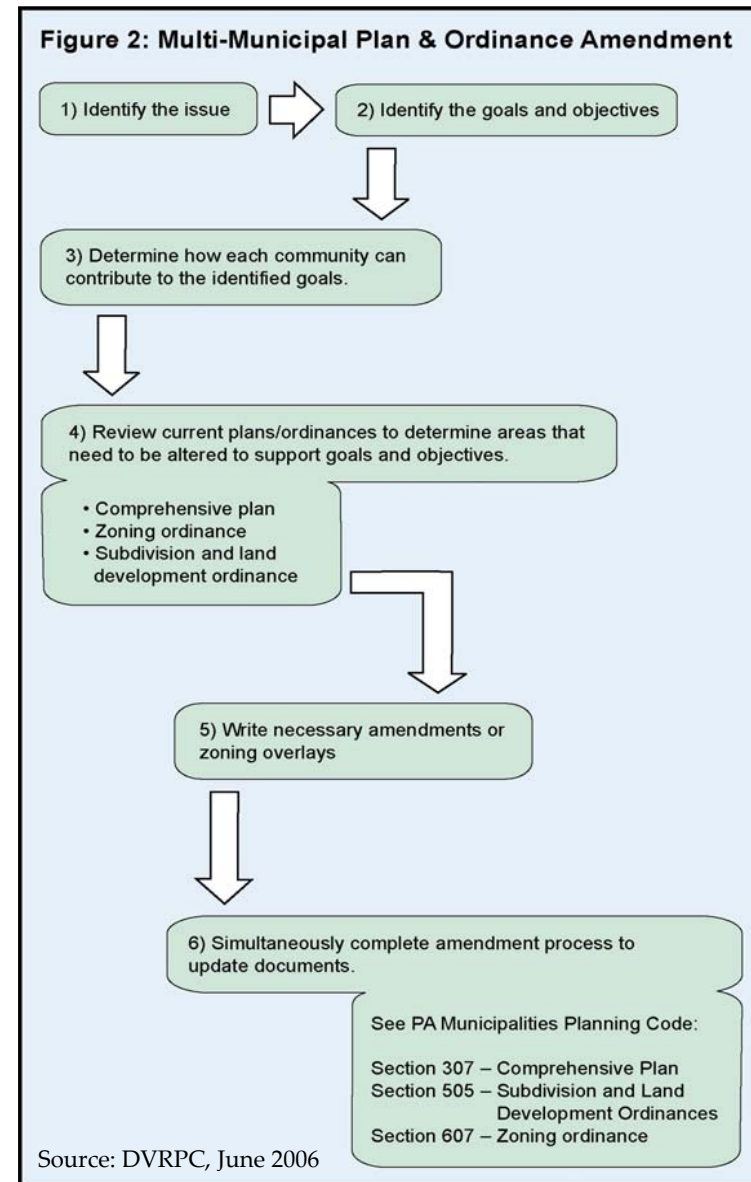
Source: DVRPC, May 2006

AMENDING LOCAL ORDINANCES

As encouraged by the Pennsylvania Municipalities Planning Code, each township within the study area previously adopted a comprehensive plan to identify community-wide goals and development strategies. The plans of Newtown and Edgmont townships are fairly recent, having been adopted in 2001 and 2000 respectively. During the completion of the Phase I report, Marple Township began the process of updating their 1991 Comprehensive Plan. This plan is nearing completion and is expected to begin the municipality’s approval process in the last quarter of 2006.

As noted in Table 2 above, several of the improvement recommendations sited in the Phase I report require amendments to local ordinances. In order to achieve the greatest impact, the study area municipalities should continue to collaborate on the alterations necessary to implement the Phase I recommendations. While cooperation between the study area municipalities is essential for the successful implementation of many identified improvements, each community must amend their respective ordinances individually. Each township’s ordinance amendments may be different, based on their current regulations. However, the adoption of amendments in all three communities should result in more seamless regulations along the Route 3, West Chester Pike corridor.

While the MPC outlines the specific steps necessary to amend local regulations, perhaps the most difficult aspect of this task is drafting an amendment that is agreeable to multiple municipalities. To this end, it is important that cooperation begins early and communication is constant throughout the process. Figure 2 briefly reviews the process for



coordinating the amendment of primary regulatory documents that govern the development of Route 3 municipalities — the Comprehensive Plan, Zoning Ordinance, and Subdivision and Land Development Ordinance. In addition to the amendment of these documents, the study area municipalities may consider the adoption of overlay zoning along the Route 3 corridor to cooperatively manage the corridor without altering the base zoning. This option is described more in Section Three of this document.

SECTION THREE: ZONING OVERLAY DISTRICTS

Although the Phase I report provided several improvement strategies that require intergovernmental cooperation to produce the most significant results, the report also highlighted the tools and techniques necessary for implementation that may culminate in the agreed upon goals. One method of multi-municipal cooperation is the creation and adoption of zoning overlay districts. Overlay districts are established by the zoning regulations of each municipality and add specific regulations and restrictions onto properties within the boundaries of the district. Overlays are not rezoning, but rather, co-exist with the primary zoning regulations. A property located within an overlay district is subject to the provisions of both the primary zoning ordinance and the overlay district. However, if conflicts between the two ordinances exist, the overlay district takes precedence. Because of the precedence of the overlay district, this tool can be used by adjacent municipalities, that may have differing underlying zoning regulations, to create cohesive land use regulations within a multi-municipal area.

Though zoning overlay districts can be created for a variety of objectives, ranging from the protection of floodplains and ground water to areas of increased housing density, the following section focuses on the implementation of Mixed-Use Zoning Overlay Districts and Historic Preservation Zoning Overlay Districts. These topics were identified in the Phase I report as zoning overlays that may assist Marple, Newtown, and Edgmont townships to cooperatively attain various goals and objectives recommended for the Route 3, West Chester Pike corridor.

What is a Mixed-Use Overlay District?

At its base, a mixed-use district is an area in which various land uses occur within close proximity to one another in an effort to build economic and social vitality within a neighborhood. While each mixed-use overlay district is specifically defined by regulations within the zoning ordinance, the broadest forms of mixed-use districts simply allow both residential and non-residential uses to coincide within a defined boundary. More specific ordinances can encourage the integration of uses within one site or even one building. The primary focus of most mixed-use districts is to create a safe, pedestrian-friendly neighborhood that emphasizes convenience, interconnectivity, and accessibility. In conjunction with other community development tools, mixed-use districts can decrease automobile dependency by encouraging alternative forms of transportation, such as walking, bicycling, and transit. In many communities, the presence of a mixed-use zoning overlay also supports increased infill development by broadening the scope of possible land uses.

Sample overlay districts are included in the appendix of this document. While both articles were provided by communities along Route 202 with a much more rural context than that of the Route 3 corridor, the guideline offered by the samples is still applicable to the study area.

What is a Historic Preservation Overlay District?

A historic preservation overlay district provides a mechanism to manage change in historic areas and to prevent the erosion of historic character. Preserving historic buildings, structures, and landscapes provides many economic benefits⁶ for a community. For instance:

1. Renovation can take less time than new construction and can be phased over a longer period of time.
2. Tax advantages are available for rehabilitation and restoration.
3. Tax dollars are saved through reuse of buildings served by current infrastructure.
4. Revitalized buildings and historic districts may attract new businesses and visitors. As a result, this may stimulate retail sales and increase both sales tax revenues and property values.

Like other overlay districts, a historic preservation overlay district serves as a supplement to the underlying zoning regulations in a historic area. Thus, the overlay can be used in areas containing different land uses and varying zoning restrictions. Given the variety of sample ordinances provided in Appendix B, there are many ways to implement historic preservation overlays. The type of ordinance chosen by each municipality should depend on the historic resources present and the preservation goals and objectives of the community. Historic preservation overlay zoning can also be used to protect less traditional cultural resources, such as scenic viewsheds like the area surrounding the Springton Reservoir. At its simplest, the ordinance governs the development and design of certain historic properties to ensure that any alterations are appropriate for its historic context. Depending on the historic preservation goals of the community, the zoning overlay can apply to individual parcels throughout the municipality, or a group of parcels within a condensed, “district”, area. While the designation of an official historic district is not required, it is necessary to clearly state the location of individual properties or the boundaries of the portion of the municipality to which the overlay applies, within the ordinance. This step may require research and analysis to determine which properties or sections of the municipality should be recommended for preservation.

⁶ *The Brown Book*, National Trust for Historic Preservation, 1983, p.27

In short, historic overlay districts have use in two primary areas of local regulations: proposed demolitions and subdivision and land development review. The most basic historic preservation overlays set forth provisions in which proposed demolitions are reviewed to determine their impact on historic properties, and to identify if the proposed property is itself under protection. More vigorous overlays can prohibit types of land uses that are not suitable for the historic character of the property or district, or, likewise, add uses that would not otherwise be permitted under the base zoning regulations. More elaborate overlays may coincide with amendments to subdivision and land development ordinances and may require the identification of historic resources on plan proposals. Coordination between zoning and subdivision ordinances may also entail incentives for property owners or developers to maintain the original historic character of a property under development in exchange for density bonuses or other zoning variances.

Many historic preservation regulations, whether zoning overlays or provisions in subdivision and land development ordinances, emphasize design guidelines as a method of retaining the historic character of properties. Unlike most other regulations, these stipulations apply only to the street-facing exterior of a building. In these cases, the enforcement of historic preservation zoning overlays usually lies with a design review board or historic preservation commission. While exterior property alterations undergo scrutiny by the historic preservation body, provisions related to the underlying base zoning are still administered by zoning authorities. Coordination between the zoning authorities and the historic preservation commission is essential to ensure that both bodies have complimentary purposes. This coordination can easily take place by either holding regular meetings, or assigning one or more members of the zoning board to also serve on the historic preservation commission.

When creating an initial historic preservation overlay district, it is logical to begin by studying the impact that the current zoning may have on properties in a historic area. The following questions provide a starting point for analysis of the zoning ordinance improvements that may be necessary.

- Do lot sizes and building setback requirements match historic patterns?
- Does the intended overlay district area include separate zoning districts or municipalities with divergent regulations?
- Does the zoning for areas immediately surrounding the overlay district provide an adequate buffer against development that would have a negative impact on the historic area?
- Do typical commercial zones allow much taller and / or larger buildings than those that exist in the historic area?
- Do typical commercial zones permit automobile-oriented uses, such as drive-through facilities, or large parking lots, that conflict with the pedestrian orientation and character of the historic area?

Implementation of a Zoning Overlay District

Considering that a zoning overlay is, essentially, an amendment to a zoning ordinance, the procedure for adopting a zoning overlay is the same as that for other zoning amendments or revisions. The process for zoning amendments is outlined in Section 609 of the MPC, and is slightly different than those required for enacting a new zoning ordinance.

1. *Prepare the zoning ordinance amendment*-- The planning agency for the municipality shall present a map and supportive text for the proposed zoning ordinance amendment to the governing body of the municipality
2. *Inform other government entities* --At least 30 days prior to a public meeting, the municipality should submit the proposed zoning ordinance amendment(s) to the county for recommendations
3. *Hold a public hearing*-- Inform residents of intended amendment to the zoning ordinance and collect comments from local citizens
4. *Distribute copies of the new ordinance*—Within 30 days after the amended zoning ordinance is enacted, the municipality shall forward a copy of the zoning ordinance to the county planning agency

In most cases, a zoning overlay is written as a separate section of the municipal zoning ordinance. The overlay includes a definition of the location(s) in which it applies. In some cases, a definition of present characteristics over which the zoning overlay would preside is described rather than a distinct geographical location.

For more guidance on the creation of zoning overlays, please view the sample overlays provided in Appendix B. As mentioned earlier, these templates serve a variety of purposes. The ordinance from Ambler Borough, in Montgomery County, addresses the demolition of historic structures only, and does not assume use of a separate historic commission. On the other hand, North Coventry Township's historic preservation overlay district includes many more regulations ranging from the basic inventory of historic properties, to historic resource impact studies, which may be requested when subdividing or developing property that is historic or in proximity to a historic resource. North Coventry's overlay also describes landscaping, parking, and signage treatments that are most appropriate within historic contexts. The final sample ordinance comes from Lower Merion Township, also in Montgomery County. This ordinance represents the most in-depth analysis of historic properties and provides consideration for such properties at all stages of development. The Township received an award from the Pennsylvania Planning Association due to the comprehensive approach to historic resource protection set forth in this ordinance.

Overlay District Locations

During Phase II of the Route 3, West Chester Pike study, the SAC members were consulted to determine possible locations within the corridor for the implementation of mixed-use or historic preservation zoning overlay districts. Considering that much of the Route 3 corridor was developed within the last 50 years, there are few areas that exhibit a truly historic feel and warrant historic preservation measures. However, the Broomall Business District, located in Marple Township, in the vicinity of the intersection of Route 3 and Route 320, consists of several historic buildings that were once the cornerstone of the township's commercial district. This portion of the corridor was the only area identified for the implementation of a historic preservation overlay district. SAC members also suggested this area as a prime location for a mixed-use zoning overlay district.

The area surrounding the intersection of Route 3 and Route 252 in Newtown Township is also a key portion of West Chester Pike for a mixed-use overlay district. Newtown Township is currently working with various developers to design a town center development in this area, combining commercial offices, retail uses, residences, and open space. A mixed-use development in this area could provide a vision for the land development transformations that are currently taking place and a direction for access management and traffic control in this area.

A mixed-use zoning overlay was also suggested in Edgmont Township for a portion of land fronting eastbound Route 3 between Providence Road and Rockridge Road. In this area, steep slopes have forced residential development away from Route 3; creating flag lots (lots that are connected to the local road by a narrow access strip) with vacant, developable, frontage along West Chester Pike. The implementation of a mixed-use zoning overlay in this area would allow the continuation of residential uses on these properties, but would also encourage development of commercial and retail space adjacent to the roadway. As these flag lots are privately owned properties, the implementation of an overlay district will require early coordination and negotiation with the landowners.

SECTION FOUR: POSSIBLE SEPTA BUS ROUTE MODIFICATIONS

The Route 3, West Chester Pike study area is served by three bus routes (Route 104, 118 and 120), which primarily stop for passengers at various locations along Route 3 and Route 252. However, much of the growth and redevelopment within Marple, Newtown, and Edgmont Townships is taking place in other portions of the respective municipalities. For this reason, a comprehensive inventory of bus ridership and expected future public transit demand is necessary to identify possible shortcomings in the current public transportation system as well as opportunities for future modification of the routes. The following section entails an evaluation of the current public transportation options available in the study area, as well as an inventory of proposed developments within the study area, especially those generating considerable trips that could be efficiently served by public transit.

Current SEPTA Bus Service

Presently, three SEPTA bus routes, shown in Figure 2 on page 33, serve the West Chester Pike study area. Route 104 travels from the 69th Street Terminal to West Chester via Newtown Square; route 118 begins in the City of Chester and terminates at Chapel Avenue and Newtown Street Road in Newtown Square; and Route 120 traverses Newtown Square as it extends between the 69th Street Terminal and Cheney University.

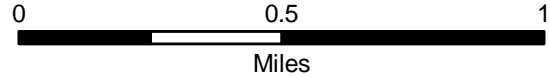
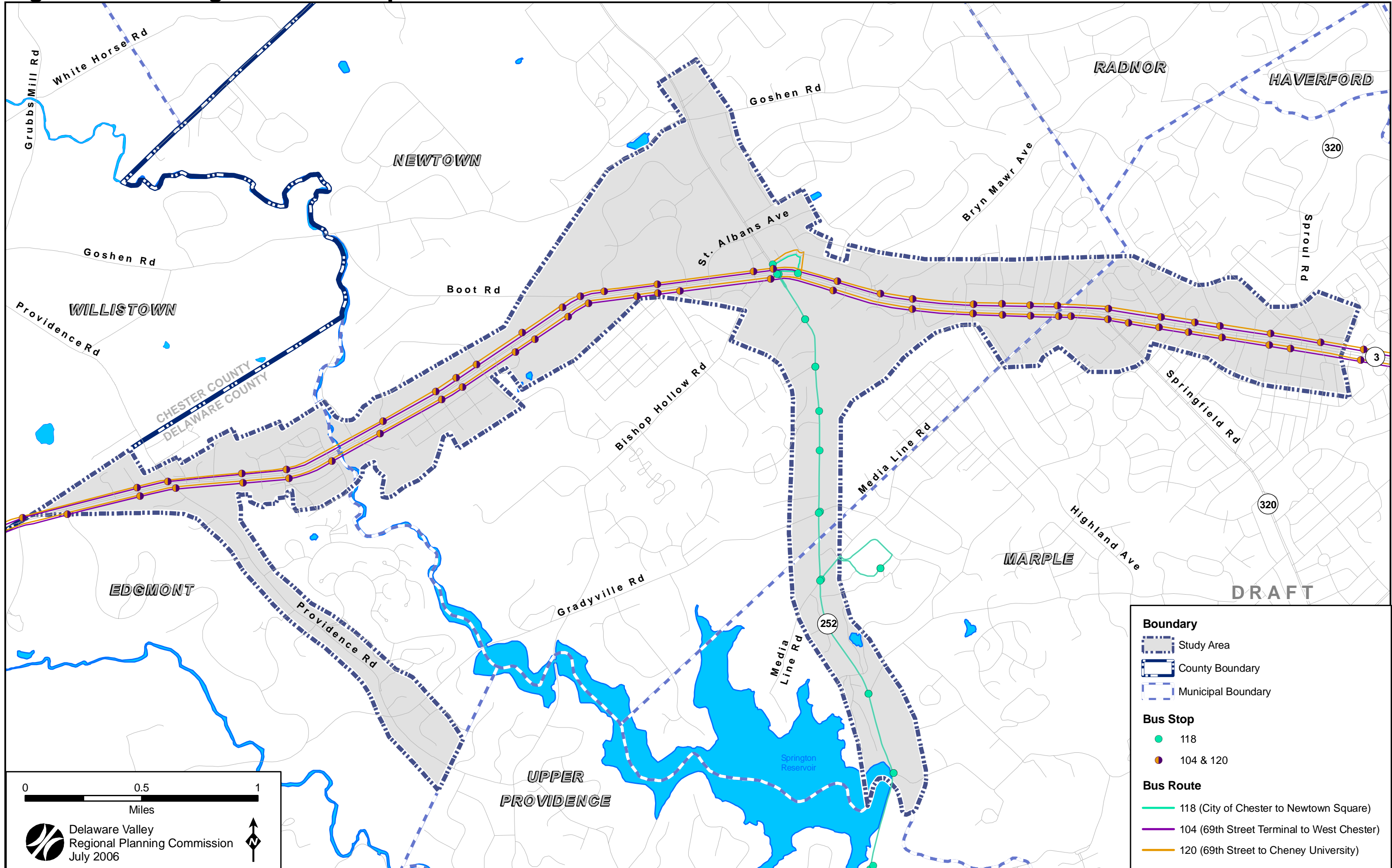
Route 104 provides the most frequent service to the study area with buses operating every day of the week. As both the Route 104 and Route 120 travel along West Chester Pike, they serve a variety of land uses. These buses provide access to local commercial establishments as well as larger shopping centers, office complexes, such as the SAP campus, and residential areas. Monday through Friday, buses begin service in the study area at 4:19am for westbound travelers and 4:34am for eastbound riders. Service continues until nearly 1:00am westbound and nearly 2:00am eastbound, at roughly half hour intervals during non-peak hours, and more frequently during peak time periods. Weekend service is available with less frequency during a similar time frame. On both Saturday and Sunday bus service begins slightly later, at about 5:15am westbound and 5:30am (Saturday) or 6:00am (Sunday) eastbound. While Route 104 travels along West Chester Pike through all three municipalities within the study area, the most frequently serviced bus stops are located in Marple and Newtown Townships.

The Route 118 bus operates along Route 252 in Marple and Newtown Townships on Monday through Saturday with roughly one-hour service frequency. This route does not operate on Sunday or holidays. Monday through Friday service via Route 118 is available between the hours of 6:30am to 7:00pm for northbound riders, and 6:00am to 6:15pm for southbound patrons. On

Saturdays the hours of operation are reduced slightly, with northbound service beginning at 6:40am and southbound service starting at 7:00am. Land use in the portion of the study area serviced by this bus route is primarily residential, with a considerable amount of commercial establishments along Route 252 in the vicinity of Route 3. The most popular destination among Route 118 riders is the Delaware County Community College, located in Marple Township.

SEPTA bus Route 120 also operates along West Chester Pike in all three study area municipalities. Service for westbound travelers extends between 7:45am and 4:00pm Monday through Friday at approximately one hour intervals, with a suspension of service from approximately 10:00am to 1:00pm. On Saturdays, westbound travelers can access the Route 120 from about 8:45am to 5:30pm, while Sunday service extends from 2:30pm to 9:45pm. Route 120 operates in the eastbound direction at one hour intervals from 8:40am to 10:30pm Monday through Friday, with service suspension from nearly 12:00pm to 2:00pm. Saturday service is available between 9:30am and 6:15pm, while Sunday travelers can board Route 120 from 3:15pm to 10:30pm.

Figure 3: Existing Public Transportation



Current SEPTA Bus Ridership

Table 3 below illustrates a summary of the transit use within the study area. Daily ridership figures, supplied by SEPTA, were derived by averaging the results of several ridership surveys conducted throughout 2005 on various days of the week and at various times of day. Northbound (NB) and southbound (SB) data relates to bus Route 118 ridership data while eastbound (EB) and westbound (WB) figures include data from both Route 104 and Route 120. This table does not characterize activity along the entire bus route, but rather, only the portion of each bus route within the study area boundaries.

Boards ¹									Leaves ²								
NB		SB		EB		WB		Total	NB		SB		EB		WB		Total
#	%	#	%	#	%	#	%		#	%	#	%	#	%	#	%	
14	2	72	10	518	71	130	18	734	96	11	2	0.2	108	13	659	76	865

¹Percentages represent portion of total boards within the study area

²Percentages represent portion of total leaves within the study area

Source: SEPTA 2005

As shown, east-west travel constitutes the bulk of public transit activity within the study area. The most common travel pattern within the study area includes eastbound boarding and westbound disembarking. Thirty-four percent of all Route 104 eastbound boards occur within the study area, while the study area constitutes only five percent of westbound boards. Though nearly 500 people board the Route 104 for eastbound travel, over 80 percent of those riders disembark at bus stops outside of the study area, namely the 69th Street Terminal.

Sproul Road is the most highly used study area stop along the Route 104 bus for both east and westbound travelers. This stop experiences an average of over 80 boards and 100 disembarkings a day. The area of Marple Township from roughly Media Line Road to Edgewood Rd also exhibits a high concentration of eastbound boardings and westbound disembarkings. On the Route 104 alone, this portion of West Chester Pike maintains just under 250 eastbound boards and over 300 westbound leaves. In Newtown Square, a similar trend appears. Between Newtown Street Road and Bryn Mawr Avenue over 130 individuals board Route 104 eastbound while nearly 170 passengers get off of westbound Route 104 buses. In Edgmont transit usage is considerably lower. However, both Route 104 and 120 make stops at Providence Road, where ridership is highest within the township.

Along bus Route 118, the Delaware County Community College is the most commonly desired stop, with 16 percent of all disembarking occurring at this stop. Similarly, 70 percent of the Route 118 boards within the study area, and 53 percent of leaves within the study area take place at the Community College.

The tables below show SEPTA ridership data in more detail by illustrating boardings and disembarkings at each bus stop within the study area. A final total is also given for each route, which includes all stops along the route.

Stop ²	Northbound				Southbound			
	B	B% ³	L	L%	B	B%	L	L%
Palmers Mill Rd / Lakeview Rd	0	0.0	0	0.0	0	0.0	0	0.0
Palmers Mill Rd / Newtown Street Rd	0	0.0	0	0.0	0	0.0	0	0.0
Racquet Club	0	0.0	0	0.0	--	--	--	--
Cedar Grove Rd	0	0.0	0	0.0	0	0.0	0	0.0
Media Line Rd	0	0.0	0	0.0	0	0.0	0	0.0
Delaware County Community College	13	4.1	50	15.8	47	17.6	2	0.7
Gradyville Rd	0	0.0	0	0.0	0	0.0	0	0.0
Benson Building	1	0.3	0	0.0	--	--	--	--
Dudie Dr	0	0.0	0	0.0	0	0.0	0	0.0
Mary Jane Ln	0	0.0	1	0.3	3	0.4	0	0.0
West Chester Pike	0	0.0	8	2.5	0	0.0	0	0.0
Chapel Ave	0	0.0	37	11.7	22	8.2	0	0.0
Total Study Area Route 118 Ridership	14	4.4	96	30.4	72	27.0	2	0.7
Total Route 118 Ridership	316	--	316	--	267	--	267	--

Notes: B= Board; L=Leave

Source: SEPTA 2005

¹Only Route 118 stops within the study area are included

²All stops occur along Newtown Street Road, unless otherwise noted

³All Board and Leave percentages are derived from the total route ridership; not total study area ridership

Table 4b: Route 104 ¹								
Stop ²	Eastbound			Westbound			B	L
	B	B%	L	B	B%	L		
Ridley Creek St Pk	4	0.3	0	0	0.0	--	--	--
Ridley Creek Plaza	--	--	--	0	0.0	--	0	0.0
Edgmont Plaza	--	--	--	0	0.0	--	1	0.1
Providence Rd	14	1.0	2	11	0.7	13	0.8	0.1
Dodge Dealer	--	--	--	0	0.0	--	1	0.1
Rock Ridge Rd	4	0.3	4	1	0.1	5	0.3	0.3
Edgmont Sq Shp Cntr	10	0.7	4	3	0.2	2	0.1	0.1
Crum Creek Rd	3	0.2	4	1	0.1	10	0.6	--
Olde Masters GC	0	0.0	0	0	0.0	--	--	--
Tuxedo Ave	1	0.1	0	0	0.0	1	0.1	0.1
Campus Blvd	7	0.5	2	2	0.1	5	0.3	0.3
Corporate Campus	30	2.1	0	0	0.0	40	2.4	--
Opp Mostardis	0	0.0	0	0	0.0	--	--	--
Opp Porsche Dealer	0	0.0	0	0	0.0	--	--	--
Boot Rd	0	0.0	0	1	0.1	7	0.4	0.4
Ellis Ln	9	0.6	1	1	0.1	9	0.5	0.5
School Ln (SAP America)	2	0.1	0	1	0.1	6	0.3	0.3
Bishop Hollow Rd (Clyde Ln)	11	0.8	2	2	0.1	3	0.2	0.2
Newtown Street Rd	21	1.5	20	14	1.4	58	3.5	3.5
Chapel Ave / Newtown Street Rd	12	0.8	0	0	0.0	4	0.2	0.2
St Albans Ave	21	1.5	1	3	0.2	28	1.7	1.7
Newtown Sq Shp Cntr	39	2.7	4	4	0.3	31	1.9	1.9
Bryn Mawr Ave	44	3.1	6	2	0.1	46	2.7	2.7
Newtown Towers Apts (Holly Brook Condo)	2	0.1	0	0	0.0	13	0.8	0.8
Valley View Ln	11	0.8	4	1	0.1	7	0.4	0.4
Kadnor Dr	3	0.2	0	1	0.1	18	1.1	1.1
Barren Rd	0	0.0	0	0	0.0	8	0.5	0.5
Media Line Rd (North Line Rd)	52	3.6	5	7	0.4	39	2.3	2.3
Springfield Rd (Ann Rd)	16	1.1	3	3	0.2	31	1.9	1.9
Hawthorne Rd (James Rd)	10	0.7	2	1	0.1	20	1.2	1.2
Rittenhouse Rd (Garden Rd)	7	0.5	4	1	0.1	5	0.3	0.3
Malin Rd	40	2.8	1	2	0.1	48	2.9	2.9
Sprout Rd	76	5.3	12	8	0.5	88	5.3	5.3
Church Ln	41	2.9	0	1	0.1	71	4.3	4.3
Edgewood Rd	0	0.0	0	0	0.0	2	0.1	0.1
Total Study Area Route 104 Ridership	490	34.3	82	5.7	75	4.5	621	37.3
Total Route 104 Ridership	1,428	--	1,428	--	1,664	--	1,664	--

Notes: B=Board; L=Leave

¹Only Route 104 stops within the study area are included

²All stops occur along West Chester Pike, unless otherwise noted

³All Board and Leave percentages are derived from the total route ridership; not total study area ridership
Source: SEPTA 2005

Table 4c: Route 120 ¹							
Stop ²	Eastbound			Westbound			L%
	B	B ³	L	L%	B	B%	
Ridley Creek St Pk	0	0.0	0	0.0	--	--	--
Ridley Creek Plaza	--	--	1	0.0	0	0.0	1
Providence Rd	1	0.7	1	0.7	0	0.0	3
Dodge Dealer	--	--	--	--	0	0.0	0
Rock Ridge Rd	0	0.0	0	0.0	0	0.0	0
Crum Creek Rd	0	0.0	0	0.0	0	0.0	0
Olde Masters GC	0	0.0	0	0.0	--	--	--
Tuxedo Ave	0	0.0	0	0.0	0	0.0	0
Campus Blvd	2	1.4	0	0.0	0	0.0	1
Opp Mostardis	0	0.0	0	0.0	--	--	--
Opp Porsche Dealer	0	0.0	0	0.0	--	--	--
Boot Rd	0	0.0	0	0.0	0	0.0	0
Ellis Ln	0	0.0	0	0.0	1	0.5	0
School Ln (SAP America)	0	0.0	0	0.0	0	0.0	1
Bishop Hollow Rd (Clyde Ln)	1	0.7	13	9.2	0	0.0	0
Newtown Street Rd	5	3.5	1	0.7	0	0.0	2
Chapel Ave / Newtown Street Rd	0	0.0	5	3.5	49	26.1	0
St Albans Ave	1	0.7	2	1.4	0	0.0	2
Newtown Sq Shp Cntr	3	2.1	0	0.0	0	0.0	5
Bryn Mawr Ave	2	1.4	1	0.7	0	0.0	0
Newtown Towers Apts (Holly Brook Condo)	1	0.7	0	0.0	0	0.0	4
Valley View Ln	0	0.0	0	0.0	0	0.0	2
Radnor Dr	0	0.0	0	0.0	2	1.1	0
Barren Rd	0	0.0	0	0.0	0	0.0	1
Media Line Rd (North Line Rd)	3	2.1	0	0.0	0	0.0	4
Springfield Rd	1	0.7	0	0.0	1	0.5	2
Hawthorne Rd (James Rd)	0	0.0	0	0.0	0	0.0	0
Rittenhouse Rd (Garden Rd)	0	0.0	0	0.0	0	0.0	0
Malin Rd	6	4.2	2	1.4	0	0.0	3
Sproul Rd	0	0.0	0	0.0	2	1.1	4
Church Ln	2	1.4	1	0.7	0	0.0	3
Edgewood Rd	0	0.0	0	0.0	0	0.0	0
Total Study Area Route 120 Ridership	28	19.7	26	18.3	55	29.3	38
Total Route 120 Ridership	142	--	142	--	188	--	188

Notes: B=Board; L=Leave

¹Only Route 120 stops within the study area are included

²All stops occur along West Chester Pike, unless otherwise noted

³All Board and Leave percentages are derived from the total route ridership; not total study area ridership

Source: SEPTA 2005

APPROVED AND PROPOSED DEVELOPMENTS

The current land development environment varies among the three communities within the Route 3, West Chester Pike, study area. Depending on each township's stage of development, the character and feel of the communities differ significantly. Whereas Marple Township experienced its development boom during the post WWII era, Philadelphia suburbs farther west, such as Edgmont Township, did not see heightened development levels until the 1970's and 1980's. This variety of land development activity still continues today, as pending and proposed expansions within Marple Township occur much less frequently than in Newtown or Edgmont townships (where significant tracts of vacant, developable land exist), resulting in a more robust land development atmosphere.

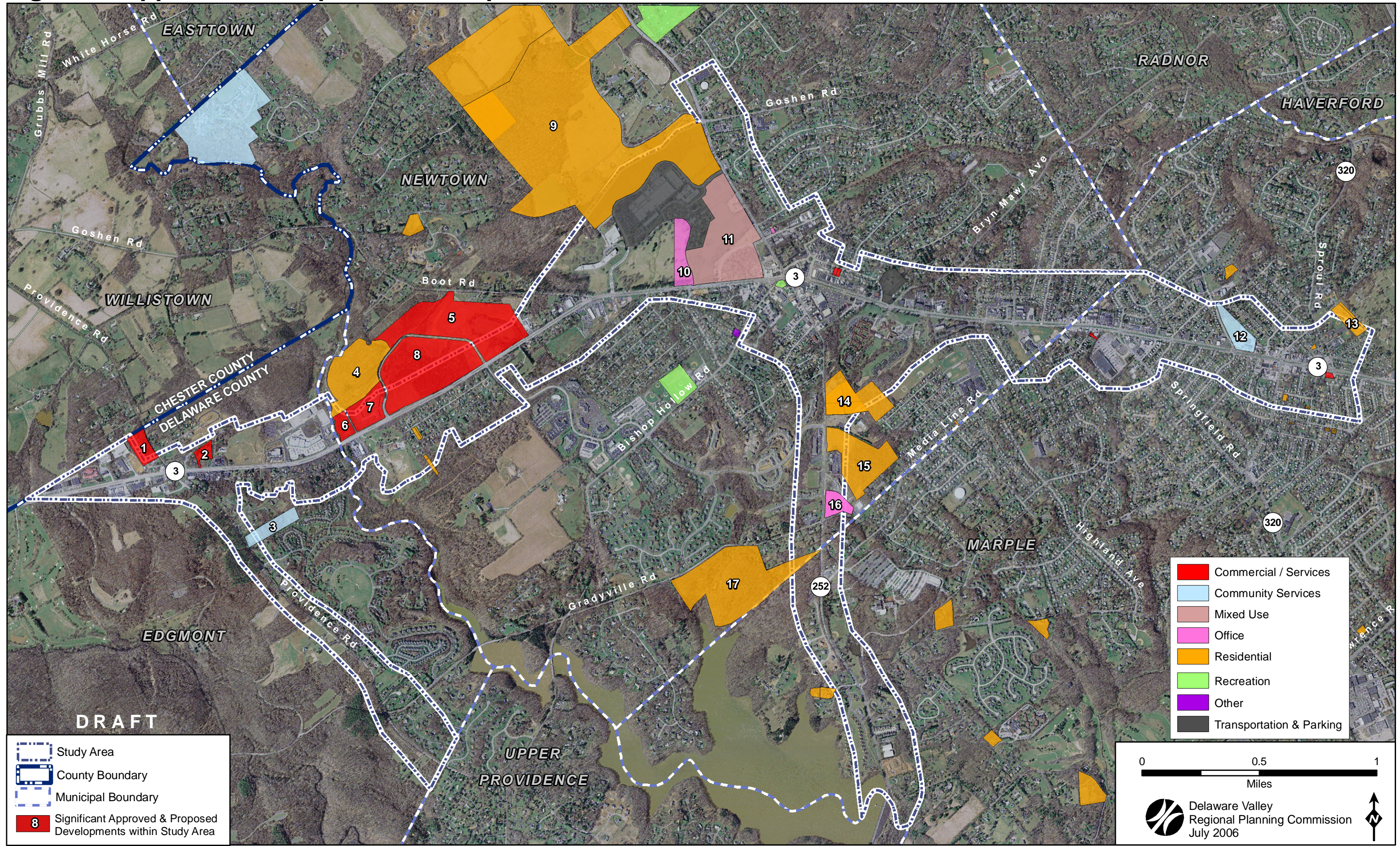
Figure 3, illustrates the approved and proposed developments within the three study area communities, as identified by Delaware County, township officials, and SAC members. The upcoming land developments are grouped by color to signify the intended use of the land. As shown, the majority of development activity within the study involves new residential units. Future commercial uses and service areas are concentrated on the north side of Route 3 in Newtown Township. In addition, each development is indicated with a number that correlates to a record in Table 5. This table provides more detailed information about each land development project shown in Figure 3. Key portions of the table include a description of the intended land use and the status of each development proposal.

After reviewing both Figure 3 and Table 5, it is clear that Newtown Township is in the midst of an expansion boom and as a result, is experiencing significant development pressure. Especially along Route 252, where a significant amount of vacant, developable land exists, the Township has received development plans for numerous sites with a myriad of land uses. Over the last three years, the Township had 32 different developments approved by both the township and the county. As of June 2006, Newtown Township had six additional land developments either proposed or proceeding through the township's subdivision and land development approval process. By and large these developments entailed proposals for residential uses; either single-family homes or condominiums. However, a few larger scale expansions have been proposed that are expected to create a broader effect on the entire corridor. Examples of such developments include a medical office building on Route 3 between Route 252 and the Newtown Township line, a performing arts center with accessory commercial/ retail space along Route 3 in the vicinity of Campus Boulevard, and a town center development spanning several parcels at the intersection of Route 3 and Route 252. The town center development is conceived primarily as dense commercial / retail space although it also includes a residential component, consisting of condominiums, located in the north east corner of the tract.

Within the study area, Marple Township is the most intensely developed township, and is very similar to the older townships and boroughs located to the east of I-476 in Delaware County. The southernmost portions of Marple Township, near Old Marple Road and Route 1, are being developed primarily as single-family detached residential homes. However, this development trend does not exist in other portions of Marple Township more directly related to the study area. While Marple Township currently has no large tracts of land available for development within the study area, there are ample opportunities for infill or redevelopment of current parcels. According to Delaware County records, there were 32 land development applications approved within the last three years for areas within Marple Township. However, as township officials and SAC members note, there is one significant redevelopment project underway within the study area portion of Marple Township. This development is intended to be a new community facility, which will house the Township's offices as well as a new EMS and Fire Station. The project is currently in final design stage, with intentions to build the facility at the intersection of Route 3 and Malin Road. This 10-acre site currently holds an elementary school, although this school has been closed for many years. Though the expected increase in emergency vehicle travel in the vicinity is one area of heightened attention for township officials, this location is ideal for servicing the township community due to its nearby access to Route 3. In addition, two SEPTA bus routes, the 120 and 104, make stops at the intersection of Route 3 and Malin Road.

Edgmont Township has seen less development activity than the other study area municipalities within the last three years. Within this time period Delaware County recorded 14 approved land development proposals, with two additional projects pending approval at the township level as of June 2006. Interest in relocating a church congregation to Edgmont Township is the most recent significant development for the municipality. While this land development proposal is currently only in the application stage, the intended location for the new church is an area on the east side of Providence Road at Winderly Lane. It is expected that if the church development is approved, the traffic generated from this use will only affect the immediate area, especially considering that the periods of highest trips to or from the church will generally coincide with off peak periods for the remainder of the area.

Figure 4: Approved & Proposed Developments



As shown in Table 5 below, ten of the seventeen significant developments within the study area have been approved. The remaining seven records, highlighted in grey, are in various stages of the approval process. Half of the approved land developments fall under the land use category of Commercial / Services. However, representative of this broad land use category, these development proposals encompass a wide variety of projects, ranging from a storage facility to a performing arts center. The approved residential developments are also varied; including age restricted townhomes and condominiums as well as more traditional single-family homes.

#	Municipality	Site Location	Land Use	Intent	Status
1	Edgmont	West of Providence Rd (North of Rte 3)	Commercial / Services	Storage facility (82,500 sq ft)	Approved
2	Edgmont	East of Providence Rd (North side of Rte 3)	Commercial / Services	Expansion of automobile dealership	Approval Pending
3	Edgmont	Providence Rd & Winderly Ln	Community Services	Church	Application
4	Newtown	Btwn Newtown Twp line & Alice Grim Blvd	Residential	Age-restricted townhomes	Approved
5	Newtown	Btwn Campus Blvd & Boot Rd	Commercial / Services	Shopping center	Approved
6	Newtown	Rte 3 & Newtown Twp line	Commercial / Services	Day care center	Approved
7	Newtown	NE corner of Rte 3 & Alice Grim Blvd	Commercial / Services	Retail shops & hotel	Approved
8	Newtown	Btwn Alice Grim Blvd & Campus Blvd	Commercial / Services	Performing arts center	Approved
9	Newtown	Rte 252 & Goshen Rd	Residential	100 Single family homes	Planning Commission Review
10	Newtown	Rte 3 & School Ln (North side of Rte 3)	Office	Medical office building (Bryn Mawr Health System)	Approved (under construction)
11	Newtown	Rte 3 & Rte 252	Mixed Use	Town center development	Proposed
12	Marple	Rte 3 & Malin Rd	Community Services	EMS / Fire / Police / Township Building	Preliminary Design
13	Marple	South of Marple Rd & North of Church Ln	Residential	22 Single family homes	Approved
14	Newtown	East side of Rte 252 & btwn Dudie Rd & Troop Farm Rd	Residential	Condominiums (three 3-4 story buildings, 1 clubhouse)	Approved
15	Newtown	East side of Rte 252 & South of Troop Farm Rd	Residential	Condominiums (eleven 3-4 story buildings, 1 clubhouse)	Approved
16	Newtown	NE corner of Rte 252 & Gradyville Rd	Office	Office complex	Proposed
17	Newtown	West of Rte 252 & South of Gradyville Rd	Residential	35 Single family homes	Proposed

Source: Delaware County, SAC members, Study Area Township Officials, June 2006

While all of these residential uses will have limited impact on the local roadway network, other pending developments are expected to generate a much higher level of trips and overall impact on the roadway system. For example, the shopping center between Campus Boulevard and Boot Road as well as the retail shops and hotel anticipated for the intersection of Route 3 and Alice Grim Boulevard, will generate trips from both local residents as well as visitors; resulting in a more significant roadway impact and affecting the entire corridor rather than only the immediate surroundings.

The town center development proposed for the intersection of Route 3 and Route 252 will include commercial uses as well as dense residential opportunities. If approved, this expansion will become a primary destination in the local area; resulting in a significant traffic increase for both the local network and throughways, such as Route 3 and Route 252. With this in mind, Newtown Township began discussions with both the intended developers of this property and PennDOT, early in the application process. Initially, PennDOT provided guidance on the possible placement of access points, both signalized and unsignalized. Together, the parties identified possible traffic and congestion related issues that could arise as a result of a sizeable and dense development such as the proposed town center, and also created various scenarios to distribute traffic throughout several roadways within the local network. Considering that the impact of this potential development could easily stretch beyond the boundaries of Newtown Township, it is suggested that adjacent municipalities along the Route 3 and Route 252 corridors be invited to comment on the proposal in regards to its broader impacts.

MODIFICATIONS TO CURRENT PUBLIC TRANSPORTATION SERVICE

The provision of safe, efficient, and convenient public transportation not only provides residents and visitors with more transportation options, but can also contribute to an increase in overall mobility. Public transportation service is most effective when strategically located near major destinations and transit generators. As growth along the Route 3 corridor continues, it is important to assess the changing role of public transportation along the corridor as well. This is especially important when vacant land is being developed for land uses that typically generate a high level of transit trips, such as shopping centers or office parks. As these transit generators are developed, it is important to assess the ability of current public transportation to serve these new destinations.

Based on SEPTA's Suburban Transit Division Service Standards, areas are considered to be "well-served" if a stop is no more than ¼ mile from the passenger's origin, and "served" if a stop is no more than ½ mile from the point of origin. With this standard in mind, proposed and approved land developments within the Route 3 corridor, previously shown in Table 5, were evaluated to determine where, if any, significant public transportation service deficiencies may arise along the Route 3 corridor due to this growth. Table 6

shows the public transit options currently available for each development within a ¼ mile or ½ mile area.

However, it is important to note that this is a general planning level analysis. It is difficult to determine the exact demand for transit for any given parcel without proceeding with a full transportation analysis of the location as well as the surrounding community. Many factors affect an individuals' demand for transit, ranging from the household income and number of vehicles available per household, to the destination of the prospective transit rider. Factors associated with the available mode of public transportation may also influence an individual's choice to use transit. The travel time, convenience, safety, cost and comfort of the service impact this decision. Also, where personal vehicles are available, the difference in travel time between personal transportation and public transit options is a vital decision point. For instance, a SEPTA regional rail train, which travels on a dedicated right of way at much higher speeds than an automobile, may provide a time savings great enough to add value to that mode and persuade prospective transit riders to use the train rather than their personal vehicle.

The 2000 census shows that within study area municipalities, less than 1% of trips to work by workers 16 years old and older were taken by bus —the public transit option available along the Route 3 corridor. Though commuter trips on all public transit modes within the study area municipalities totaled over 550 riders, or about 3% of the total number of workers 16 years and older, the vast majority (91%) of commuters drove alone or carpooled to work. It is hard to determine whether this relatively low transit use is due to a lack of convenient service between necessary origins and destinations or whether study area residents are not choosing transit options for more subjective reasons. Socioeconomic characteristics such as lifestyle and values also affect how people decided to use their resources for transportation. According to the 2000 census, residents within the study area municipalities are relatively affluent, with median household incomes ranging from just under \$60,000 in Marple Township to over \$88,000 in Edgmont Township. Additionally, about 94% of study area households have at least one vehicle available; a factor that heavily influences an individual's need for transit.

In suburban locations SEPTA usually focuses transit service in areas that generate higher levels of ridership or are major destinations. Residential population is usually served by locating bus stops in densely developed residential areas to capture the largest number of prospective riders possible. Special emphasis is given to residential areas that consist of high numbers of residents that may not have other personal transportation options due to age (very young or the elderly) or economic factors.

As shown in Table 6 on the next page, all major land developments within the study area are currently served by transit. Almost all of the properties are "well served" by SEPTA's standards, as at least one bus stop is within ¼ mile of the site. The one highlighted

entry, development # 9, signifies the only major land development within the study area that is considered to be “served” by SEPTA’s public transit service standards, with its closest bus stop being nearly ½ mile away. In all cases, the pending land developments that may attract higher levels of transit use, such as a shopping center, medical office building, or office complex, are located in proximity to existing bus stops along Route 3. Therefore, there is no need for a modification of SEPTA bus service to better serve land developments that were approved within the last three years, or recently proposed to the Township.

Nevertheless, the expected need for and accessibility of transportation options should be considered as each future land development is approved within the study area communities. In some cases various transit options can become more accessible through cooperation among adjacent landowners. For example, the age-restricted townhomes in the area of Alice Grim Boulevard do not include Route 3 frontage; making it inconvenient for transit users to access this property. However, more direct access to the public transportation options along Route 3 is possible by coordinating with neighboring property owners to establish a pedestrian walkway or multi-use path for use by transit riders and others.

Table 6: Approved and Proposed Developments within the Study Area			
#	Site Location	Intent	Closest Public Transportation Option Currently Available
1	West of Providence Rd (North of Rte 3)	Storage facility (82,500 sq ft)	Route 104 / 120: Providence Rd
2	East of Providence Rd (North side of Rte 3)	Expansion of automobile dealership	Route 104 / 120: Dodge Dealer
3	Providence Rd & Winderly Ln	Church	Route 104 / 120: Rockridge Rd
4	Btwn Newtown Twp line & Alice Grim Blvd	Age-restricted townhomes	Route 104 / 120: Newtown Business Center
5	Btwn Campus Blvd & Boot Rd	Shopping center	Route 104 / 120: several stops between Campus Blvd and Boot Rd
6	Rte 3 & Newtown Twp line	Day care center	Route 104 / 120: Olde Masters GC
7	NE corner of Rte 3 & Alice Grim Blvd	Retail shops & hotel	Route 104 / 120: Campus Blvd
8	Btwn Alice Grim Blvd & Campus Blvd	Performing arts center	Route 104 / 120: several stops between Olde Masters GC and Campus Blvd
9	Rte 252 & Goshen Rd	100 Single family homes	Route 104 / 120: Boot Rd
10	Rte 3 & School Ln (North side of Rte 3)	Medical office building (Bryn Mawr Health System)	Route 104 / 120: several stops between Ellis Ln and St Albans Ave
11	Rte 3 & Rte 252	Town center development	Route 104 / 120: several stops between Ellis Ln and St Albans Ave
12	Rte 3 & Malin Rd	EMS / Fire / Police / Township Building	Route 104 / 120: Malin Rd
13	South of Marple Rd & North of Church Ln	22 Single family homes	Route 104 / 120: Church Ln or Edgewood Rd
14	East side of Rte 252 & btwn Dudie Rd & Troop Farm Rd	Condominiums (three 3-4 story buildings, 1 clubhouse)	Route 118: Dudie Dr or Newtown Street Rd
15	East side of Rte 252 & South of Troop Farm Rd	Condominiums (eleven 3-4 story buildings, 1 clubhouse)	Route 118: Newtown Street Rd or The Benson Building
16	NE corner of Rte 252 & Gradyville Rd	Office complex	Route 118: Gradyville Rd
17	West of Rte 252 & South of Gradyville Rd	35 Single family homes	Route 118: Gradyville Rd or Route 112: Media Line Rd & Drew Circle

Source: Delaware County, Study Area Townships, SAC members, SEPTA, June 2006

SECTION FIVE: THE OFFICIAL MAP

Though the official map is a planning tool that has long been available to municipalities through the Pennsylvania Municipalities Planning Code (MPC), it is not frequently utilized. This portion of the Phase II report will explain in greater detail what an official map is, how an official map can benefit a community, and how the municipalities along the Route 3 corridor can create their own official map.

UNDERSTANDING THE OFFICIAL MAP

Along with zoning and subdivision and land development ordinances, the official map is the third land use regulation set forth in the MPC. Like zoning and subdivision and land development ordinances the official map serves as a guide through which communities can relay their vision for the future development of the municipality. The official map essentially identifies locations of both private and public lands that a municipality has identified as necessary for future public streets, recreation areas, and other public grounds. The map can include the entire municipality or only a portion of the municipality and can always be amended, just like zoning ordinances, comprehensive plans, and other municipal plans. Accompanying every official map is ordinance language, which notifies property owners and developers of planned public improvements and property and easement acquisitions.

Counties can also adopt an official map. However, the implications of this tool only apply to municipalities within the county that do not have their own official map. Within municipalities that have an adopted official map, the county's official map takes precedence only for county-owned lands within that municipality.

The following items are examples of the wide variety of items can be included on an Official Map.

Circulation:

- Existing and proposed public streets, waterways, and public grounds (including widenings, extensions, openings or closings)
- Pedestrian ways and easements
- Bikeway routes
- Railroad and transit rights-of-way and easements

Natural Features:

- Environmentally critical areas such as scenic viewsheds or habitats of endangered species

- Stormwater management areas, drainage easements, potential public groundwater resource areas

Community and Cultural Assets:

- Existing and proposed public parks, playgrounds, and open space reservations
- Historically or archeologically significant areas
- Sites planned for public facilities (police and fire, schools, libraries etc)

Benefits of an Official Map

The development of an official map results in significant benefits for a given community. An official map:

1. *Provides for the coordination of public and private goals.* Property owners are informed up front of long-range municipal goals and development plans can be adjusted before detailed and costly plans are prepared.
2. *Provides an effective method for implementing the Comprehensive Plan.* In addition to zoning and subdivision ordinances, the official map is another tool to ensure that a municipality is developed in accordance with its land use policies.
3. *Allows the municipality to plan ahead to provide community facilities, parks and open space.* Priorities can be established rather than reacting to unanticipated needs. The official map coordinates acquisitions and allows municipalities to set aside funds for future purchases or easements.
4. *Provides support for grant applications.* The adoption of an official map that specifies improvements indicates a commitment to purchase the land or easement necessary to create the community vision.

Official Map Misconceptions

Despite the benefits presented by an official map, many communities do not implement this tool because of misconceptions surrounding its use and legality. Such misconceptions include:

1. *The Official Map is NOT a zoning map.* The official map is a separate, legal document adopted in accordance with the requirements of the MPC.

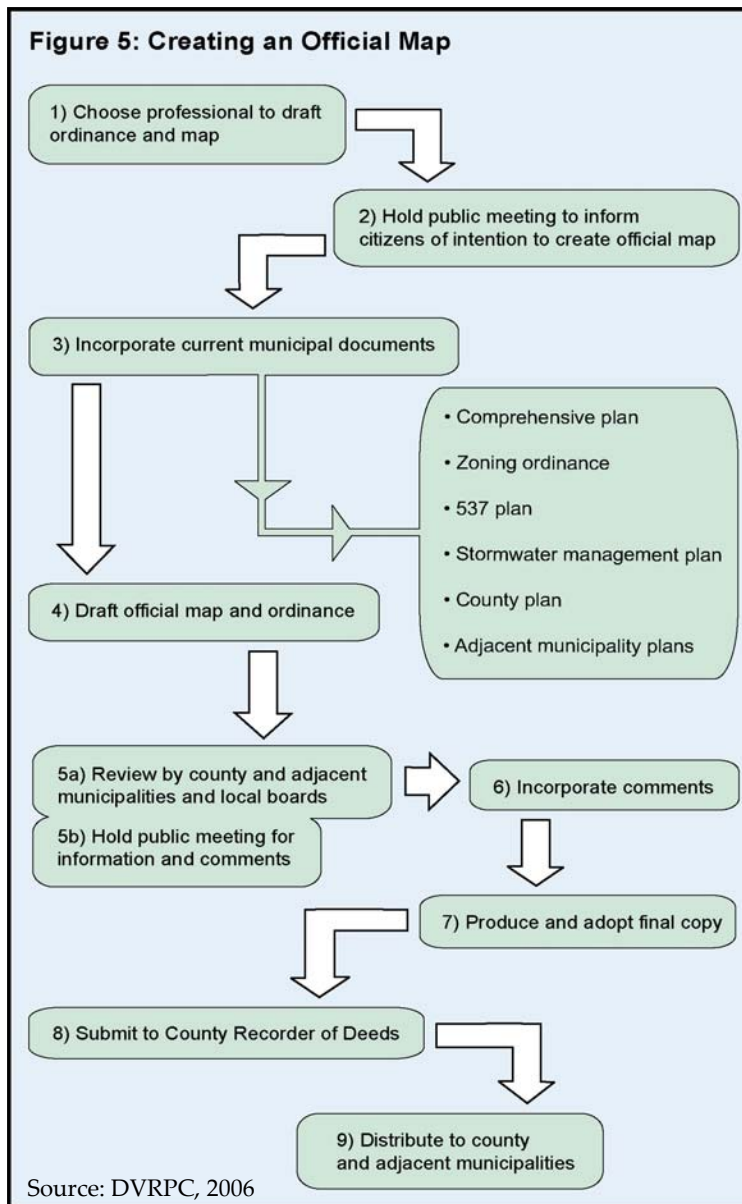
2. *The Official Map does NOT have to be surveyed.* Other methods, such as parcel lines or aerials, may be used to provide the location of Official Map components. A metes and bounds survey is not required until an actual purchase of land or easement is proposed.
3. *The Official Map is NOT a taking of land.* While a property owner cannot build within mapped areas, the owner is free to use any unmapped portion of their land in any way municipal ordinances allow. In addition, if a property shown on the official map cannot yield a reasonable return to the owner without a permit to build on the land, the owner may apply for a special encroachment permit. The municipal planning agency has thirty days to review the permit application, and must hold a public hearing for all interested parties. If the municipality refuses the permit application, the applicant can appeal this decision to the zoning hearing board.

The Official Map and the Municipalities Planning Code

In Pennsylvania, power to create an official map for all or a portion of a municipality is granted through Section 401 of the MPC. The adopted official map should include both ordinance language and a survey or map to identify the location of property mentioned in the ordinance. Initially, a formal land survey is not necessary. However, for the acquisition of lands and easements a description of the property by metes and bounds by a licensed surveyor is required. The MPC also explains the process for adopting an official map. This process, shown in more detail in Table 7, is very similar to that of a zoning ordinance or comprehensive plan adoption. However, unlike other ordinances, a copy of the adopted official map, or amendments to a current official map, must be sent to the county recorder of deeds within sixty days of its adoption. Though it is common practice to inform adjacent municipalities of the intended adoption of an official map, it is only required if the proposed official map shows streets or lands intended to lead into an adjacent municipality.

The MPC explains several other aspects of the official map as well. In Section 404, it states that the adoption of an official map does not in and of itself constitute the opening, establishment, improvement, or maintenance of any street. Likewise, its adoption does not represent a taking or acceptance of any land shown on the map. The procedure for acting on the intentions laid out in the official map does not occur until the property owner submits written notice of their intention to build, subdivide or develop the land shown on the official map. When this occurs, the municipality has one year in which it can acquire the property, condemn the property, or decide not to actively pursue the acquisition of the property. At the end of this one-year period, if no action to acquire or condemn the property has occurred, the reservation becomes void.

Table 7: Adoption of an Official Map		
Subject	Time period	Description
Review of proposed official map or amendment by planning agency, county, adjacent municipalities and other local public bodies.	45 days	Time within which the applicable organizations shall make comments to the municipal governing body. If no comments are received during this time, the municipal governing body may proceed without comments.
Recording of official map or amendment	60 days	Time from the effective date, within which a copy of the official map or amendment, verified by the governing body, shall be submitted to the county recorder of deed and recorded.
Forwarding an official map or amendments to the county and adjacent municipalities	30 days	Time after adoption within which a municipality shall forward a certified copy of an official map, the adopting ordinance, and later amendments to the county planning agency and any adjacent municipalities into which proposed streets or lands are intended to lead.
Planning agency review of proposed special encroachment permit	30 days	Time within which the governing body may allow the planning agency to review and comment on a special permit application before granting any special encroachment permit (Section 405).
Time limitation on official map public reservations	1 year	Time after which the reservation for streets, watercourses, and public grounds shall lapse and become void after an owner of such property submitted written notice of intention to build, subdivide, or develop the land or made application for a building permit. If the governing body has acquired the property or begun condemnation proceedings within this one-year time frame, the reservation does not lapse.
Source: DVRPC, 2006		



Creating an Official Map

The task of creating an official map requires considerable coordination and cooperation from many municipal agencies to arrive at a plan for the future development of a community. It also takes creativity to envision the changes that could take place over time with continued strategic planning. However, these are the same considerations that provide guidance for the adoption of a comprehensive plan, zoning ordinance, and other community-wide regulations. In addition, an official map does not have to include an entire municipality, but rather, can consist of an area as distinct as a single intersection. The first step when initiating a new official map is to determine who will create the documents. In many cases the municipal staff or a planning consultant handles this task. It is important to hold a public meeting and various public outreach activities to educate and inform the public of the municipality’s intention to create an official map. Because the official map potentially impacts private property, it is very important to involve the public early on in the development of this planning tool, and keep them informed throughout the adoption process.

Although there are many methods to create an official map, the most straightforward way to ensure that the official map coincides with other municipal regulations is to draw layers of information from each of the plans and ordinances currently in effect. Though the boundaries illustrated in an official map do not have to be professionally surveyed, the map should be based on reliable property data that is available for the entire area included in the official map, such as aerial photography or parcels. After the base is developed, information from the comprehensive plan, zoning ordinance, Act 537 wastewater plan, and other municipal documents can be layered on top of this base to create an inventory of the public and private properties that are necessary to

accomplish the vision set forth in these plans. At this time, the official maps and comprehensive plans of the county and adjacent communities should also be taken into account to ensure a cohesive vision for the future.

While crafting an official map, a municipality should not only consider vacant areas for future development, but also areas that could be redeveloped for other uses. Similarly, if new roadways or extensions of the current transportation infrastructure is desired, it is important that the land use and densities of nearby properties are also considered to ensure that they are compatible with the intended functional class. Upon the completion of a draft official map, the municipality should follow the adoption process timeline cited in the MPC.

For more information on what to include in an official map and the accompanying ordinance language, please view the samples in Appendix C located in the separate Appendices document. Charlestown Township, Chester County, provides an example of an official map and ordinance for an entire township. Meanwhile, Cranberry Township, located outside of Pittsburgh in Butler County, felt it necessary to acquire the land and easements around a single intersection. Therefore, their official map, also included in Appendix C, focuses on a much smaller area and is a prime example for any municipality interested in creating a map for a portion of their community.

CONCLUSION

The implementation strategies and tools showcased in this report build upon the recommendations presented in the Route 3, West Chester Pike, Phase I report. During this second phase, the three townships within the study area continued a cooperative process to address the issues noted in the initial report, and determine reasonable improvement strategies. The townships worked together to identify areas potentially improved by access management techniques and zoning overlays while also establishing a realistic view of future development within the study area. To achieve the goals outlined in the Phase I report, each municipality will have to engage in individual actions, such as the amendment of local ordinances, as well as multi-municipal collaboration on issues such as the creation of an official map or overlay district. The tools included in this report serve as initial guidance for study area municipalities to advance the agreed upon recommendations into implementation.

Route 3, West Chester Pike, Implementation Strategies

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ABSTRACT

The promotion of land use and transportation planning linkages was the foundation for the improvement strategies recommended in the Phase I report (#05029). During fiscal year 2006, these implementation strategies were further researched and developed into individual tools for use by the study area municipalities. This Phase II report (#05029-A) combines each distinct improvement strategy into one toolbox, with guidance and samples that will provide momentum for implementation and continued multi-municipal cooperation.

One of the primary goals of this study is to establish consistency along the corridor through the modification of land use planning documents and local ordinances. Strategies to arrive at this goal include utilizing various access management techniques, amending each community's comprehensive plan and other ordinances, adopting zoning overlays and creating an official map. To help guide study area municipalities in the creation and amendment of their own ordinances, samples from other local communities were compiled into a separate *Appendix* document (#05029-C). Finally the *Potential Funding Sources* document (#05029-B) inventories available funding programs, for which study area municipalities are eligible, to accomplish these recommended improvements.



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