

### Introduction

The Pennsylvania Department of Transportation (PennDOT) currently has a project underway to evaluate the reconstruction of the US Route 30 Coatesville-Downingtown Bypass from the Western End (near PA Route 10) through the PA Route 113 interchange. Built in 1962 and known as the Coatesville-Downingtown Bypass, this section of Route 30 was designed to former interstate highway standards with a narrow median and shoulders, as well as now substandard acceleration and deceleration lanes at the interchanges. Since that time, development and traffic have increased substantially leading to PennDOT’s current study to increase capacity where needed and redesign the interchanges to meet current design standards. As a result of these improvements, it is anticipated that new and increased opportunities for development will be created. Therefore, one purpose of the *Route 30 Multimodal Transportation Study* is to evaluate each of the interchange areas within the limits of the study to identify potential opportunities for future development once PennDOT’s project is implemented.

The *Route 30 Multimodal Transportation Study* evaluates each of the immediate interchange areas in anticipation of the improved access and mobility PennDOT’s project will provide. The “immediate interchange area” is defined as one half-mile radius from the center of the interchange. Within this area, sites that may be available for development are identified and types of land uses are suggested that would be marketable, and would complement existing and future land use in the rest of the study area. Existing land use regulations have been reviewed, and potential changes evaluated, to allow or encourage implementation of the recommendations that are presented in an action plan.

Each interchange area is unique in terms of the type of area it serves and a theme for each interchange area is defined in *Chapter 3: Corridor Vision*. The same set of criteria and constraints have been used to evaluate each interchange area. As part of this analysis, three maps were developed for each interchange area:

- Existing Land Use and Zoning
- Development Constraints
- Development Recommendations

Common base maps were created for each interchange area using the aerial photographic base in ARCGIS overlaid with the following information:

- Parcel lines
- Municipal boundaries and names
- Interchange Management Areas
- Developments in the pipeline

## Interchange Management Areas

PennDOT has a number of alternative configurations are under study for each of the interchanges areas. These alternatives will impact the immediate environment in different ways. For example, some alternatives add loop ramps in quadrants that do not currently have loop ramps, and conversely some loop ramps may be removed or reconfigured. In order to acknowledge areas that could be impacted by these ramps, an Interchange Management Area (IMA) was identified at each interchange location to incorporate all areas that could be affected by the interchange alternatives. No land use recommendations have been made in this study within the IMAs since the ultimate configuration of the interchange could affect the development potential of parcels entirely or partially within the IMAs. Access to adjacent parcels could also be affected by the new interchanges.

Each IMA is illustrated as a hatched blue area superimposed over the base map information on all the maps for each interchange.

## Developments in the Pipeline

There are several active land development projects located generally within one-half mile of each of the US 30 Bypass interchange areas. Each project is at a different stage in the approval and permitting process. The interchange maps highlight the project locations and basic project details, including current status, and are summarized on the table on the following page. This information is based on input from the sponsor municipalities and the Chester County Planning Commission.

**There are over 1,200 residential units and 1.19 million square feet of non-residential development proposed generally within one-half mile of the six US 30 Bypass interchange areas with the limits of this study.**

## Existing Land Use and Zoning

For each interchange area, the first map illustrates existing land use and zoning data which was acquired from the Chester County GIS database. Land use data was simplified into six generalized categories:

- Residential
- Industrial
- Commercial
- Parks
- Open space, agricultural and municipally owned land
- Vacant

Zoning is displayed using the abbreviations provided in the Chester County database. Each zoning area is designated by a heavy black line on the maps.

## Development Constraints

The second map in each series indicates development constraints. Development constraints are physical characteristics which are considered major forces influencing the feasibility of development on any parcel of land. The constraints shown on the mapping are drawn from the Chester County GIS database and are as follows:

- Areas currently served by municipal water and sewer service. Outside these areas either existing utilities have to be expanded or new public or private utilities established. All of these options result in increased cost to the development and may make development infeasible.
- Areas only served by public water but with no public sewer service, also resulting in increase cost for development.
- Areas of steep slope, which include moderate and severe slopes as identified in the Chest County GIS.
- Wetlands that appear in the GIS database (smaller wetland areas are not necessarily captured in this database so that individual parcels may have additional undevelopable wetland areas that could reduce the development potential of a site and would need to be mapped during the planning phase of a project).
- Areas preserved from development such as agricultural easements, parks and municipally owned land.

## Development Recommendations

The third map in each series identifies parcels, which are vacant or have some development/redevelopment potential. The parcels were identified based on current land use, current plans and zoning, as well as input from the SAC. A corresponding table lists a recommended future land use for each selected parcel based on the vision for each interchange, surrounding land use and development patterns, site constraints, market conditions, and input from the SAC and public. Additionally, the table lists key inconsistencies between the current zoning and the recommended future land use for the selected parcels and includes recommended zoning changes, if necessary.

Developments in the Pipeline

Interchange	Municipality	Development Name	Status (Based on Available Information)	UPI	Gross Area	Proposed Land Use	Proposed Roadway Improvements
PA 10	West Sadsbury Township	Sadsbury Station	Developer has assembled properties and is in preliminary discussions with the Township	36-3-69 36-3-69.3A 36-3-71	71.79	Mixed use, including commercial and residential	
PA 10	Sadsbury Township	Sadsbury Commons	Conditional Use Hearing in process	37-3-1	61.89	<b>421,236 sqft Commercial - Retail</b>	Connector roadway between US 30 and PA 10, including new signal on US 30
PA 10	Sadsbury Township	CVS	Preliminary/Final Township Approval Construction anticipated Summer 2016	37-1-26	38.06	<b>Phase 1: 13,225 sqft CVS</b>  Phase 2 4,700 sqft restaurant 15,525 sqft for 2 retail shops	Improvements at US 30 and PA 10 intersection
Airport Road	West Caln Township	Sands Tract	Conditional Use Approval; Project is on-hold	28-8-117	95.065	<b>277 Dwelling Units</b> <i>276 Townhouses</i> <i>1 Single Family Home</i>	Access/Entrance for Townhouses on Airport Road
Airport Road	Valley Township	Highlands Corporate Park	Sub-divided parcels are available for commercial development			Commercial/Light Industrial	
Airport Road	Valley Township	CTDI Highlands		38-2-63	42.67	<b>518,569 sqft Office/Warehouse</b>	
Airport Road	Valley Township	Valley Suburban	Conditional Use Approval	38-2-48.4 38-2-48.2 38-2-48.3	62.9	<b>290 Dwelling Units</b> <i>192 Apartments</i> <i>98 Townhomes</i> <b>54,000 sqft Commercial</b> <i>17,000 sqft for 2 restaurants</i> <i>37,000 sqft for 3 retail shops</i>	
PA 82	City of Coatesville	Courtyard Marriott - Office Development	Approved	16-1-41.2	12.86	<b>80,000 sqft Office</b> Part of Courtyard Marriot Development	
PA 82	City of Coatesville	Coatesville Solar Initiative - Energy Park	City entered into memorandum of understanding with developer	38-2-29 38-3-26	89.1	Renewable energy park	
Reeceville	Caln Township	Christian Faith Fellowship Church	Preliminary/Final Township Approval	39-03-020	22.88	<b>80,000 sqft Church</b> with 240 parking spaces	
Reeceville	Caln Township	Coatesville Area School District - Middle School	Preliminary/Final Township Approval	39-38-8.E 29-7-167.E 29-7-166.E	101.4	<b>126,314 sqft Middle School</b>	
Reeceville	Caln Township	Wawa	Pending Conditional Use	39-3-18		<b>5,051 sqft Gas Station/Convenience Store with 6 pumps</b> <i>50 Parking Spaces</i>	
PA 340	Caln Township	Bondsville Road Apartments	Processing Preliminary Plan	39-4-402 39-4D-31	3.393	<b>57 Dwelling Units</b> <i>67 Parking Spaces</i>	
US 322	Caln Township	Dwell at Caln	Tentative Plan Approval Seeking Final Approval	30-6-39 39-2-10.1	73.61	<b>393 Dwelling Units</b> <i>200 Apartments</i> <i>193 Townhomes</i> <i>510 Off-street (Surface) parking</i>	Includes widening of EB US 322 to EB on-ramp to US 30 Bypass. Roadway improvements will be done in conjunction with the Township's installation of a signal at US 30 Bypass WB off-ramp.
US 322	Caln Township	Royal Farms	Conditional Use Granted Seeking Preliminary/Final Township Approval	39-2-28	7	<b>5,166 sqft Gas Station/Convenience Store with 8 pumps</b> <i>74 Parking spaces</i>	Access/Entrance on US 322 Access/Entrance on Rock Raymond Road (SR 4017)

## Transportation Improvements: PA 10 and Airport Road

There are several active land development projects located generally within one-half mile of the two most western US 30 Bypass interchange areas. Significant land development projects are proposed near the intersection of US Route 30 and PA Route 10, and near the Airport Road interchange, that include transportation infrastructure improvements.

### PA 10

In conjunction with major land developments proposed on the northeast and southeast quadrants of the intersection of US Route 30 and PA Route 10, the following transportation improvements are proposed:

- Construction of a loop road in the southeast quadrant of the intersection of US Route 30 and PA Route 10, for traffic traveling westbound along US Route 30 destined to southbound PA Route 10, and for traffic traveling northbound on PA Route 10 destined to eastbound US Route 30. The loop road will alleviate traffic at the US Route 30 and PA Route 10 intersection, reducing the need for additional travel lanes. The loop road will be signalized at US Route 30 and at PA Route 10.
- Construction of a separate westbound US Route 30 right-turn lane at PA Route 10.
- Extension of the southbound PA Route 10 left-turn lane at US Route 30, followed by a center left-turn lane through the existing Wawa access on Route 10.
- Upgrades to the existing traffic signal equipment at the intersection of US Route 30 and PA Route 10.
- Park and ride opportunities to be made available within the development parking field on the southeast quadrant of the intersection.
- Provision of public bus stops within the development on the southeast quadrant of the intersection.

### Airport Road

In conjunction with major land developments proposed within Highlands Corporate Center north of the interchange, and on the northeast quadrant of the intersection of Business Route 30 and Airport Road, the following transportation improvements are proposed:

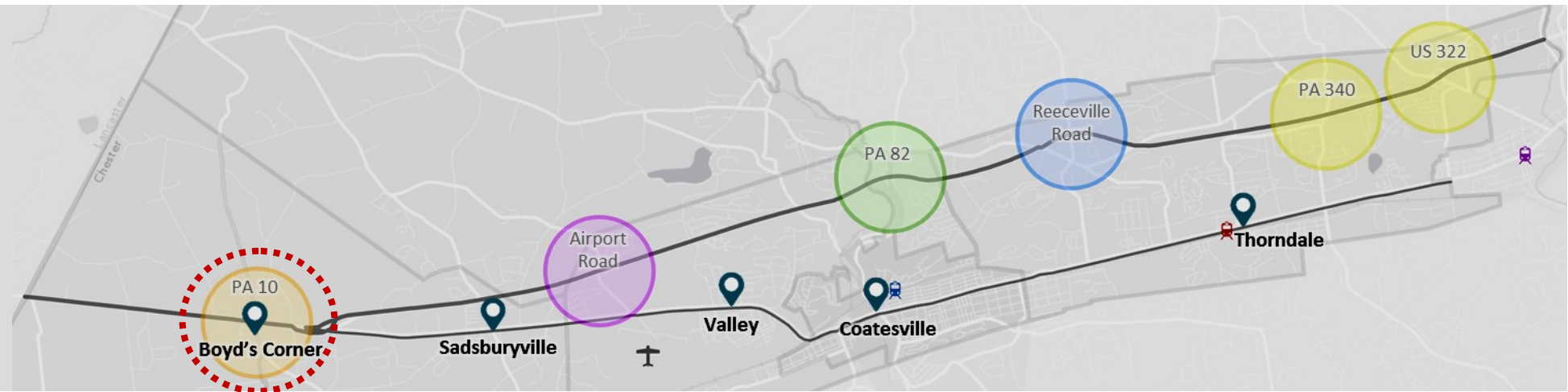
- Installation of new traffic signals at the intersections of Airport Road and Highland Boulevard, and Airport Road and the westbound Route 30 Bypass off-ramp.
- Construction of a separate northbound Airport Road right-turn lane at Highland Boulevard.
- Construction of a separate right-turn lane on the westbound Route 30 Bypass off-ramp.
- Construction of a separate southbound Airport Road left-turn lane onto the eastbound Route Bypass 30 on-ramp.
- Construction of a center left-turn lane along Airport Road from the interchange to the existing Airport Village Shopping Center.
- Construction of sidewalks along Business Route 30 and Airport Road in the northeast quadrant.
- Construction of an access road through the property on the northeast quadrant of Business Route 30 and Airport Road, intersecting Airport Road opposite the Airport Village Shopping Center, with potential for future extension to the east.

## Other Policies and Strategies

In addition to the specific recommended zoning changes and transportation improvements identified in this chapter, there are several broadly applicable municipal policies and tools that can be used to implement the corridor vision. The Chester County Planning Commission’s *Multi-Modal Circulation Handbook for Chester County, PA* (2015) provides additional information about several of these policies and tools.

Tool	Potential Applications	Resources
Official Map	Identify locations for planned future public facilities, including: <ul style="list-style-type: none"> <li>– New roadway connections</li> <li>– New trail connections</li> </ul> <i>Applicable for all study area municipalities</i>	<ul style="list-style-type: none"> <li>– <i>The Official Map: A Handbook for Preserving and Providing Public Lands and Facilities</i> (PennDOT, DCNR, DCED, PA Land Trust Association, 2011)</li> </ul>
Access Management Ordinance	Requirements for: <ul style="list-style-type: none"> <li>– Driveway Spacing</li> <li>– Driveway Design</li> <li>– Joint/Cross Access</li> </ul> <i>Applicable for all study area municipalities, particularly for:</i> <ul style="list-style-type: none"> <li>– <i>Business 30</i></li> <li>– <i>Intersecting/Connecting roadways between US 30 Bypass and Business 30</i> <ul style="list-style-type: none"> <li>• PA 10</li> <li>• Airport Road</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>– <i>Access Management: Model Ordinances for Pennsylvania Municipalities Handbook</i> (PennDOT, 2006)</li> <li>– <i>Managing Access along US 30 in Western Chester County</i> (DVRPC, 2010)</li> </ul>
Zoning and SALDO Ordinances	Provide standards and requirements for: <ul style="list-style-type: none"> <li>– Bicycle, Pedestrian, Transit facilities and design</li> <li>– Parking: Reduced vehicular parking requirements, Shared parking, Bicycle parking</li> <li>– Traffic Impact Studies</li> </ul> <i>Applicable for all study area municipalities</i>	<ul style="list-style-type: none"> <li>– <i>Multi-Modal Circulation Handbook for Chester County, PA</i> (Chester County Planning Commission, 2015)</li> <li>– <i>SEPTA Bus Stop Design Guidelines</i> (DVRPC, 2012)</li> </ul>
Transferrable Development Rights (TDR)	Market-based approach to implement land preservation plans and direct development to appropriate areas  <i>Particularly applicable for consideration in Sadsbury and West Sadsbury due to the focus on open space/agricultural land preservation and development demands</i>	<ul style="list-style-type: none"> <li>– <i>Warwick Township, Lancaster County TDR Zoning Ordinance</i></li> </ul>

PA 10 - BOYD'S CORNER  
Suburban Retail



Existing Land Use and Zoning

The US 30 and PA 10 intersection is immediately west of the western termination of the Route 30 Bypass. PennDOT is studying a variety of alternative configurations for the junction between the Route 30 Bypass and Business Route 30. Therefore, at this location the Interchange Management Area is not at the intersection itself, but farther east where the two Route 30s come together.

This intersection is characterized as 'Suburban Retail' with:

- Two quadrants of the intersection are already developed for retail uses and a third with an active plan for a suburban strip shopping center. The remaining (northwest) quadrant is also being considered for development. Though no formal proposal has been submitted to date, the developer is considering mixed use with a multi-family residential component and possibly a hotel.
- Development surrounding the intersection is either single family residential or agricultural.
- Existing land uses include retail, office/commercial, and agricultural, with rural residential on the periphery.
- Most of the area adjacent to the US Route 30/PA Route 10 intersection is zoned for some type of commercial use and the zoning does not currently permit multi-family residential uses.



Development Constraints

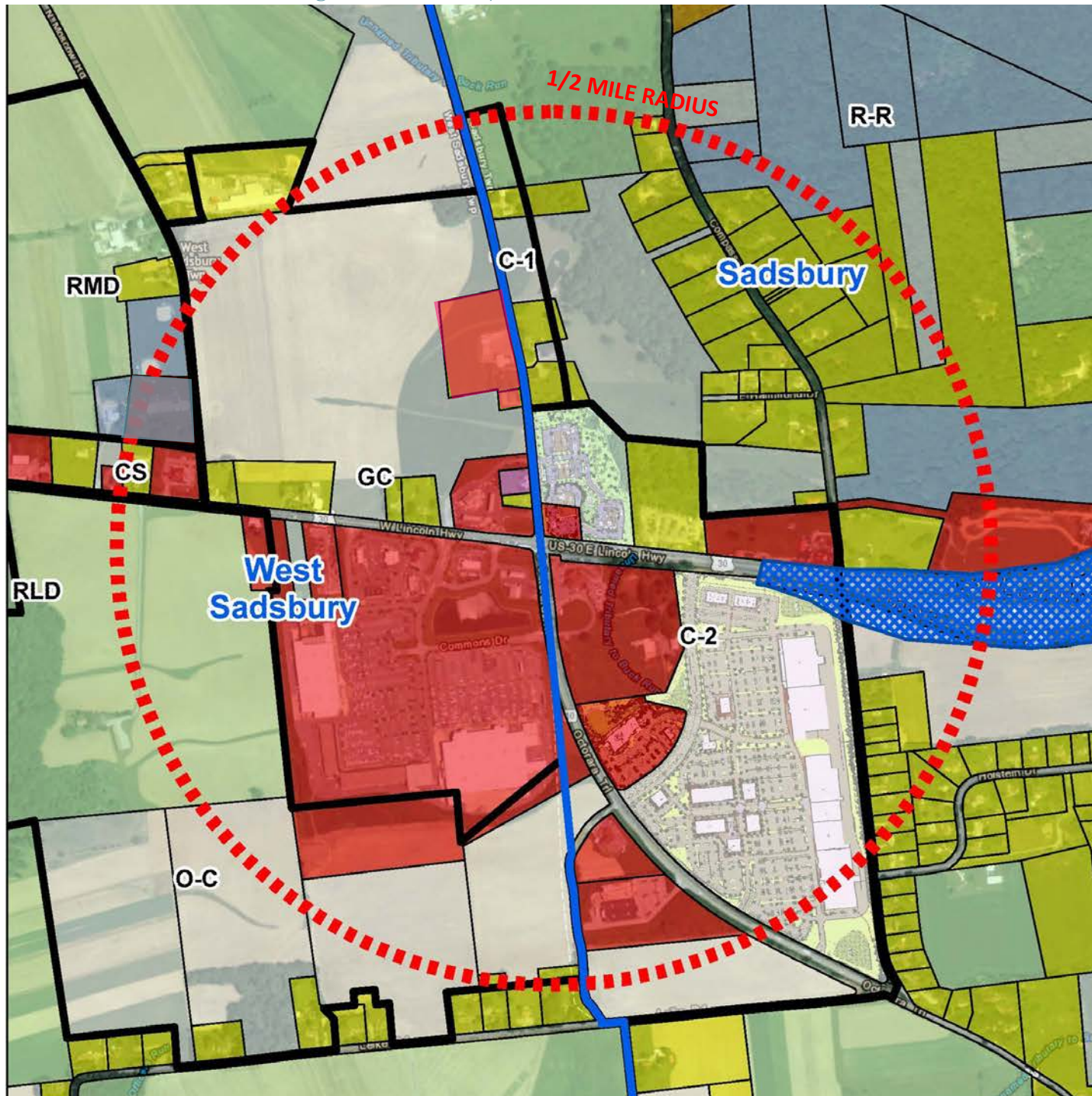
- This interchange area is relatively flat with virtually no steep slopes.
- Existing water and sewer service is limited to the existing developed areas but plans are underway to increase the service area to include the remaining undeveloped parcels in the immediate vicinity of the intersection.
- Several agricultural areas are protected from future developments with agricultural easements.
- Wetlands associated with a stream corridor limit the development potential of the northeast quadrant of US Route 30 and PA Route 10.





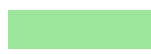

Developments in the Pipeline

Development projects listed below are generally within one-half mile of the intersection and overall site plans are shown on the Existing Land Use and Constraints Maps, if available.

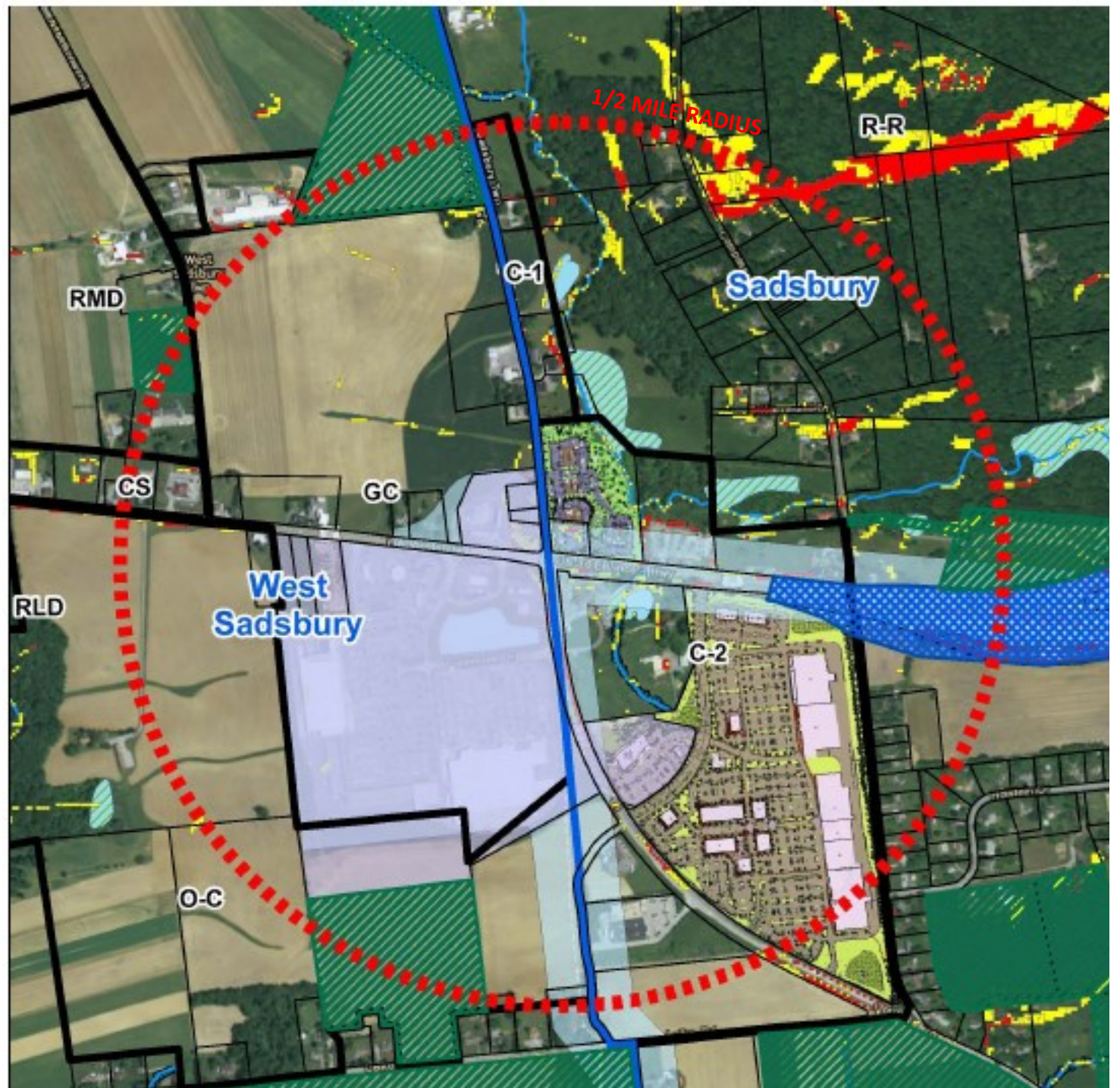
Development Name	Proposed Land Development	Status
<b>CVS and the Mast Property</b>	Phase 1: 13,225 square foot CVS Phase 2: 4,700 square foot restaurant 15,525 square feet for two retail shops	- Preliminary/Final Township Approval for Phase 1 - Construction anticipated to begin Summer 2016 for Phase 1
<b>Sadsbury Commons</b>	421,236 square feet of Commercial - Retail	Conditional Use Hearing in process







PA 10 Intersection: Existing Land Use Map



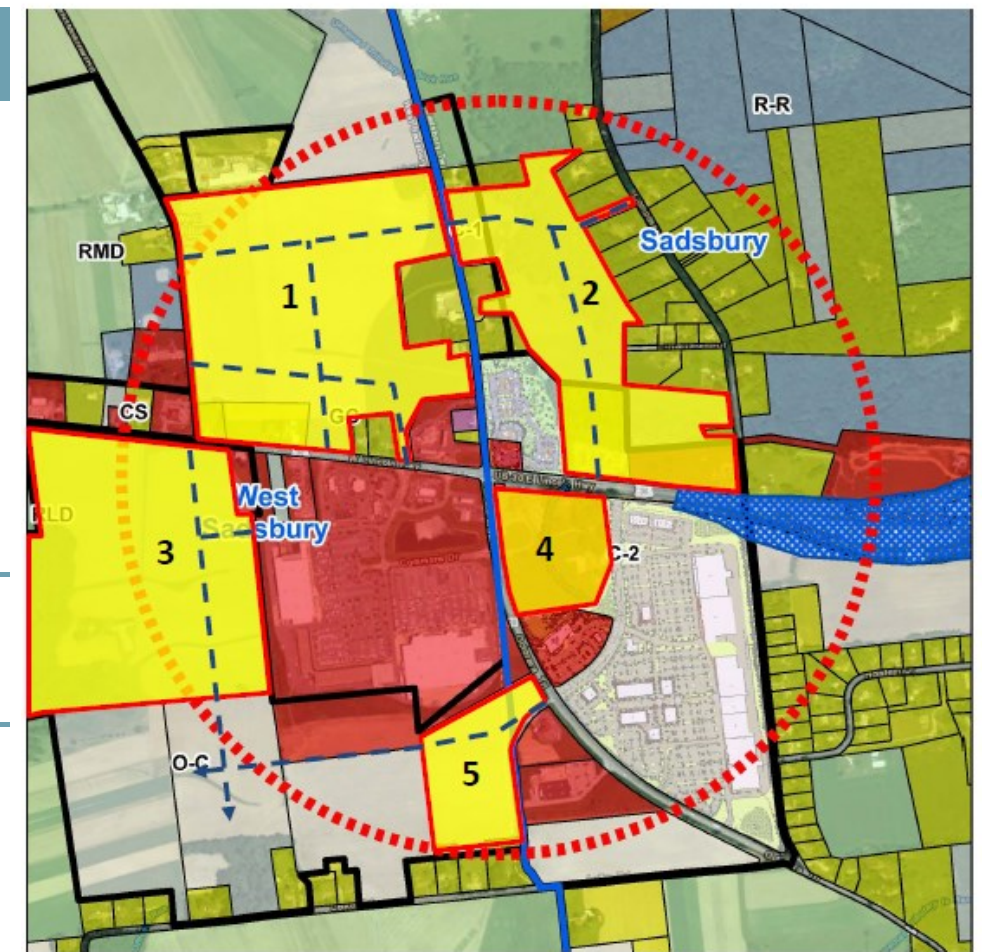
- |   |                               |   |              |
|---|-------------------------------|---|--------------|
|  | Residential                   |  | Industrial   |
|  | Commercial                    |  | Parks        |
|  | Open space/protected farmland |  | Vacant/other |

PA 10 Intersection: Constraints Map



- |   |                             |   |                                       |
|---|-----------------------------|---|---------------------------------------|
|  | Interchange Management Area |  | Water only                            |
|   |                             |  | Water and Sewer                       |
|   |                             |  | Steep Slopes                          |
|   |                             |  | Ag preserve/municipal ownership/parks |
|   |                             |  | Wetlands                              |

Parcel ID	Municipality	Size (Acs)	Current Zoning	Water/ Sewer	Potential Use	Zoning Issues/Considerations	Zoning Recommendations
1	West Sadsbury	64	GC	Pending	Mixed Use Center (Office, Hotel, Apartments, Restaurants, Retail)	<ul style="list-style-type: none"> <li>- Apartments not permitted in GC</li> <li>- Promote new roadway connections with flexibility in zoning ordinance</li> </ul>	<ul style="list-style-type: none"> <li>- Revise GC to allow for apartments (by Conditional Use) and hotels to be part of a mixed use development.</li> <li>- Consider reductions to building setbacks, open space, and/or parking requirements to promote mixed use development and roadway connectivity.</li> <li>- Promote internal site circulation and connectivity through provisions of new roadway connections, sidewalks or other pedestrian facilities, and allowance for on-street parking on internal/local streets.</li> </ul>
2	Sadsbury	54	C-1 R-R C-2	Pending	Professionally managed multi-family residential	<ul style="list-style-type: none"> <li>- None</li> </ul>	<ul style="list-style-type: none"> <li>- None</li> </ul>
3	West Sadsbury	74	O-C	Pending	Office / Commercial	<ul style="list-style-type: none"> <li>- Promote new roadway connections with flexibility in zoning ordinance</li> </ul>	<ul style="list-style-type: none"> <li>- Consider reductions to building setbacks, open space, and/or parking requirements to promote roadway connectivity.</li> <li>- Promote internal site circulation and connectivity through provisions of new roadway connections, sidewalks or other pedestrian facilities, and allowance for on-street parking on internal/local streets.</li> </ul>
4	Sadsbury	13	C-2	Pending	Retail	<ul style="list-style-type: none"> <li>- None</li> </ul>	<ul style="list-style-type: none"> <li>- None</li> </ul>
5	West Sadsbury	15	O-C	Pending	Senior Care Residential Facility	<ul style="list-style-type: none"> <li>- Senior care residential facilities not a permitted use in O-C</li> </ul>	<ul style="list-style-type: none"> <li>- Revise O-C to allow for a senior care residential facility</li> </ul>



Municipalities

Sadsbury Township, West Sadsbury Township

Location

Intersection of Lincoln Highway (US Route 30) and Octorara Trail (PA Route 10) and surrounding area

Existing Conditions

- The signalized intersection currently operates near or at capacity during the weekday morning and weekday afternoon commuter peak periods.
- The amount of storage currently provided for queuing at some of the existing turn lanes is inadequate.
- Pedestrian crossings are currently prohibited at the intersection.

Future Conditions

- Future growth due to major proposed land development projects will result in increased traffic demand at this intersection.
- Development projects are proposing significant transportation improvements to mitigate traffic impact, but other existing issues will remain.



Key Elements of the Conceptual Roadway Plan

- Continue the concept of loop road connections throughout all quadrants of the intersection in conjunction with land development projects, which will reduce the need for widening at US Route 30 and PA Route 10, by providing a connected roadway network throughout this area with multiple route options for drivers.
- Locate new intersections and accesses strategically to provide a better connected roadway network and to maintain traffic flow along US Route 30 and PA Route 10, including consideration for existing intersection needs (such as Moscow Road).
- Maintain the existing cross sections for travel lanes along US Route 30 and PA Route 10 in order to facilitate pedestrian crossing opportunities that added roadway widening would impede.

Key Elements of the Conceptual Bicycle, Pedestrian, and Transit Plan

- The loop road connections should be designed to provide a pedestrian and bicycle friendly environment.
- Pedestrian connections should be provided to adjacent existing land uses, along the north side of the US Route 30 corridor, and along the PA Route 10 corridor.
- Pedestrian crossings should be provided at key signalized intersections, with consideration to limit pedestrian crossing distances and to maintain traffic flow.
- Bus routing and stops are recommended to facilitate safe and efficient public transit operations.

QUESTION: What will be needed if the loop road connections are not provided around the US Route 30/PA Route 10 intersection with added development?

- Significant widening will be needed at the intersection of US Route 30/PA Route 10 in order to manage the added traffic demand if the loop roads are not provided.
- Wider roadways will impede the ability to provide for pedestrian crossings.



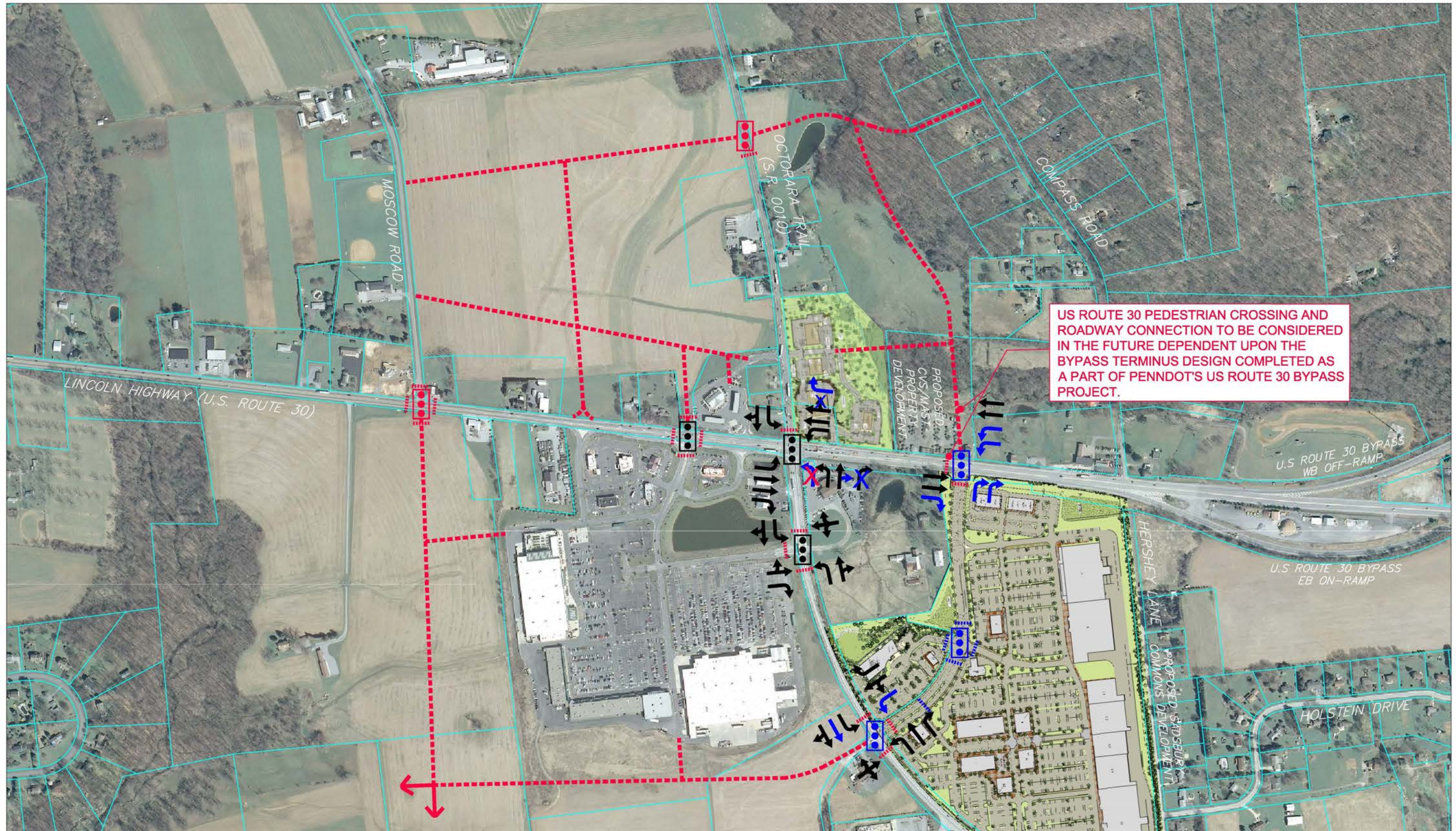
POTENTIAL ADDED INTERSECTION IMPROVEMENTS  
**Three through lanes in each direction along US Route 30**  
**Two through lanes in each direction along PA Route 10**  
**Dual left-turn lanes at the intersection**



Recommended Action Items	Suggested Timeframe	Partners	Potential Funding Sources *												
Adopt an Official Map showing the future roadway connections.	Near Term (1 – 3 years)	<ul style="list-style-type: none"> <li>– <b>Sadsbury Township</b></li> <li>– <b>West Sadsbury Township</b></li> </ul>	<ul style="list-style-type: none"> <li>– Municipal funds</li> <li>– Chester County VPP</li> </ul>												
Update municipal ordinances to promote connectivity and new roadway connections, access management on US 30 and PA 10, and require sidewalks. Implement recommendations in <i>Managing Access along US 30 in Western Chester County</i> (DVRPC, 2010).	Near Term (1 – 3 years)	<ul style="list-style-type: none"> <li>– <b>Sadsbury Township</b></li> <li>– <b>West Sadsbury Township</b></li> </ul>	<ul style="list-style-type: none"> <li>– Municipal funds</li> <li>– Chester County VPP</li> </ul>												
Continue coordination on planned bus routing and enhancements, particularly as part of future land development projects.	Ongoing	<ul style="list-style-type: none"> <li>– <b>TMACC</b></li> <li>– Sadsbury Township</li> <li>– West Sadsbury Township</li> <li>– Property owners/developers</li> </ul>	<ul style="list-style-type: none"> <li>– Municipal funds</li> </ul>												
Continue coordination on design of the US 30 Bypass Reconstruction, including the expressway western terminus and potential improvements at PA 10.	Ongoing	<ul style="list-style-type: none"> <li>– <b>PennDOT</b></li> <li>– CCPC</li> <li>– Sadsbury Township</li> <li>– West Sadsbury Township</li> </ul>	<ul style="list-style-type: none"> <li>– Municipal funds</li> <li>– Chester County VPP</li> </ul>												
<p><b>Priority Phase:</b> Northside sidewalks and crosswalks along US 30 between Sadsbury Commons and Wawa/Walmart Entrance.</p> <ul style="list-style-type: none"> <li>– Develop a more detailed conceptual plan and cost estimate for the sidewalk and crosswalk facilities</li> <li>– Pursue grant funding for design, right-of-way, and construction</li> </ul>	<p>Near Term (1–3 years)</p> <p>Mid Term (3–5 years)</p>	<ul style="list-style-type: none"> <li>– <b>Sadsbury Township</b></li> <li>– <b>West Sadsbury Township</b></li> </ul>	<ul style="list-style-type: none"> <li>– Municipal funds</li> <li>– Municipal funds (for required match)</li> <li>– PennDOT – Multimodal Transportation Fund</li> <li>– CFA – Multimodal Transportation Fund</li> <li>– Transportation Alternatives Program (TAP)</li> <li>– Congestion Mitigation and Air Quality Improvement Program (CMAQ)</li> </ul>												
<p><b>Cost Estimate</b></p> <table border="1"> <tbody> <tr> <td>Preliminary Engineering</td> <td>\$ 32,000</td> </tr> <tr> <td>Final Design</td> <td>\$ 48,000</td> </tr> <tr> <td>Right-of-Way</td> <td>-</td> </tr> <tr> <td>Utilities</td> <td>-</td> </tr> <tr> <td>Construction + Inspection</td> <td>\$ 365,000</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 445,000</b></td> </tr> </tbody> </table>		Preliminary Engineering	\$ 32,000	Final Design	\$ 48,000	Right-of-Way	-	Utilities	-	Construction + Inspection	\$ 365,000	<b>TOTAL</b>	<b>\$ 445,000</b>		
Preliminary Engineering	\$ 32,000														
Final Design	\$ 48,000														
Right-of-Way	-														
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Construction + Inspection	\$ 365,000														
<b>TOTAL</b>	<b>\$ 445,000</b>														

\*See Chapter 5 for an overview of potential funding sources

# LINCOLN HIGHWAY (U.S. ROUTE 30) AND OCTORARA TRAIL (S.R. 0010) AREA ROADWAY PLAN



US ROUTE 30 PEDESTRIAN CROSSING AND ROADWAY CONNECTION TO BE CONSIDERED IN THE FUTURE DEPENDENT UPON THE BYPASS TERMINUS DESIGN COMPLETED AS A PART OF PENNDOT'S US ROUTE 30 BYPASS PROJECT.

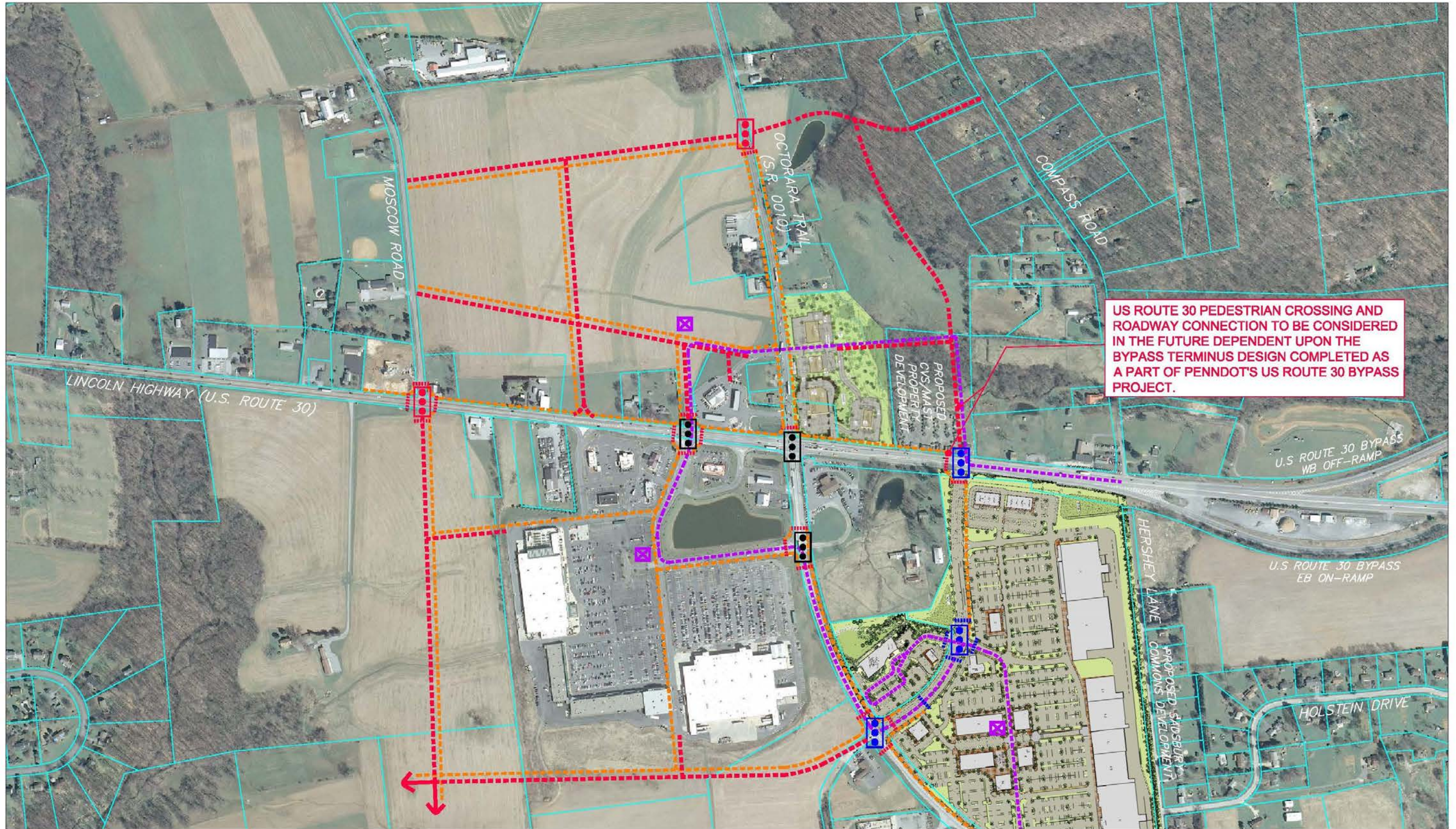
- LEGEND**
- EXISTING CONDITIONS
  - EXISTING PROPERTY LINE
  - PLANNED DEVELOPMENT IMPROVEMENTS
  - FUTURE ROADWAY CONNECTIONS
  - Lane/movement that can be eliminated with provision of connector roads

- NOTES:** (1) Bypass terminus to be reconstructed as part of PennDOT's U.S. Route 30 Bypass Project.  
 (2) Parking spaces within Sadsbury Commons to be made available for park and ride (location to be determined).

SCALE  
0 225 550 FEET

**MCMAHON**  
TRANSPORTATION ENGINEERS & PLANNERS

# LINCOLN HIGHWAY (U.S. ROUTE 30) AND OCTORARA TRAIL (S.R. 0010) AREA PEDESTRIAN AND TRANSIT PLAN



**LEGEND**  
 EXISTING CONDITIONS  
 EXISTING PROPERTY LINE  
 PLANNED DEVELOPMENT IMPROVEMENTS

FUTURE ROADWAY CONNECTIONS  
 FUTURE PEDESTRIAN FACILITIES  
 FUTURE TRANSIT ROUTE & FACILITIES  
 ☒ Bus shelter

NOTES: (1) Bypass terminus to be reconstructed as part of PennDOT's U.S. Route 30 Bypass Project.  
 (2) Parking spaces within Sadsbury Commons to be made available for park and ride (location to be determined).

SCALE  
 0 225 550 FEET

**MCMMAHON**  
 TRANSPORTATION ENGINEERS & PLANNERS

**AIRPORT ROAD**  
Industrial and Business



Existing Land Use and Zoning

This interchange only accommodates movements to and from the east, but will be expanded to a full interchange under the PennDOT project with ramps accommodating the remaining on and off movements for traffic to and from the west.

This intersection is characterized as Industrial and Business with:

- A major industrial/commercial park to the north of the interchange which is platted and only partly developed.
- A mix of industrial, commercial and residential development between the interchange and Business Route 30
- Large parcels of undeveloped land west of the industrial park and south of US Route 30
- Zoning north of the interchange is for Planned Development, south of the interchange the zoning is primarily residential.

Development Constraints

- The interchange area is served with sewer and water service.
- Most of the interchange area is relatively flat except for a stream valley separating the industrial park from vacant otherwise developable land to the west and portions of the vacant site on the south side of US Route 30.
- The vacant land west of industrial/commercial park north of the interchange is difficult to access from the east due to the stream corridor, access from the west would be from residential areas.
- There are no agricultural easements.
- Only a few areas are classified as wetland.

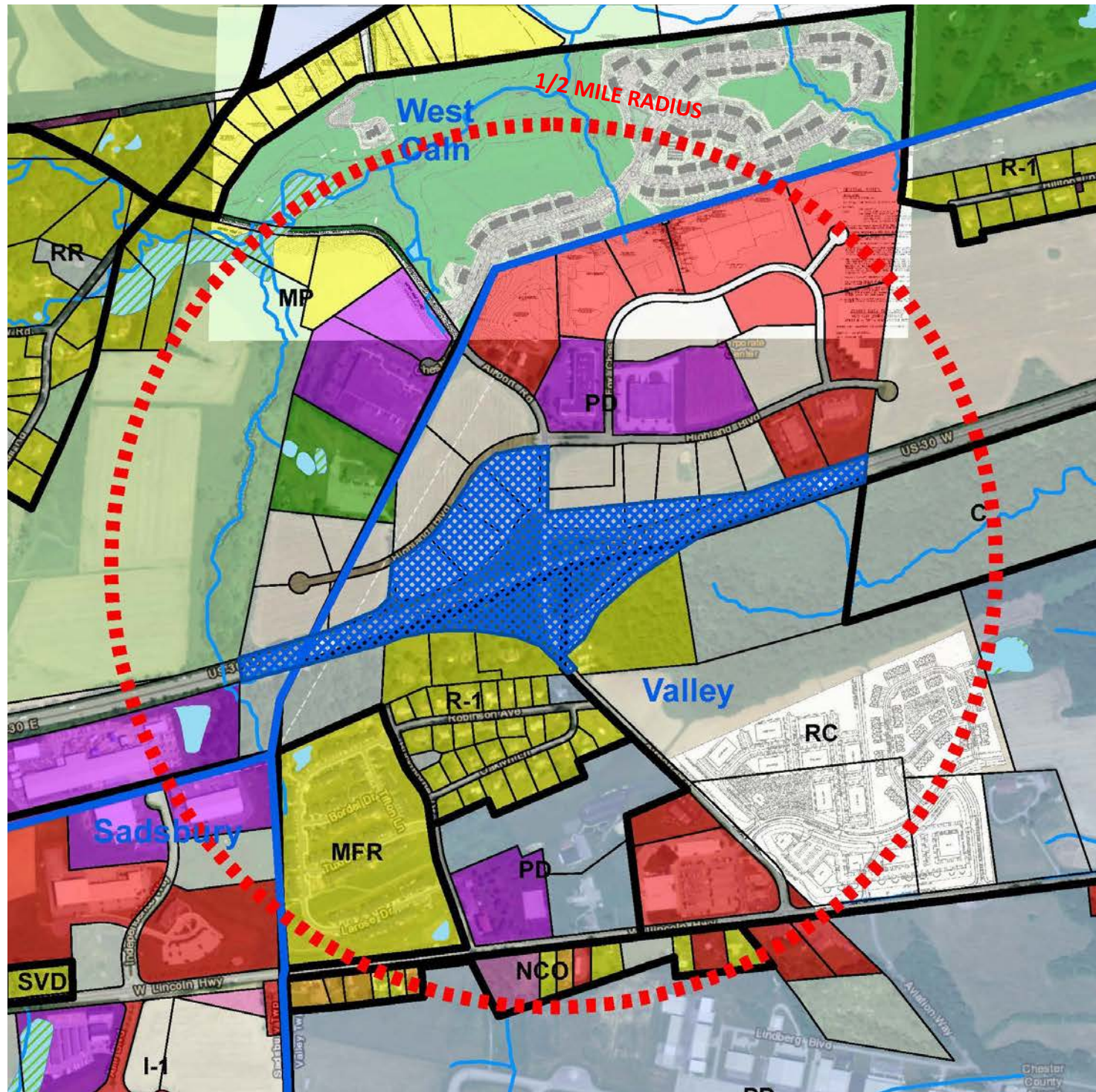
Developments in the Pipeline

Development projects listed below are generally within one-half mile of the interchange and overall site plans are shown on the Existing Land Use and Constraints Maps, if available.

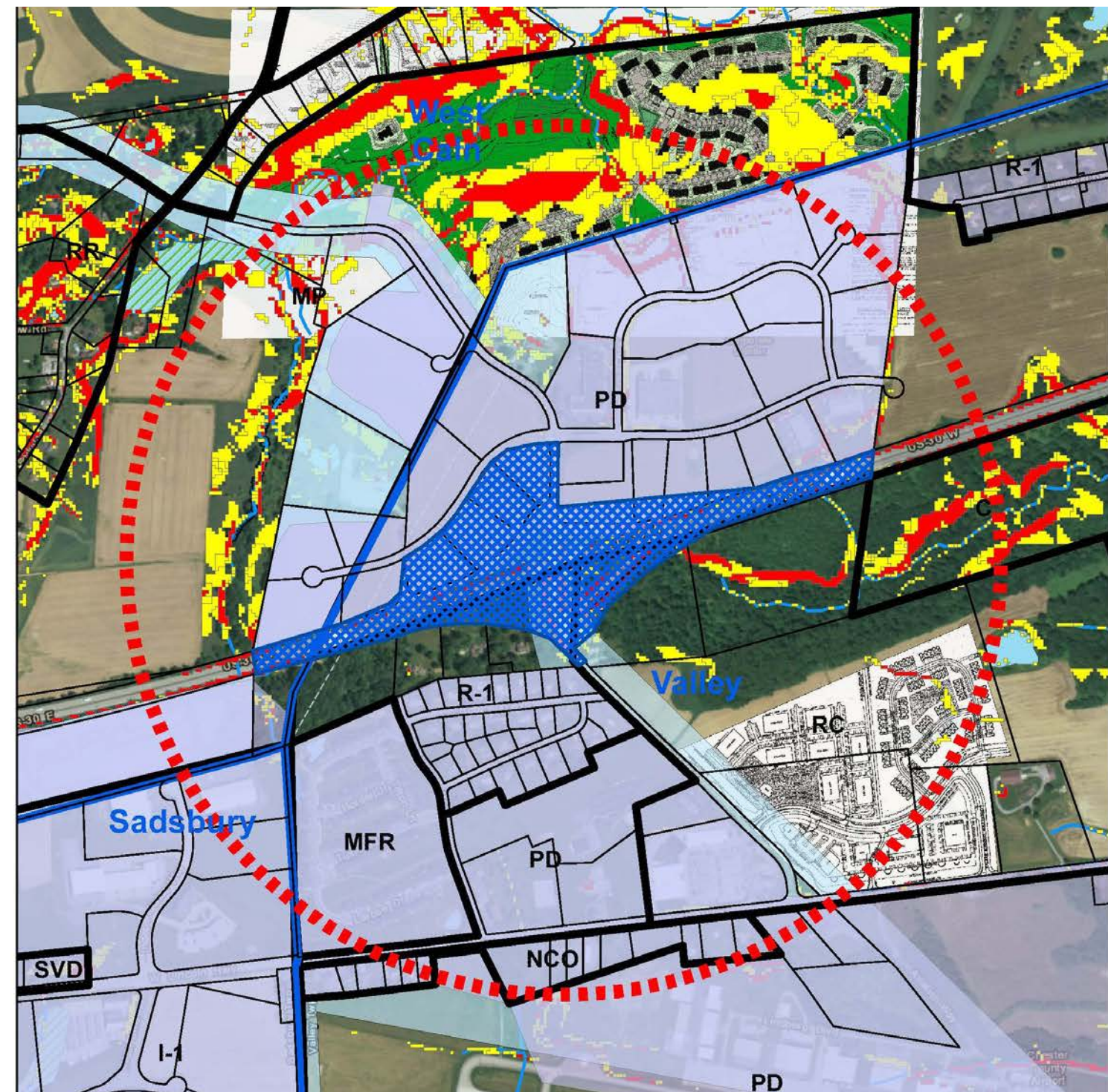


Development Name	Proposed Land Development	Status
Sands Tract	<b>277 Dwelling Units</b> 276 Townhouses 1 Single Family Home	Conditional Use Approval; Project is on-hold
Highlands Corporate Center	Commercial/Light Industrial	Sub-divided parcels are available for commercial development
CTDI Highlands	<b>518,569 sqft Office/Warehouse</b>	
Valley Suburban	<b>290 Dwelling Units</b> 192 Apartments 98 Townhomes <b>54,000 sqft Commercial</b> 17,000 sqft for 2 restaurants 37,000 sqft for 3 retail shops	Conditional Use Approval

Airport Road Interchange: Existing Land Use Map



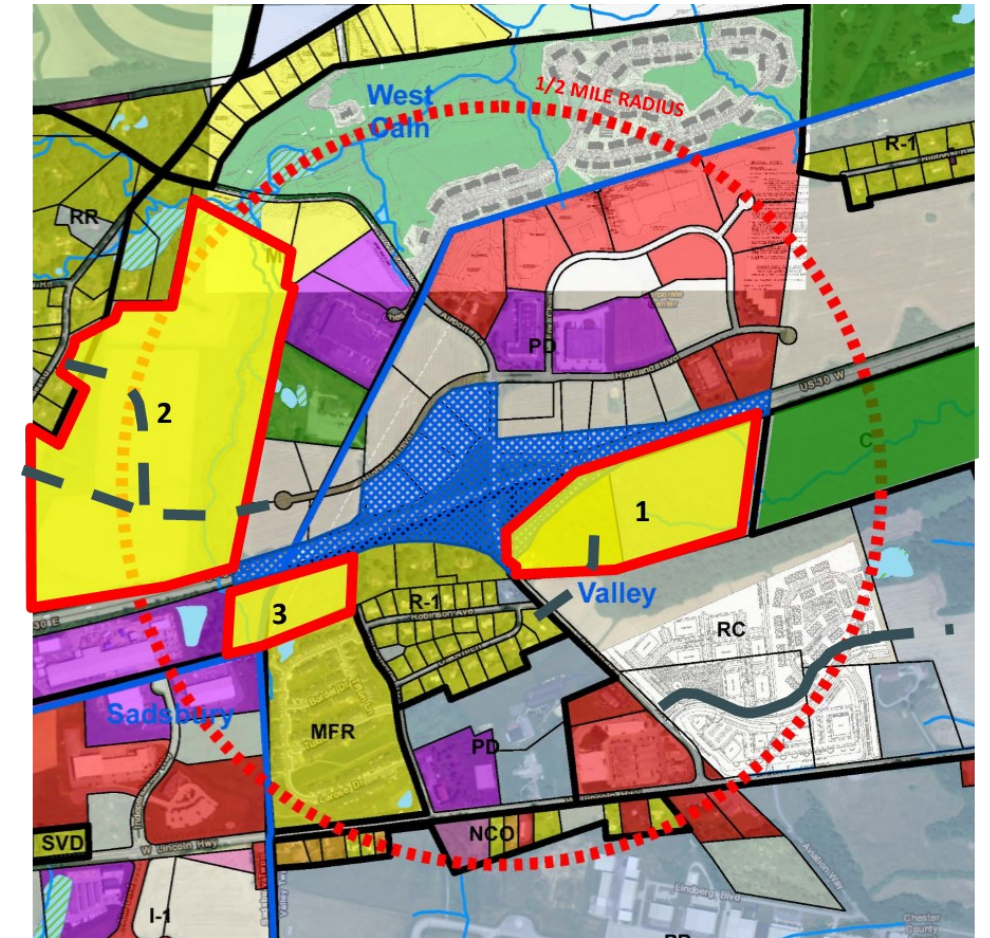
Airport Road Interchange: Constraints Map



- Residential
- Commercial
- Open space/protected farmland
- Industrial
- Parks
- Vacant/other

- Interchange Management Area
- Water only
- Water and Sewer
- Steep Slopes
- Ag preserve/municipal ownership/parks
- Wetlands

Parcel ID	Municipality	Size (Acs)	Current Zoning	Water/ Sewer	Potential Use	Zoning Issues/ Considerations	Zoning Recommendations
1	Valley	27	RC	Adjacent	Commercial fronting Airport Road	- None	- None
2	West Caln	54	MP	Adjacent	Residential with stream as buffer to existing commercial/industrial lots	- None	- None
3	Valley	9	R-1	Yes	Townhouse residential	- Multi-family residential not permitted in R-1	- Consider extending Multiple Family Residential Overlay Option to include this parcel or rezone to R-2



Municipalities

Valley Township, West Caln Township

Location

Airport Road (SR 3097) Corridor between Lincoln Highway (Business 30) and Highlands Boulevard, including the intersection of Lincoln Highway (Business 30) and Airport Road.

Existing Conditions

- The Airport Road interchange currently only provides for movements to and from the east along the US Route 30 Bypass. The unsignalized ramp intersections along Airport Road are substandard in design.
- The signalized intersection of Airport Road and Business Route 30 currently operates under capacity. The intersection does not provide pedestrian accommodations.
- The Airport Road corridor between Business Route 30 and the interchange currently includes multiple unsignalized intersections and driveways, which are becoming increasingly difficult for drivers to navigate due to the increasing traffic volumes along Airport Road.

Future Conditions

- Future growth due to major proposed land development projects will result in increased traffic demand along this corridor.
- Completion of a full interchange by PennDOT will result in increased demand for development and traffic growth.
- Development projects and PennDOT are proposing some transportation improvements, but other existing issues will remain.



Key Elements of the Conceptual Roadway Plan

- Completion of the Airport Road interchange, to be completed by PennDOT and to include additional turning lanes and traffic control such as signalization.
- Coordinated traffic improvements along the Airport Road corridor from Business Route 30 through the interchange to Highland Boulevard.
- With the increase in traffic destined to the completed Airport Road interchange, construction of a second eastbound Business Route 30 left-turn lane at Airport Road, with the second lane to continue northbound along Airport Road and drop as a right-turn lane at the eastbound Bypass on-ramp.
- Possible extension of the roadway connection to be provided within the development on the northeast quadrant of Airport Road and Business Route 30, to connect through Township and School District property to Country Club Road.
- Possible future traffic signal at the intersection of Airport Road and the Airport Village Shopping Center, primarily to facilitate pedestrian crossings.

Key Elements of the Conceptual Bicycle, Pedestrian, and Transit Plan

- Provide continuous sidewalk along the north side of the Business Route 30 corridor, both east and west of the Airport Road intersection.
- Provide ADA-compliant pedestrian facilities and signal equipment at the intersection of Airport Road and Business Route 30, and at the intersection of Airport Road and the Airport Village Shopping Center if signalized in the future.
- Provide sidewalk along the east side of Airport Road from Business Route 30 to the north, connecting to a multi-use trail system to be provided within Township property envisioned for regional recreation.
- Provide an expanded bus route and facilities to serve the existing and future development, including a potential route to be provided in Highlands Corporate Center if needed based on future demand.

Recommended Action Items	Suggested Timeframe	Partners	Potential Funding Sources *
Adopt an Official Map showing future roadway connections (and Airport Road widening).	Near Term (1 – 3 years)	<ul style="list-style-type: none"> <li>– Valley Township</li> <li>– West Caln Township</li> </ul>	<ul style="list-style-type: none"> <li>– Municipal funds</li> <li>– Chester County VPP</li> </ul>
Coordinate with the Coatesville Area School District and other property owners on the potential roadway connection between Valley Suburban and Country Club Road. Possibly complete a Roadway Connection Feasibility Study to identify a potential roadway alignment and cost estimate.	Near Term (1 – 3 years)	<ul style="list-style-type: none"> <li>– Valley Township</li> </ul>	
Complete a Park and Trail Master Plan for the open space to be dedicated to the Township as part of the Valley Suburban Development.	Near Term (1 – 3 years)	<ul style="list-style-type: none"> <li>– Valley Township</li> </ul>	<ul style="list-style-type: none"> <li>– Municipal funds</li> <li>– Chester County VPP</li> <li>– DCNR C2P2</li> </ul>
Monitor future demand and continue to coordinate on potential bus service to Highlands Corporate Center.	Ongoing	<ul style="list-style-type: none"> <li>– TMACC</li> <li>– Valley Township</li> <li>– West Caln Township</li> </ul>	
Continue coordination on design of the US 30 Bypass Reconstruction project, including completion of the Airport Road Interchange and identified improvements to the Airport Road Corridor.	Ongoing	<ul style="list-style-type: none"> <li>– PennDOT</li> <li>– CCPC</li> <li>– Valley Township</li> <li>– West Caln Township</li> </ul>	<ul style="list-style-type: none"> <li>– Federal/State Transportation Funds for implementation of improvements to the Airport Road Corridor</li> </ul>
Coordinate with property owners and developers regarding future improvements to Airport Road, particularly the reservation of right-of-way for future widening.	Ongoing	<ul style="list-style-type: none"> <li>– PennDOT</li> <li>– Valley Township</li> <li>– West Caln Township</li> </ul>	

**Priority Phase:** Pursue grant funding for design, right-of-way, and construction for elements of Airport Road Corridor improvements not implemented as part of PennDOT or developer projects, such as sidewalk connections along Business 30.

Cost Estimate		<i>Cost estimate includes signalization of Airport Road and Valley Suburban/Airport Village Shops Entrance and sidewalks on Business 30 (between Earhart Drive and Buckthorn Drive) and Airport Road (between Airport Village Shops and Robinson Avenue).</i>
Preliminary Engineering	\$ 390,800	
Final Design	\$ 586,200	
Right-of-Way	\$ 138,000	
Utilities	\$ 100,000	
Construction + Inspection	\$ 4,376,000	
<b>TOTAL</b>	<b>\$ 5,591,000</b>	

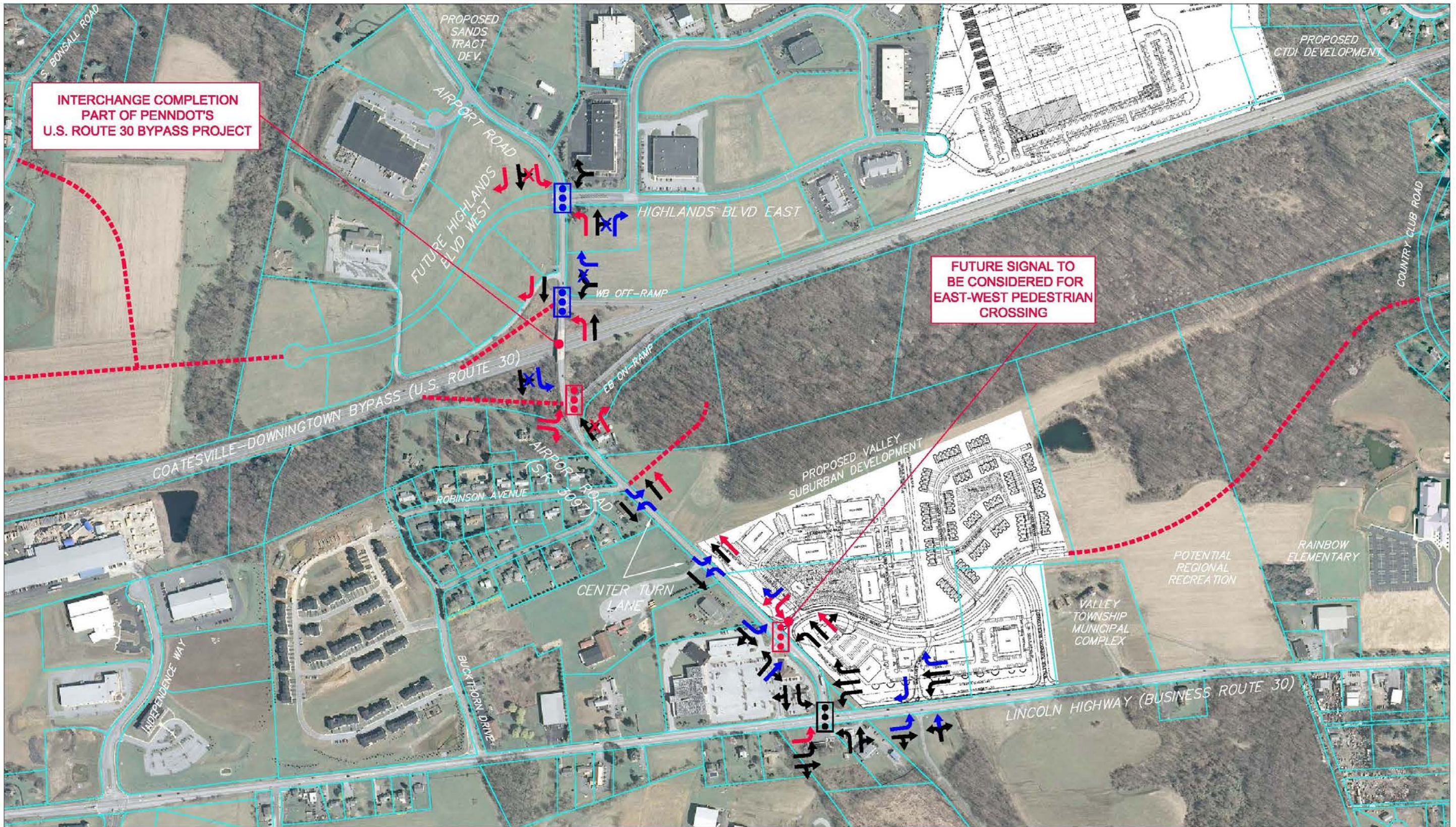
- Valley Township
- PennDOT
- Chester County
- TMACC

- Municipal funds (for required match)
- PennDOT – Multimodal Transportation Fund
- CFA – Multimodal Transportation Fund
- Transportation Alternatives Program (TAP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)

*\*See Chapter 5 for an overview of potential funding sources*



# AIRPORT ROAD (S.R. 3097) CORRIDOR ROADWAY PLAN



**LEGEND**

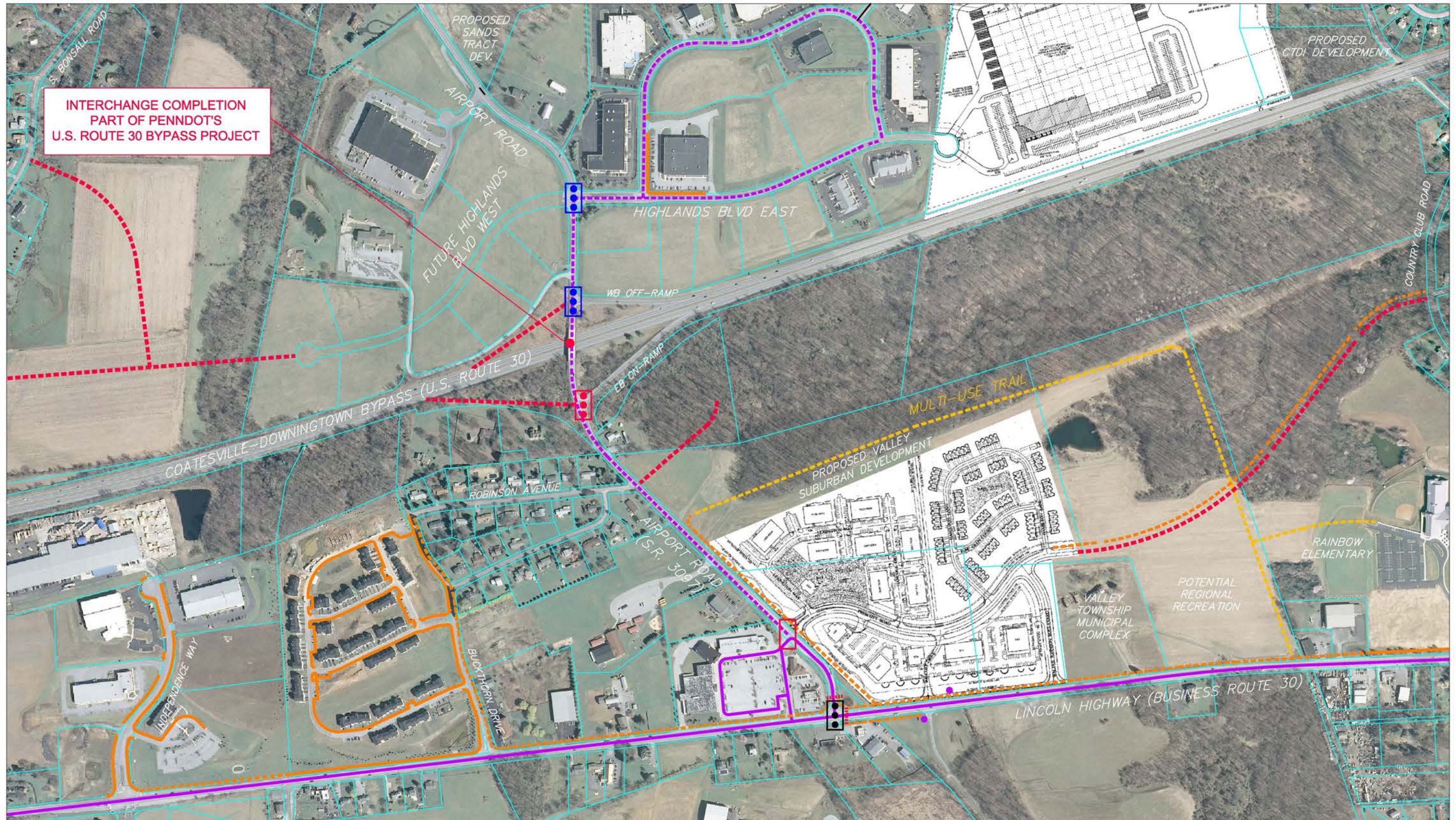
- EXISTING CONDITIONS
- EXISTING PROPERTY LINE
- PLANNED DEVELOPMENT IMPROVEMENTS
- FUTURE ROADWAY IMPROVEMENTS & CONNECTIONS
- Movement accommodated by separate lane

NOTE: Future roadway improvements identified along Airport Road assume completion of the U.S. Route 30 Bypass Interchange, as part of PennDOT's U.S. Route 30 Bypass Project.

SCALE  
0 225 550 FEET

**MCMAHON**  
TRANSPORTATION ENGINEERS & PLANNERS

# AIRPORT ROAD (S.R. 3097) CORRIDOR PEDESTRIAN AND TRANSIT PLAN



- LEGEND**
- EXISTING CONDITIONS
  - EXISTING PROPERTY LINE
  - PLANNED DEVELOPMENT IMPROVEMENTS
  - FUTURE ROADWAY IMPROVEMENTS & CONNECTIONS

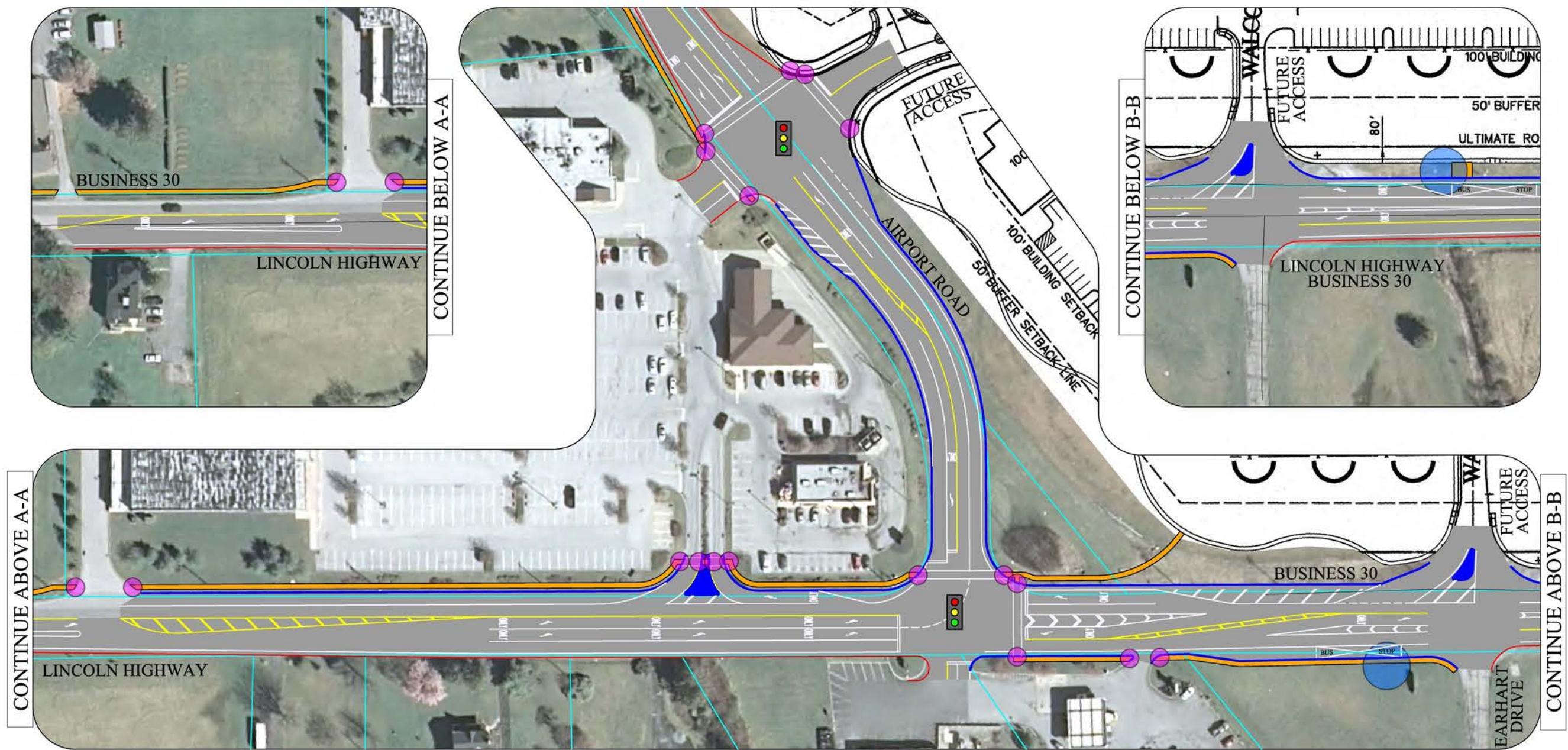
- PEDESTRIAN FACILITIES**
- Existing sidewalk (solid)
  - Future sidewalk (dashed)
  - Future multi-use trail (dashed)
- TRANSIT ROUTE & FACILITIES**
- Existing transit route (solid)
  - Transit route extension (dashed, based on future demand)
  - Future Bus Stop

NOTE: Future roadway improvements identified along Airport Road assume completion of the U.S. Route 30 Bypass Interchange, as part of PennDOT's U.S. Route 30 Bypass Project.

SCALE  
0 225 550 FEET

**McMAHON**  
TRANSPORTATION ENGINEERS & PLANNERS

# BUSINESS 30 (LINCOLN HIGHWAY) & AIRPORT ROAD INTERSECTION IMPROVEMENTS



**LEGEND**

ROADWAY WITH PROPOSED PAVEMENT MARKINGS	PROPOSED EDGE OF ROAD
PROPOSED CONCRETE MEDIAN	PROPOSED CURB
PROPOSED SIDEWALK	EXISTING PROPERTY LINE
PROPOSED BUS STOP LOCATION	TRAFFIC SIGNAL
PROPOSED ADA RAMP UPGRADE	

**CONCEPT PLAN KEY ELEMENTS:**

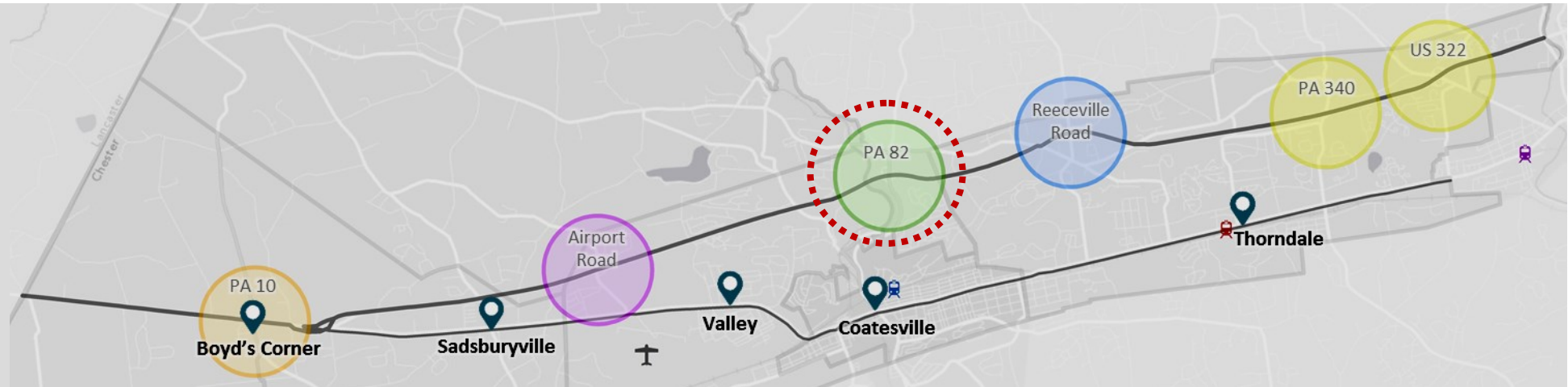
- Dual left turn lanes from Business 30 onto north-bound Airport Road
- New pedestrian accommodations
  - Sidewalk
  - ADA compliant curb ramps
- Enhanced bus stop and amenities at Earhart Drive
- Proposed traffic signal along Airport Road at new site access

**SCALE**

0      100      200 FEET

**MCMAHON**  
TRANSPORTATION ENGINEERS & PLANNERS

PA 82  
Innovation and Recreation



Existing Land Use and Zoning

The PA 82 interchange is the gateway to the City of Coatesville. This interchange is characterized as having a combination of Innovation and Recreation:

- Much of the Brandywine Creek corridor within the study area is undeveloped.
- Most development in the vicinity of the interchange is single family residential with a few commercial uses on small parcels.
- South of the interchange, a relatively new hotel is situated west of PA Route 82 along the Brandywine Creek.
- Zoning is a mix of residential and commercial, but for several parcels that are zoned for conservation.

Development Constraints

- Most of the undeveloped land is difficult to develop due to its topography and is classified as having moderate and steep slopes.
- Large tracts are owned by the City of Coatesville but are situated within Caln and Valley Townships.
- Some parcels have access issues further limiting their development potential.
- There is no water or sewer service to most of the undeveloped areas.

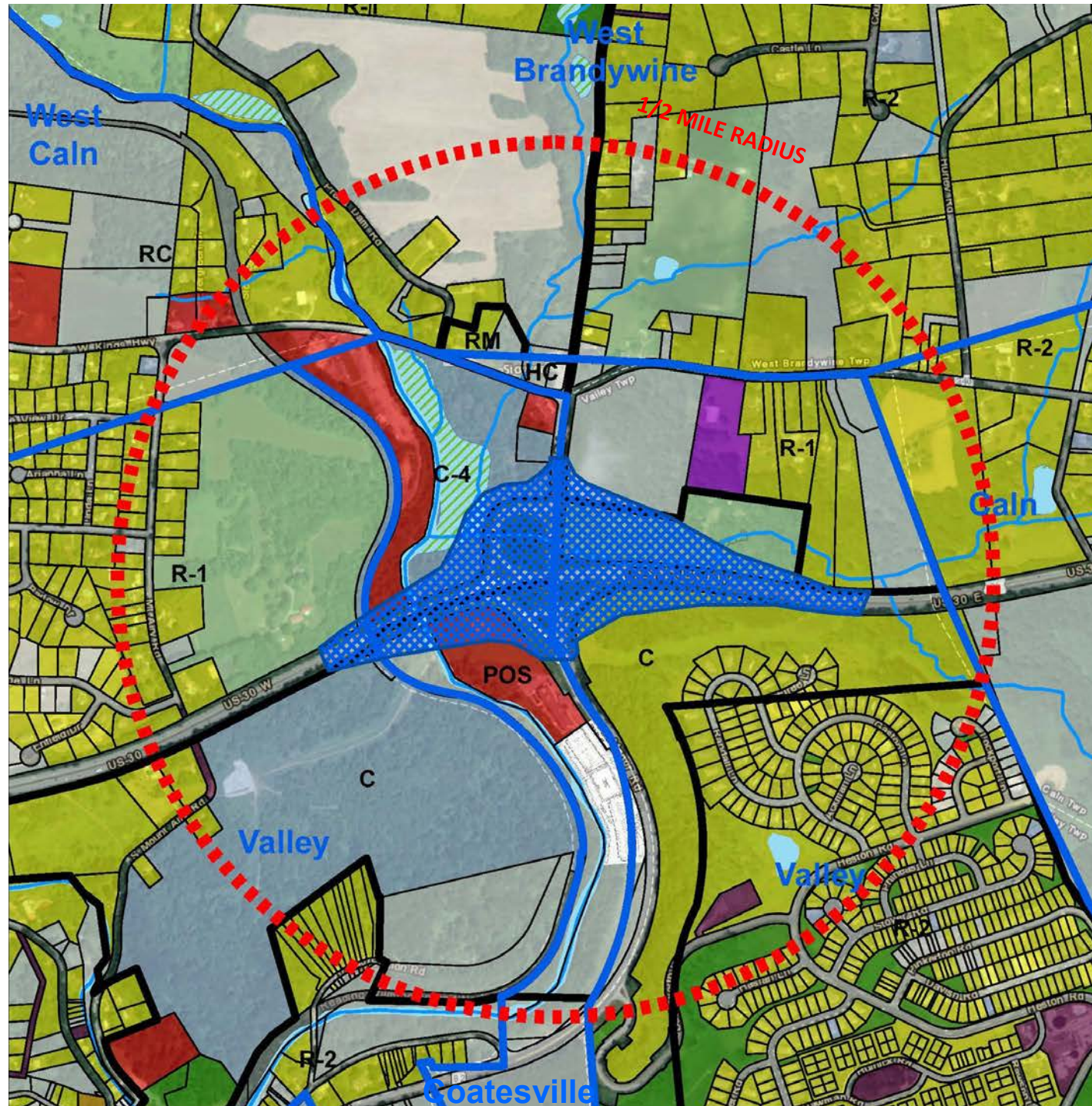
Developments in the Pipeline


Development projects listed below are generally within one-half mile of the interchange and overall site plans are shown on the Existing Land Use and Constraints Maps, if available.

Development Name	Proposed Land Development	Status
Courtyard Marriott - Office Development	80,000 sqft Office Part of Courtyard Marriot Development	Approved
Coatesville Solar Initiative - Energy Park	Renewable energy park	City entered into memorandum of understanding with developer

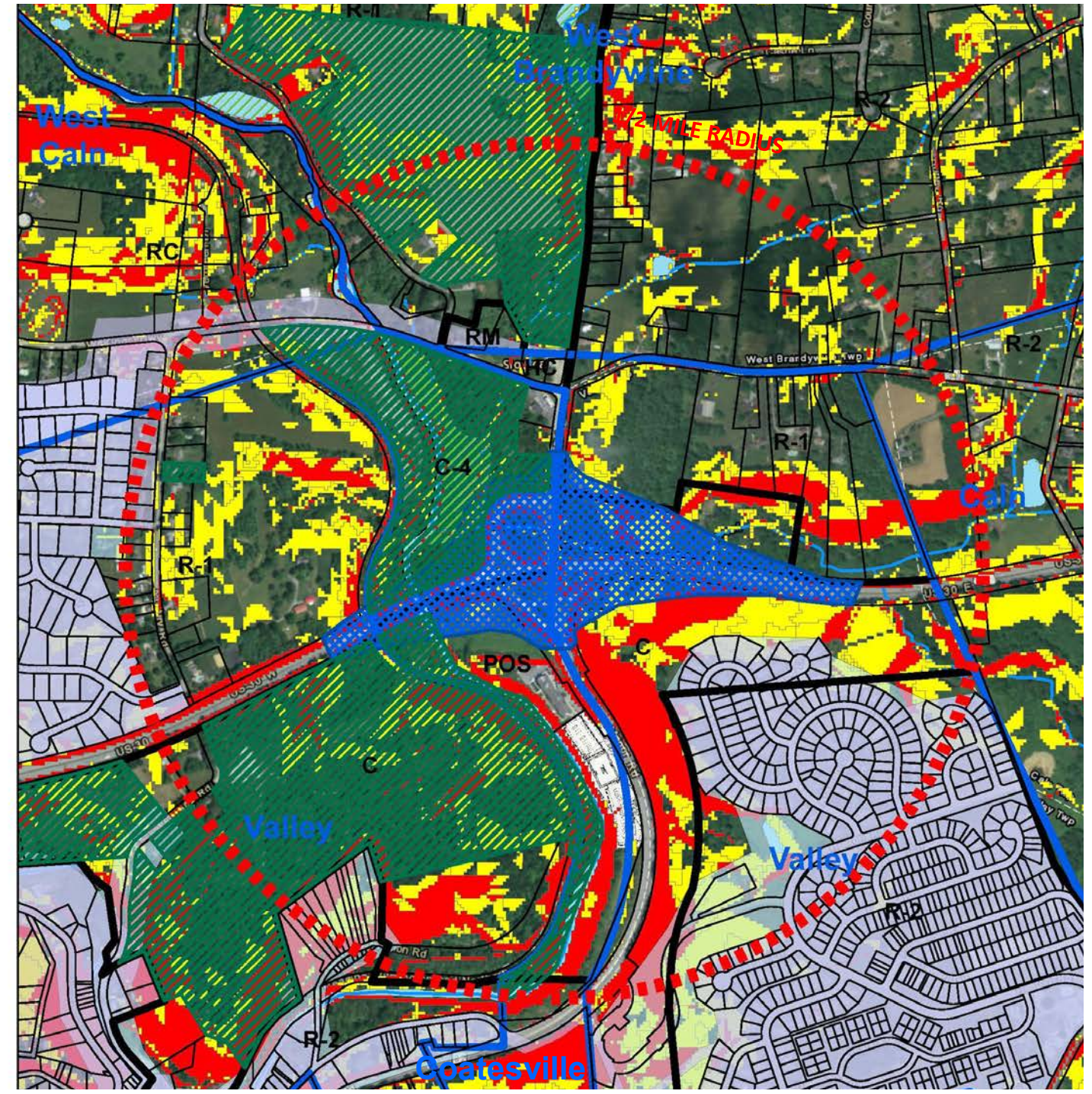








PA 82 Interchange: Existing Land Use Map



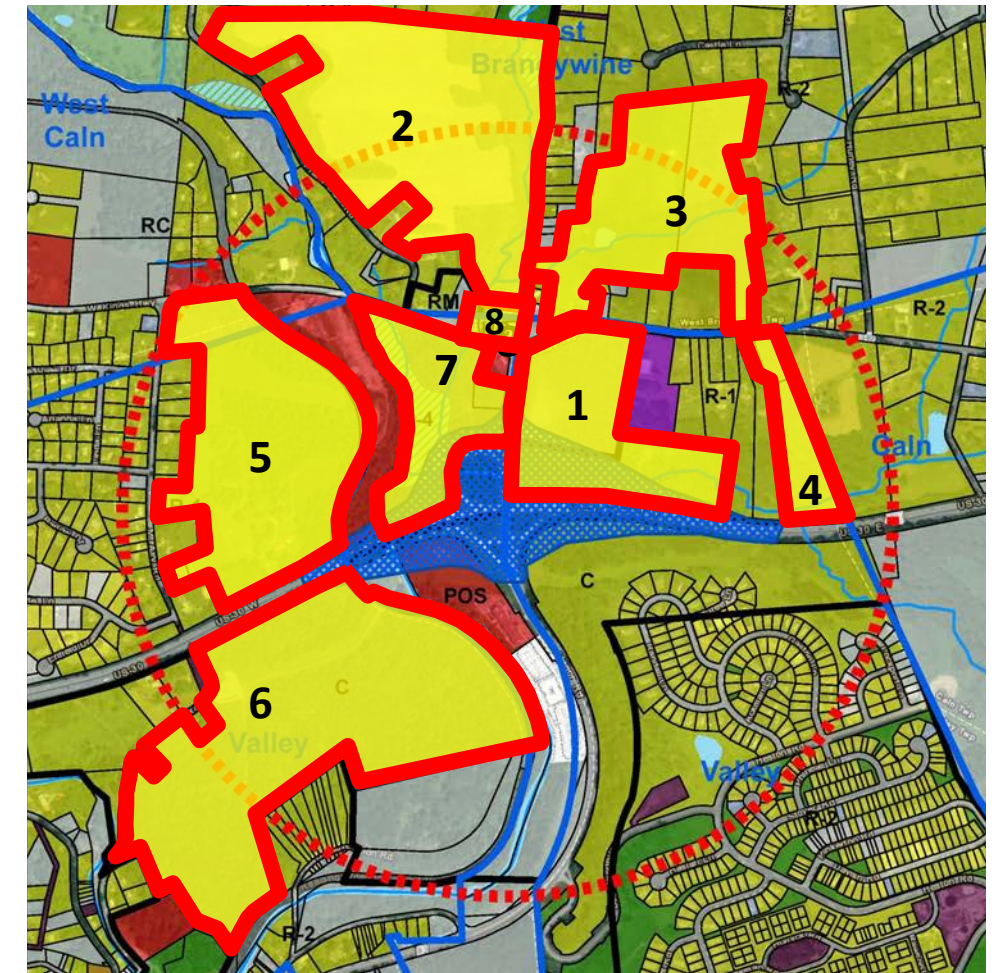
- |   |                               |   |              |
|---|-------------------------------|---|--------------|
|  | Residential                   |  | Industrial   |
|  | Commercial                    |  | Parks        |
|  | Open space/protected farmland |  | Vacant/other |

PA 82 Interchange: Constraints Map

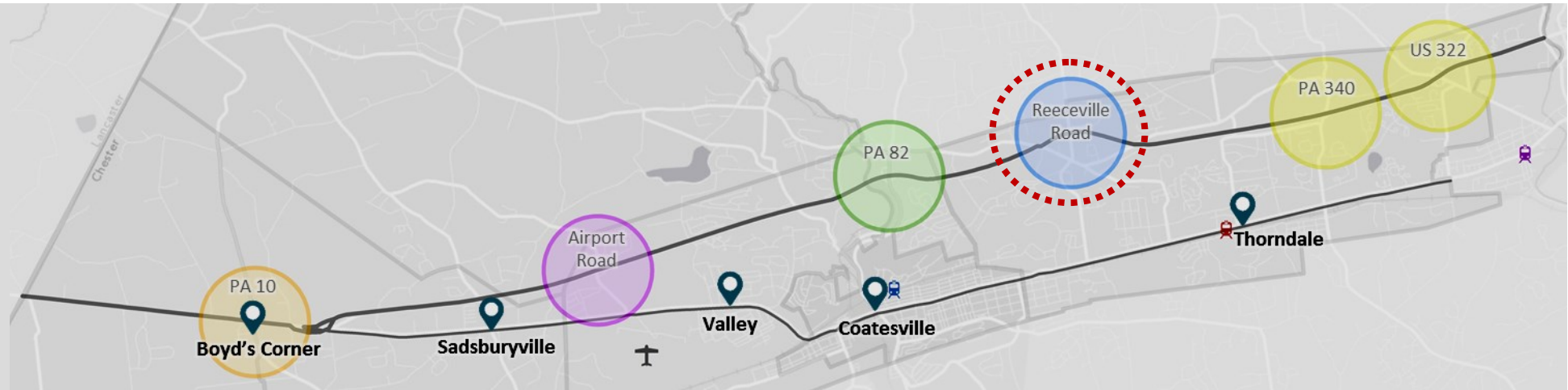


- |   |                             |   |                                       |
|---|-----------------------------|---|---------------------------------------|
|  | Interchange Management Area |  | Water only                            |
|   |                             |  | Water and Sewer                       |
|   |                             |  | Steep Slopes                          |
|   |                             |  | Ag preserve/municipal ownership/parks |
|   |                             |  | Wetlands                              |

Parcel	Municipality	Size (Acs)	Current Zoning	Water/Sewer	Potential Use	Zoning Issues/Considerations	Zoning Recommendations
1	Valley	7	R-1	No	Professionally managed multi-family residential	<ul style="list-style-type: none"> <li>Multi-family residential not permitted in R-1</li> <li>Development potential is limited due to environmental constraints and potential impacts of the Interchange Management Area.</li> </ul>	<ul style="list-style-type: none"> <li>Consider adding to Multiple Family Residential Overlay Option or rezone to R-2</li> </ul>
2	West Brandywine	61	R-1	No	Single family residential (owned by City of Coatesville)	<ul style="list-style-type: none"> <li>NA</li> </ul>	<ul style="list-style-type: none"> <li>NA</li> </ul>
3	West Brandywine	3	R-2	No	Single family residential	<ul style="list-style-type: none"> <li>NA</li> </ul>	<ul style="list-style-type: none"> <li>NA</li> </ul>
4	Valley	9	R-1	No	Single family residential	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
5	Valley	41	R-1	No	Agriculture/open space preservation	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
6	Valley	77	C (Conservation)	No	Energy/innovation center (owned by the City of Coatesville)	<ul style="list-style-type: none"> <li>Residential not currently permitted in C-4</li> </ul>	<ul style="list-style-type: none"> <li>Valley and Coatesville can create a Memorandum of Agreement in order to preserve the steep slopes and Brandywine Creek for open space conservation with a creek-side public access trail, but allow energy facilities on the relatively flat area of the site, with adequate screening from adjacent development.</li> </ul>
7	City of Coatesville	18	C-4	No	Commercial or mixed use	<ul style="list-style-type: none"> <li>Residential not currently permitted in C-4</li> </ul>	<ul style="list-style-type: none"> <li>Revise C-4 to allow residential uses</li> </ul>
8	Valley	1	H-C	No	Commercial		



**REECEVILLE ROAD**  
*Institutional—Medical & Educational*



**Existing Land Use and Zoning**

Both the Brandywine Hospital and the Coatesville VA Medical Center are within the Reeceville Road interchange area, as well as several educational institutions. The interchange area is already mostly developed. This interchange area is characterized as Institutional—Medical and Educational:

- Most of the existing land use is institutional and the vacant land south of the Brandywine Hospital is institutionally owned.
- Zoning follows existing land use for the developed areas.
- Undeveloped parcels in the study area are zoned commercial.

**Development Constraints**

- Most of the interchange area is already developed.
- The land is relatively flat with only a few areas of steep slopes.
- Public water/sewer service is limited; however, Brandywine Hospital has its own utilities that could be extended to other parcels under the same ownership, and service may be available from Brandywine Township for areas adjacent to the township boundary.
- There are no identified wetland areas.

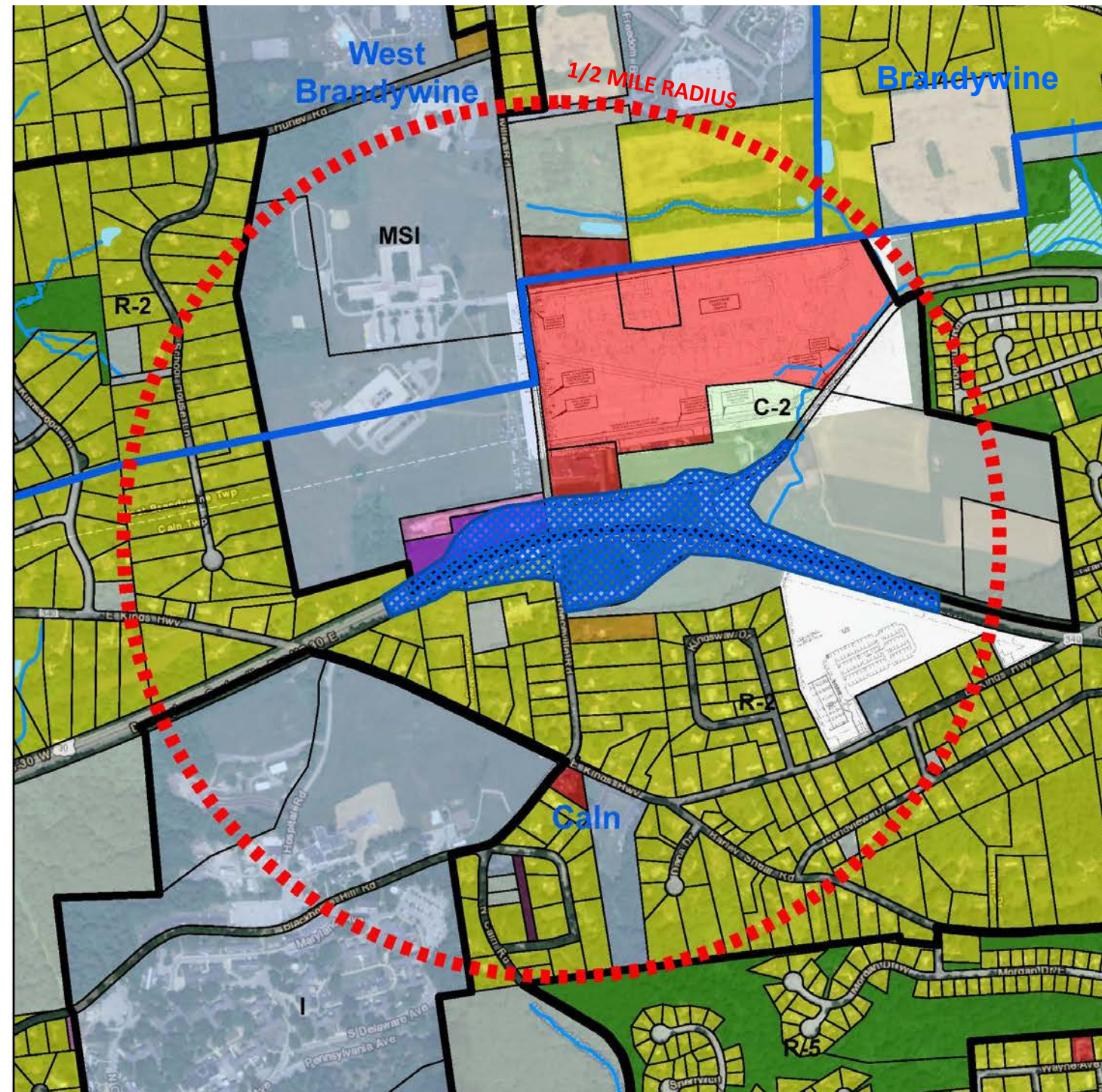


**Developments in the Pipeline**

Development projects listed below are generally within one-half mile of the interchange and overall site plans are shown on the Existing Land Use and Constraints Maps, if available.

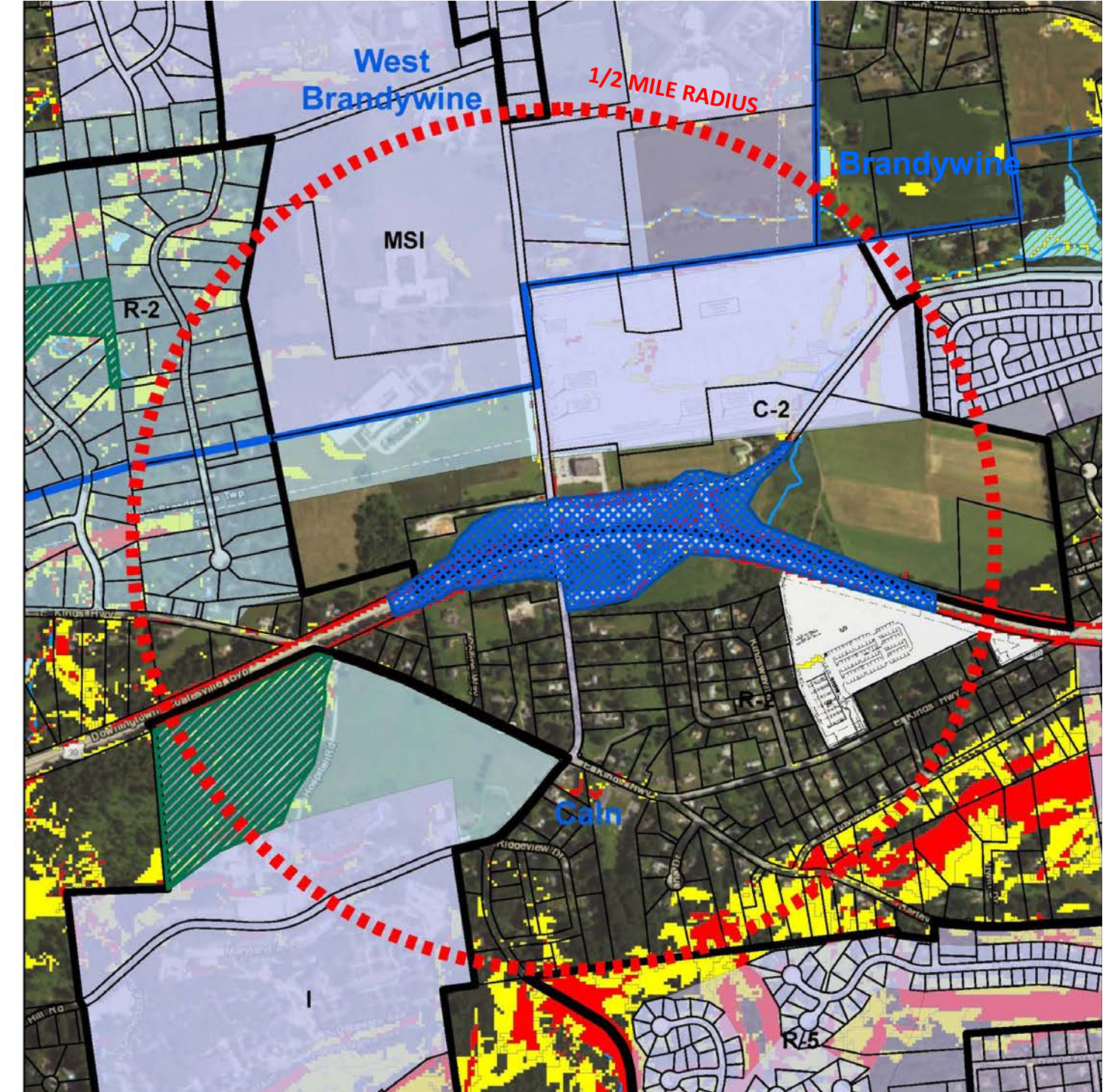
Development Name	Proposed Land Development	Status
Christian Faith Fellowship Church	80,000 sqft Church with 240 parking spaces	Preliminary/Final Township Approval
Coatesville Area School District - Middle School	126,314 sqft Middle School	Preliminary/Final Township Approval
Wawa	5,051 sqft Gas Station/Convenience Store with 6 pumps with 50 parking spaces	Pending Conditional Use

Reeceville Road Interchange: Existing Land Use Map



- Residential
- Commercial
- Open space/protected farmland
- Industrial
- Parks
- Vacant/other

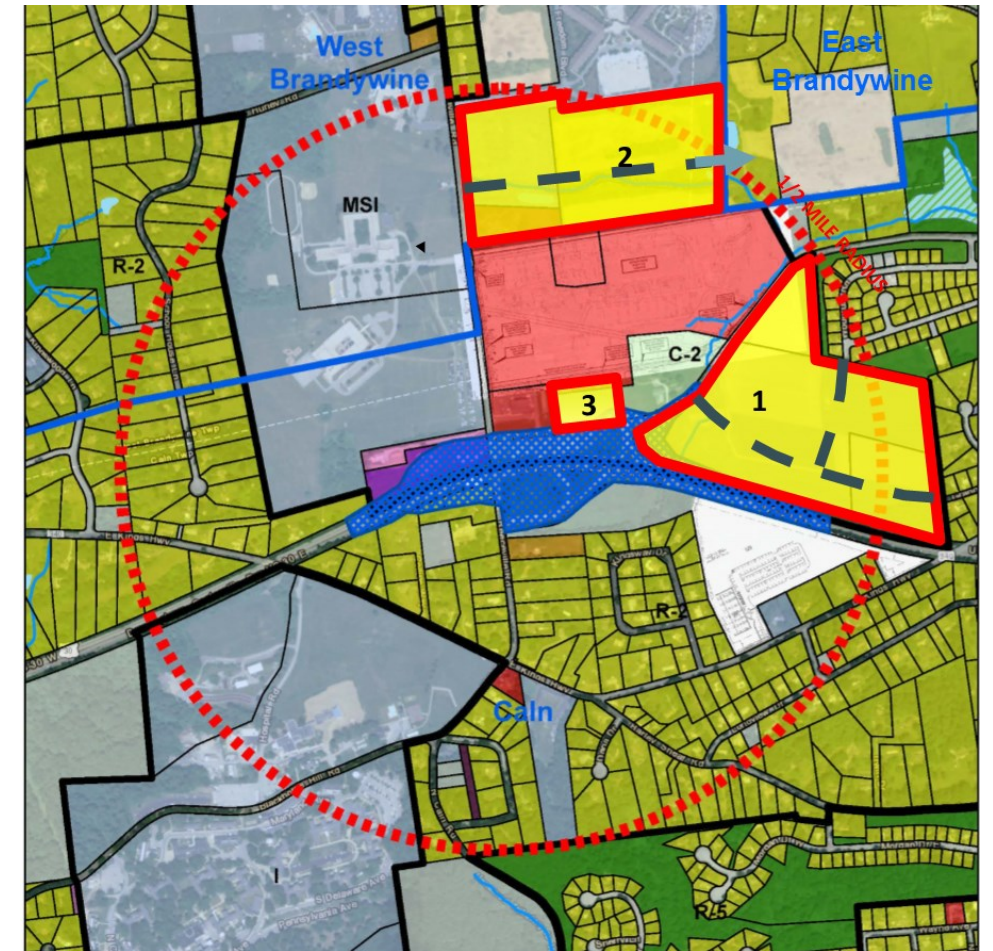
Reeceville Road Interchange: Constraints Map



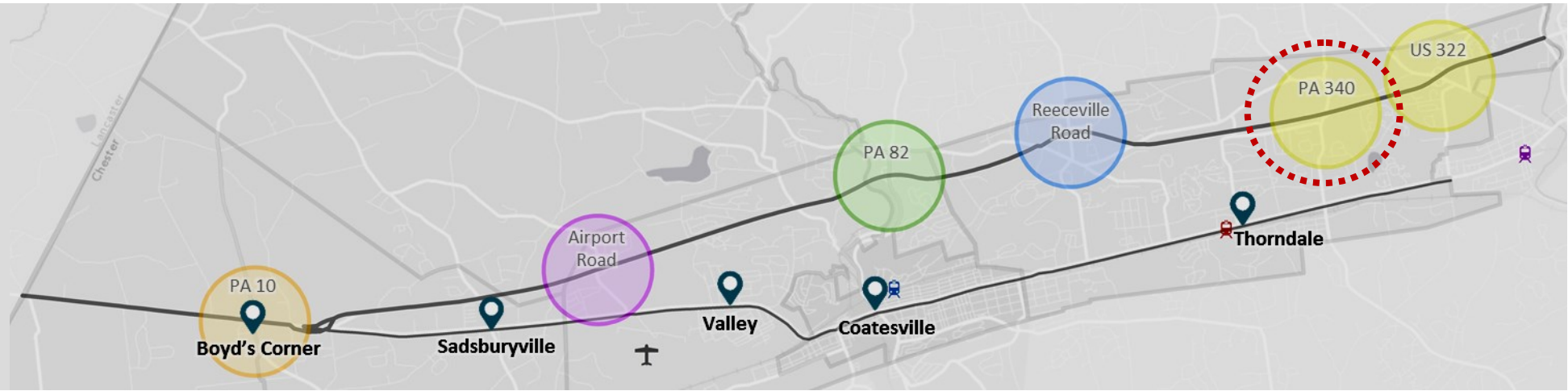
- Interchange Management Area
- Water only
- Water and Sewer
- Steep Slopes
- Ag preserve/municipal ownership/parks
- Wetlands



Parcel	Municipality	Size (Acs)	Current Zoning	Water/ Sewer	Potential Use	Zoning Issues/ Considerations	Zoning Recommendations
1	Caln	47	C-2	Yes	Medical office/ research	- C-2 allows for nursing homes and medical facilities as conditional uses	- None
2	West Brandywine	38	MSI	Yes	Rehab facility/ assisted living	- NA	- NA
3	Caln	2	C-2	Yes	Commercial	- None	- None



PA 340  
Established Residential Neighborhood



Existing Land Use and Zoning

Most of the surrounding area is developed as single family residential development. This interchange area is therefore classified as an Established Residential Neighborhood:

- South of the US Route 30 Bypass, area is predominately single family development with several areas of parkland/open space between these developments. Additionally, there is some commercial development directly south of the interchange
- North of the bypass development is much less dense with a few historic buildings and large lot single family homes.
- The entire area is zoned for residential development, but for a small area immediately adjacent to the interchange.

Development Constraints

- North of the bypass the land is almost entirely steeply sloping with only a few scattered areas of relatively flat land.
- There is no water and sewer service north of the bypass.
- Wetlands further restrict the some of the flat areas from development.

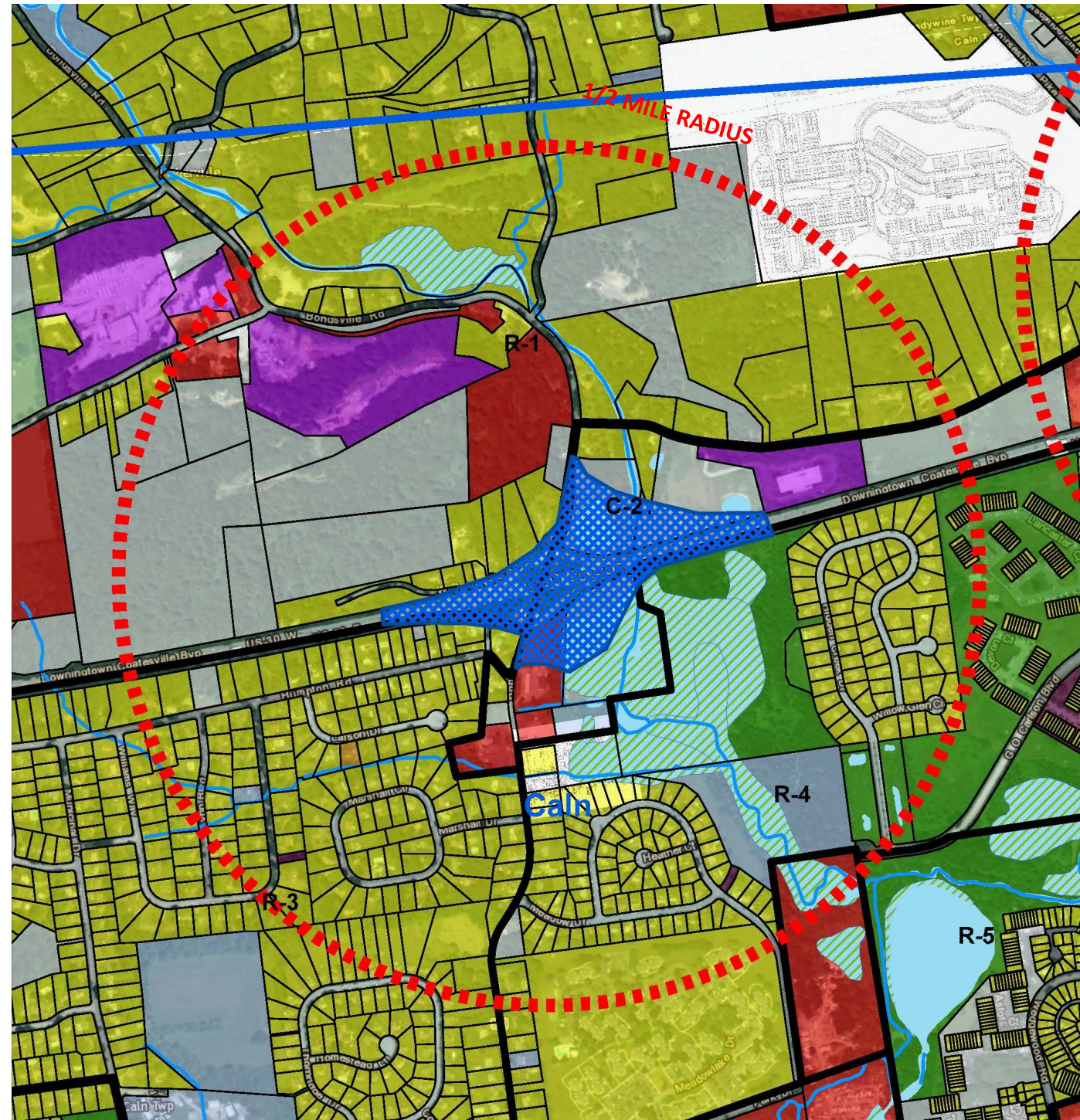
Developments in the Pipeline

Development projects listed below are generally within one-half mile of the interchange and overall site plans are shown on the Existing Land Use and Constraints Maps, if available.



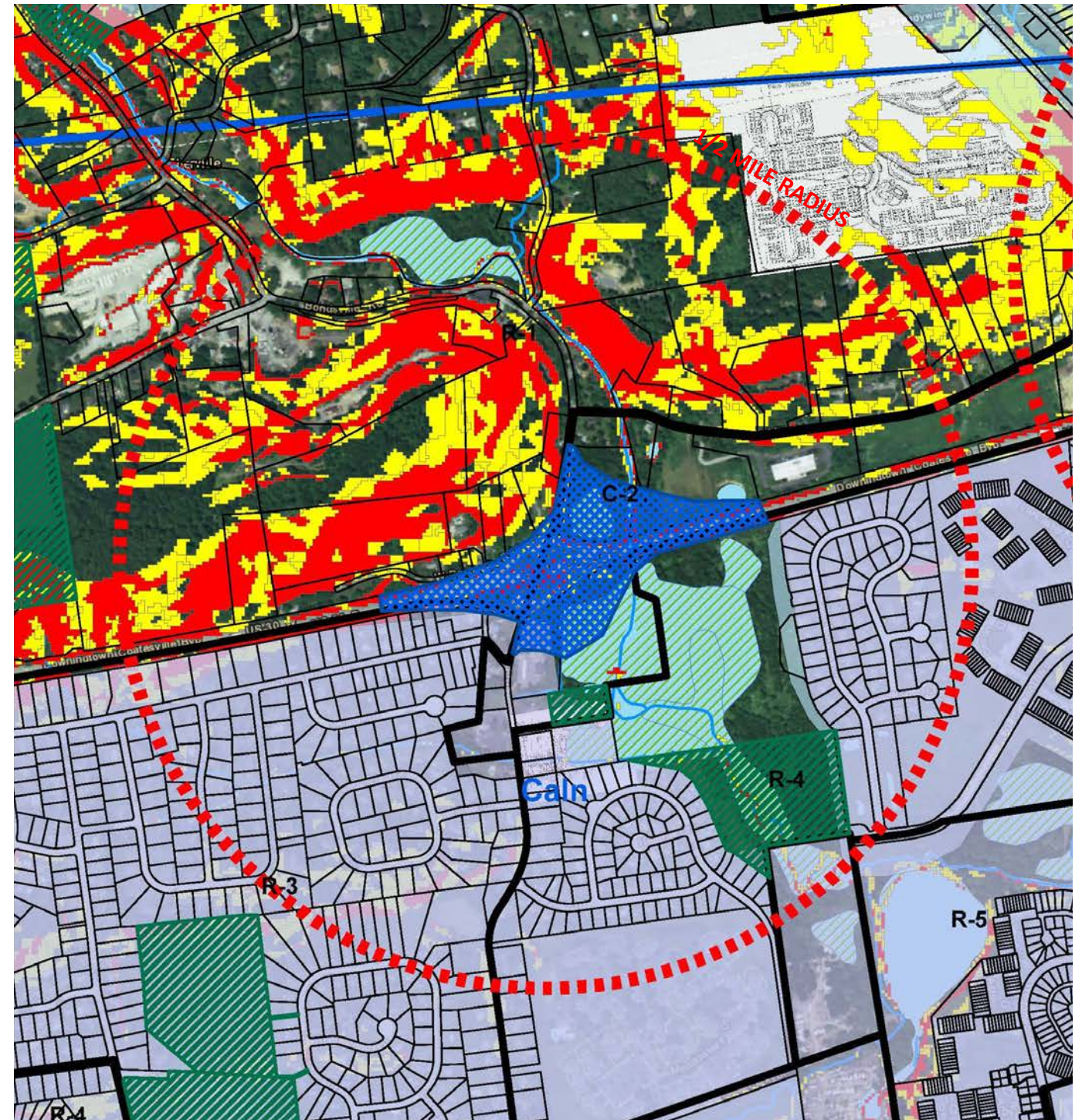
Development Name	Proposed Land Development	Status
Bondsville Road Apartments	57 Dwelling Units 67 Parking Spaces	Processing Preliminary Plan







PA 340 Interchange: Existing Land Use Map



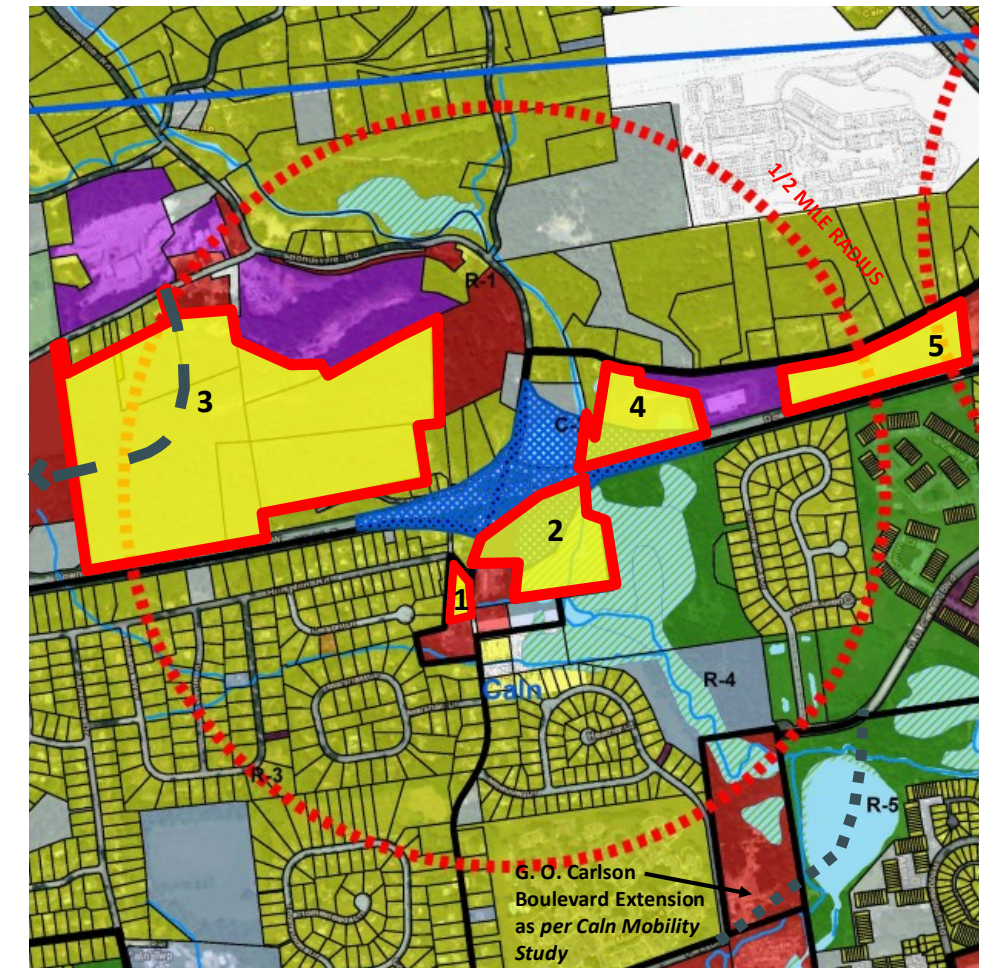
- |   |                               |   |              |
|---|-------------------------------|---|--------------|
|  | Residential                   |  | Industrial   |
|  | Commercial                    |  | Parks        |
|  | Open space/protected farmland |  | Vacant/other |

PA 340 Interchange: Constraints Map

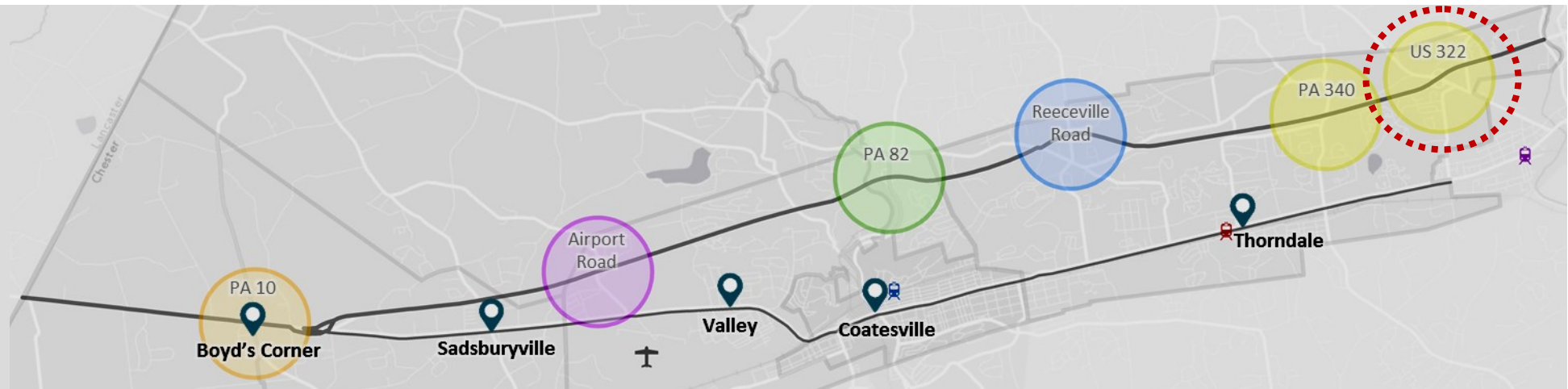


- |   |                             |   |                                       |
|---|-----------------------------|---|---------------------------------------|
|  | Interchange Management Area |  | Water only                            |
|   |                             |  | Water and Sewer                       |
|   |                             |  | Steep Slopes                          |
|   |                             |  | Ag preserve/municipal ownership/parks |
|   |                             |  | Wetlands                              |

Parcel ID	Municipality	Size (Acs)	Current Zoning	Water/ Sewer	Potential Use	Zoning Issues/Considerations	Zoning Recommendations
1	Caln	1	C-2	Yes	Small commercial/ retail use	None	None
2	Caln	11	C-2	Yes	Open space/parkland (frontage owned by Caln Township, rear private with no access)	Development potential is limited due to environmental constraints and potential impacts of IMA.	None
3	Caln	70	R-1	No	Clustered residential with open space	Development potential is limited due to steep topography. Zoning allows cluster development as a conditional use.	None
4	Caln	7	C-2	No	Commercial office or hotel	None. (Hotel is permitted as a conditional use.)	None
5	Caln	9	C-2	No	Commercial office or hotel	None. (Hotel is permitted as a conditional use.)	None



US 322  
Suburban Residential



Existing Land Use and Zoning

The US 322 interchange area is mostly developed as residential and is therefore characterized as Suburban Residential:

- Most of the existing development is residential with a mix of single family lots and planned unit developments.
- Close to the interchange there are a few commercial properties.
- There are development proposals in the pipeline for all of the remaining undeveloped large parcels.
- Zoning is residential except for the immediate interchange area.

Development Constraints

- Many of the developed large single family lots are classified as having moderate or severe slopes.
- Other than the large lots, the area is served with sewer and water.
- There are no known wetlands within this interchange area.
- Extension of G.O. Carlson Boulevard is shown to bisect an undeveloped parcel in some Caln Township planning documents (see *Developments in the Pipeline* below).

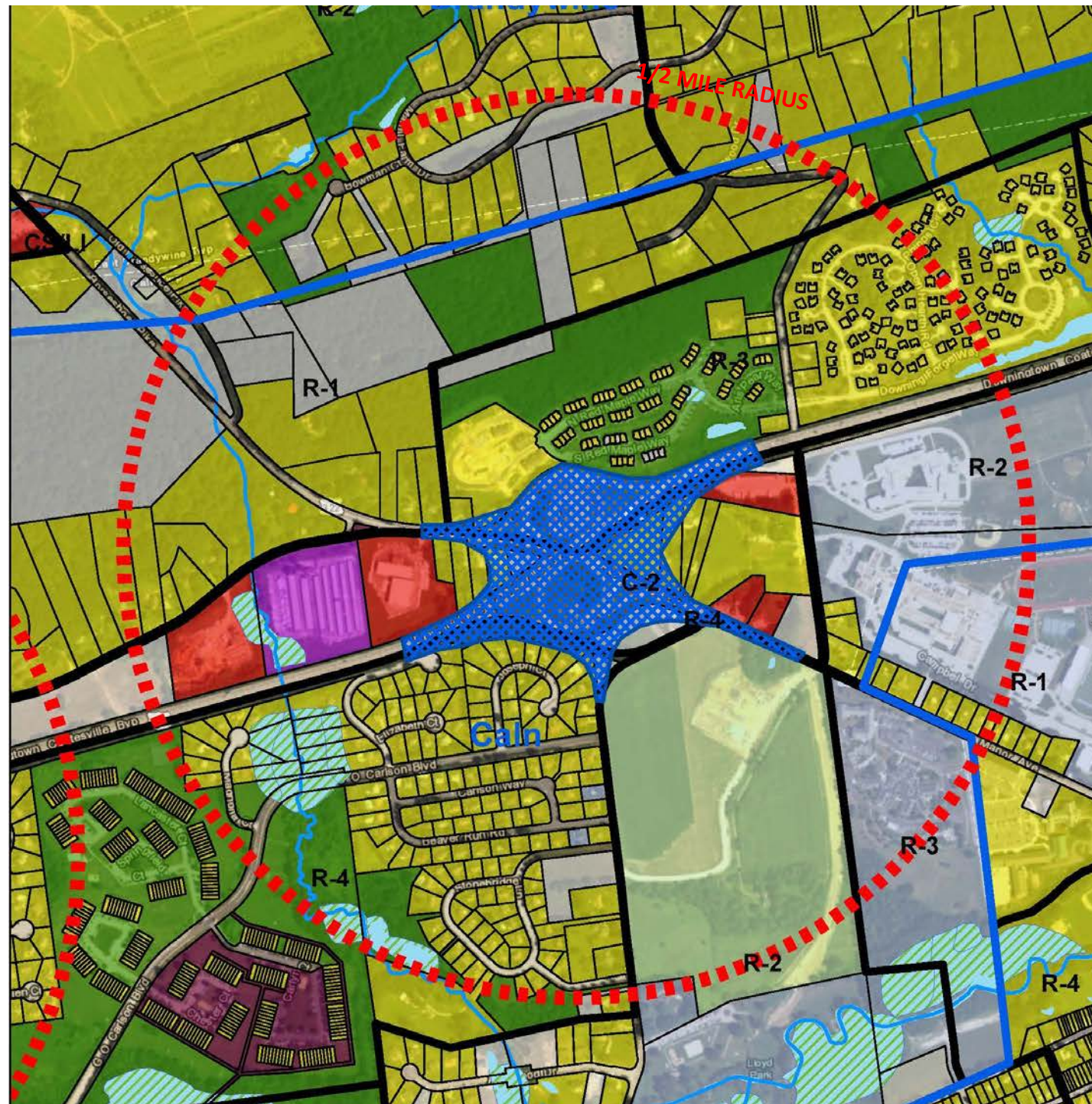
Developments in the Pipeline




Development projects listed below are generally within one-half mile of the interchange and overall site plans are shown on the Existing Land Use and Constraints Maps, if available.



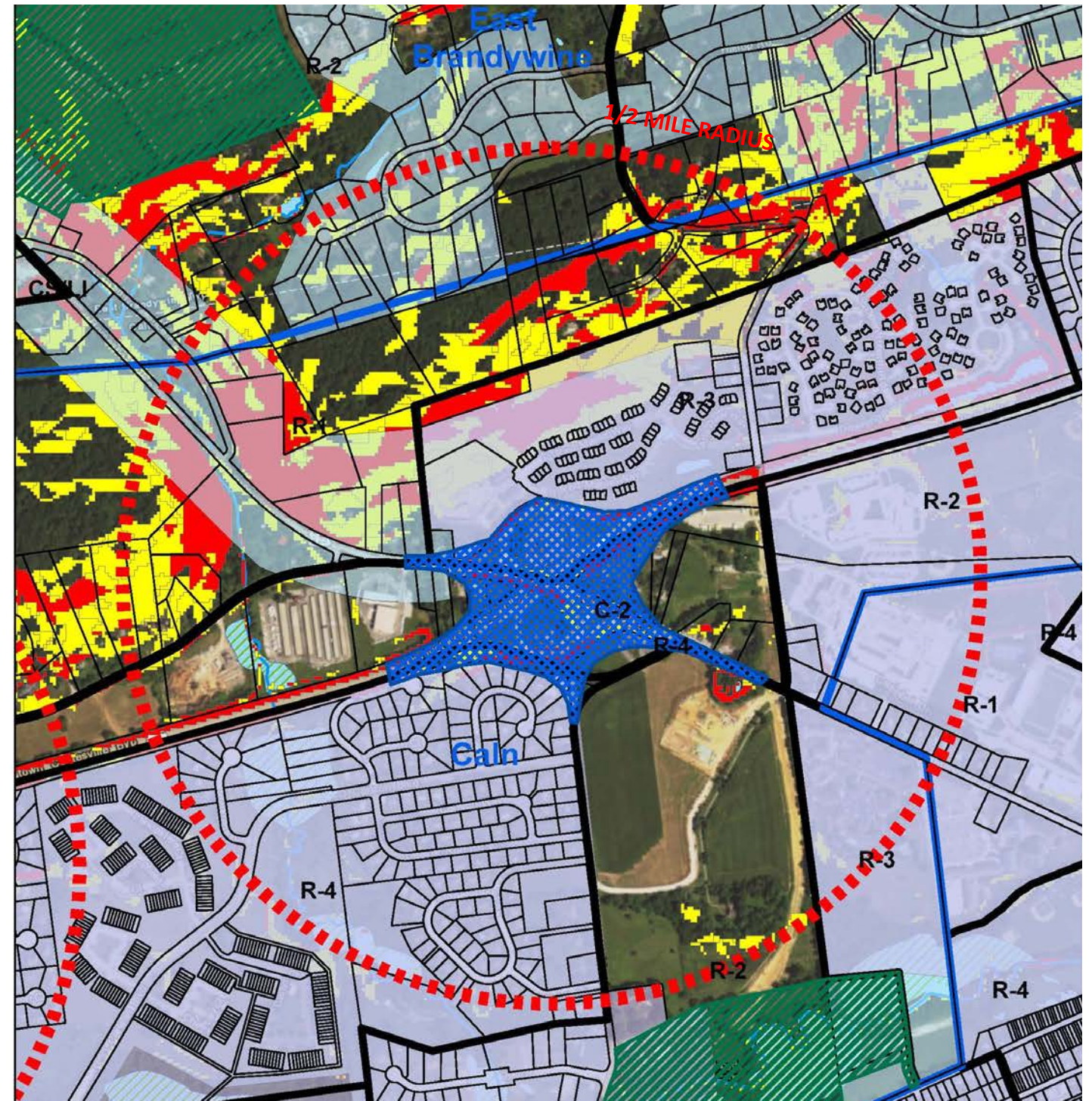
Development Name	Proposed Land Development	Status
Dwell at Caln	<b>393 Dwelling Units</b> 200 Apartments 193 Townhomes 510 Off-Street (Surface) Parking	Tentative Plan Approval Seeking Final Approval
Royal Farms	<b>5,166 sqft Gas Station/Convenience Store with 8 pumps</b> 74 Parking Spaces	Conditional Use Granted Seeking Preliminary/Final Township Approval







US 322 Interchange: Existing Land Use Map



- |   |                               |   |              |
|---|-------------------------------|---|--------------|
|  | Residential                   |  | Industrial   |
|  | Commercial                    |  | Parks        |
|  | Open space/protected farmland |  | Vacant/other |

US 322 Interchange: Constraints Map



- |   |                             |   |                                       |
|---|-----------------------------|---|---------------------------------------|
|  | Interchange Management Area |  | Water only                            |
|   |                             |  | Water and Sewer                       |
|   |                             |  | Steep Slopes                          |
|   |                             |  | Ag preserve/municipal ownership/parks |
|   |                             |  | Wetlands                              |

Parcel ID	Municipality	Size (Acs)	Current Zoning	Water/ Sewer	Potential Use	Zoning Issues/Considerations	Zoning Recommendations
1	Caln	1.5	C-2	Adjacent	Commercial in conjunction with adjacent lot to rear, possible hotel	-None	- None
2	Caln	2.5	R-1	Yes	Single family residential	-None	- None
3	Caln	17	R-1	Adjacent	Single family residential	-None	- None
4	Caln	50	R-2	Adjacent	Residential		

