

EAST GOSHEN TOWNSHIP PLANNING COMMISSION

Meeting Agenda Wednesday, June 3, 2015

7:00 PM

Workshop Session: 7:00 PM to 7:30PM (Conference Room – Open to the Public)

Formal Meeting: 7:30PM (Board Room – Open to the Public)

- A. Call to Order / Pledge of Allegiance and Moment of Silence
- B. Chairman will ask if anyone is going to record the meeting
- C. Review of Tracking Log / Determine need for Workshop Meeting**
- D. Public Comment on Non-Agenda Items
- E. Approval of Minutes**
 - 1. May 6, 2015**
- F. Subdivision and Land Development Applications
- G. Conditional Uses and Variances**
 - 1. 19 Hill Street, Dimensional Variance**
- H. Ordinance Amendments**
 - 1. Beverage Café in the C-2 Zoning District (Revised and Sent to CCPC)**
- I. Comprehensive Plan Update**
 - 1. Draft 4 (Sent to PC under separate Cover)**
 - 2. SEPTA Technical Comments**
- J. Old Business
- K. New Business
- L. 2015 Goals
- M. Any Other Matter
- N. Liaison Reports
- O. Correspondence
- P. Dates of Importance

June 04, 2015	Park Commission	7:00 pm
June 06, 2015	Historic Commission Presents	11-4 pm
	Historic Goshenville Artisan Fair	
June 08, 2015	Municipal Authority	6:00 pm
June 08, 2015	Comp Plan	7:00 pm
	Presentation to Board of Supervisors	
June 09, 2015	Trail Committee (Prop. Owners Mtg.)	7:00 pm
June 10, 2015	Comp Plan (Presentation to ABCs)	7:00 pm
June 10, 2015	Conservancy Board (Cancelled)	7:00 pm
June 11, 2015	Comp Plan (Present to Bus./Commercial)	8:00 am
June 11, 2015	Historical Commission (Cancelled)	7:00 pm
June 11, 2015	Comp Plan (Draft Presentation to Public)	7:00 pm
June 16, 2015	Trail Committee (Open House)	6:00 pm
June 16, 2015	Board of Supervisors (trail Presentation)	7:00 pm
June 18, 2015	Open Space P&R Plan Task force	7:00 pm
	Review Final Draft of Plan	
June 18, 2015	Commerce Commission (Cancelled)	7:00 pm
June 27, 2015	Community Day	5:00 pm

Newsletter Deadlines for 2015:

Fall: August 31

Winter: October 30

Bold Items indicate new information to review.

East Goshen Township Planning Commission
Application Tracking Log

Application Name	Application (CU, LD, O, SD, V, SE, CA)	Type (Sk, P, F)	Date Filed	Start Date	Date to Township Engineer	Date to CCPC	Date to Abutting Prop. / ABC's	Extension	PC NLT Action Date	BOS NLT Action Date	Hearing Date	Drop Dead date
19 Hill St. / Smith	V		5/27/2015	5/27/2015	NA	NA	5/29/2015		7/1/2015	7/7/2015	7/9/2015	7/24/2015
Bold = New Application or PC action required												

Completed in 2015

1596 Paoli Pike (Swiss Farms)	ZHB	Sk	2/23/2015	2/23/2015	NA	NA	2/24/2015		4/1/2015	4/7/2015	4/14/2015	4/24/2015
10A Reservoir Rd.	SK		NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
1131 N. Chester Rd.	SD	P/F	10/15/2014	11/5/2014	10/16/2014	10/16/2014	10/16/2014		1/7/2015	1/20/2015	NA	1/24/2015
1331 E. Strasburg Ln.	ZHB	Sk	12/5/2014	12/5/2014	NA	NA	12/18/2014		1/7/2015	1/20/2015	1/21/2015	1/26/2015
612 Meadow Drive (Christenson)	V	Sk	2/23/2015	2/23/2015	NA	NA	2/24/2015		4/1/2015	4/7/2015	4/14/2015	4/24/2015

Approved

Approved

Denied

Approved

Draft
EAST GOSHEN TOWNSHIP
PLANNING COMMISSION MEETING
May 6, 2015

The East Goshen Township Planning Commission held a regularly scheduled meeting on Wednesday, May 6, 2015 at 7:00 p.m. at the East Goshen Township building. Members present were: Chairman Dan Daley, Adam Knox, Al Zuccarello, Dan Landis, Jim McRee, and Monica Close. Also present was Mark Gordon, Zoning Officer; and Janet Emanuel, Supervisor.

COMMON ACRONYMS:

BOS – Board of Supervisors

BC – Brandywine Conservancy

CB – Conservancy Board

CCPC – Chester Co Planning Commission

CPTF – Comprehensive Plan Task Force

CVS – Community Visioning Session

SWM – Storm Water Management

A. INFORMAL MEETING – 7:00

1. The tracking log was reviewed.
2. Minutes from April 1 were reviewed.
3. Mark mentioned that Marty Shane, Supervisor, was honored for his years of service on Thursday April 29.
4. Dan Daley will recuse himself from Ss. Peter & Paul discussion because he is a member of the parish.
5. Mark mentioned that the Planning Commission will still review most variance requests.

B. FORMAL MEETING – 7:30 PM

1. Dan called the meeting to order. He led the Pledge of Allegiance and a moment of silence to remember our troops.
2. Dan asked if anyone would be recording the meeting. There was no response.
3. Dan reviewed the tracking log.
4. Dan noted that the minutes of the April 1, 2015 meeting were approved as corrected.
5. Dan introduced and welcomed the newest member of the Commission, Lori Kier. Lori is a 14 year resident and environmental lawyer.

C. ORDINANCE AMENDMENTS

1. Beverage Café in C-2 Zoning District – Patrick McKenna, attorney for Dunkin Donuts was present. Mark explained that if the draft ordinance is acceptable to the Commission, the next step in the approval process is to send it to the Township solicitor and Chester County Planning Commission. Patrick commented that if the ordinance is amended to 5 parking spaces per 1000 sq. ft., it will make them non-conforming. Other comments:

1 Page 2, Section 3,(2),(c) change to read “if the menu board is illuminated, it shall be internally illuminated....”

2 Page 3, Section 4, (4), (a) after 32 square feet, change to read “two wall signs shall be permitted provided the commercial....”

3 Page 4, change (a) to (b) Freestanding Signs.

There was discussion about removing Section 6. Jim moved to recommend the Board of Supervisors approve the Zoning Ordinance amendment permitting a Beverage Café use within a shopping center in the C-2 District with the following conditions:

1. The minor edits outlined in discussion be incorporated into the final draft.
2. Remove section 6 because this proposed parking standard for shopping centers will render the Goshen Village Shopping Center nonconforming.

Adam seconded the motion. The motion passed unanimously.

1
2 **D. NEW BUSINESS**

3 1. Ss. Peter and Paul Church Zoning Amendment – Brian Nagel, Attorney, represented the
4 applicant. This is a 15 acre campus for a private primary school and church. They want to add daycare as
5 a 2nd principal use. Currently there are 30 preschoolers in the school. They will be transferred to the
6 daycare building. Brian provided a map of the property showing that the building near the church and
7 closest to Boot Road will be the daycare building. A play area will be fenced. There will be a small
8 nursery group. Drop off time for the daycare will be 6:15 to 9:45 am. The peak drop off time for the
9 school is 7:45 am. They estimate only 7 additional cars during this time for the daycare. There will be no
10 changes to the building. Their application to PennDOT to change the traffic light and restripe the lines
11 was signed by the Board of Supervisors. They will be back with a draft plan.
12

13 2. Steering Committee for the Paoli Pike Trail – Monica volunteered to be the primary and Lori
14 will be the alternate.
15

16 3. Comp Plan Letter - Janet mentioned that the letter is about the public meetings East Goshen
17 Township is going to have for input to the Comp Plan. The meeting for the ABCs is Wednesday, June
18 10, 2015. The draft will be available on the website the end of May.
19

20 **E. LIAISON REPORTS**

21 1. Paoli Pike Trail – Janet reported that the Board of Supervisors hired McMahon to do the
22 feasibility study for the trail. A letter was being sent to everyone along Paoli Pike and the committee will
23 do a site visit.
24

25 **F. ADJOURNMENT**

26 There being no further business, the meeting adjourned at 8:45 pm. The next regular meeting will
27 be held on June 3, 2015 at 7:00 pm.
28

29
30 Respectfully submitted,

31 _____
Ruth Kiefer, Recording Secretary

BOARD OF SUPERVISORS
EAST GOSHEN TOWNSHIP
CHESTER COUNTY
1580 PAOLI PIKE, WEST CHESTER, PA 19380-6199

May 29, 2015

Dear Property Owner:

The purpose of this letter is to inform you that Nancy Smith, owner of 19 Hill St., West Chester, PA 19382, has submitted a Zoning Hearing Board application seeking dimensional relief from the side yard setback requirement of the Township Zoning Ordinance; §240-10.G. The applicant is proposing to construct an attached carport on their property and is requesting 19.5 feet of relief from the 20 foot side yard setback requirement.

Pursuant to Township policy, property owners within 1000 feet of the subject property are notified of zoning variance applications.

The meeting dates and times scheduled for the review and discussion of this application are outlined below and subject to change without further notice to surrounding property owners.

June 3, 2015 - Planning Commission - 7:00 PM

June 16, 2015 - Board of Supervisors - 7:00 PM

July 9, 2015 - Zoning Hearing Board (Zoning Hearing) - 7:30 PM

All meetings are held at the Township Building and are open to the public. The application is available for public review at the Township building during normal business hours. Please give me a call if you have any questions or need additional information.

Sincerely,



Mark A. Gordon
Township Zoning Officer

Cc: All Township Authorities, Boards and Commissions

Memorandum

East Goshen Township
1580 Paoli Pike
West Chester, PA 19380

Voice: 610-692-7171
Fax: 610-692-8950
E-mail: mgordon@eastgoshen.org

Date: 5/29/2015
To: Planning Commission
From: Mark Gordon, Township Zoning Officer
Re: 19 Hill Street



Dear Commissioners,

The owners of 19 Hill St., Nancy Smith, has submitted a ZHB application for a dimensional variance from the side yard setback to facilitate the construction of a 18' x 27' attached carport on her property. The property is located in the R-3 Zoning District and the side yard setback for structures in the R-3 is 20 feet.

The applicant is requesting a .5' foot side yard setback for the proposed carport. That equates to 19.5 feet of relief from the required 20 foot side yard setback.

Staff is of the opinion that supporting this variance request will not significantly alter the character of the neighborhood and does not pose a direct impact to the Township. The Milltown Neighborhood has a large number of nonconforming lots and nonconforming structures. Mrs. Smith's property is immaculate, one of the best kept properties in the neighborhood.


DRAFT MOTION:

Mr. Chairman, I move that we recommend that the Board of Supervisors support the variance request as outlined in the application because the requested relief will not alter the character of the surrounding neighborhood.

Memorandum

East Goshen Township
1580 Paoli Pike
West Chester, PA 19380

Voice: 610-692-7171
Fax: 610-692-8950
E-mail: mgordon@eastgoshen.org

Date: 5/28/2015
To: Planning Commission
From: Mark Gordon, Zoning Officer 
Re: Beverage Cafe with Drive-Thru Service in the C-2

Dear Commissioners,

As you recall the PC made a recommendation to the Board of Supervisors last month to approve the Beverage Café ordinance language with a couple of modifications. The Board agreed with your recommendations and the ordinance is at the CCPC being reviewed.

DRAFT MOTION

Mr. Chairman I move that we recommend the Board of Supervisors approve the Zoning Ordinance amendment permitting a Beverage Café use in the C-2 district within a shopping center, as drafted.

sent To County PC
5/18/15

EAST GOSHEN TOWNSHIP

CHESTER COUNTY, PENNSYLVANIA

ORDINANCE NO. _____-2015

AN ORDINANCE AMENDING THE EAST GOSHEN TOWNSHIP ZONING ORDINANCE OF 1997, AS AMENDED, SECTION 240-6 TO ADD A DEFINITION FOR BEVERAGE CAFÉ AND SHOPPING CENTER; SECTION 240-15.C TO ADD A NEW SUBPARAGRAPH (9) TO ALLOW A BEVERAGE CAFÉ IN A SHOPPING CENTER BY CONDITIONAL USE; SECTION 240-22.H TO ESTABLISH REGULATIONS FOR MENU BOARDS, BILLS OF FARE AND PRICE LISTS; SECTION 240-22.P TO AMEND THE SIGN REGULATIONS FOR SIGNS ERECTED IN THE COMMERCIAL DISTRICT; SECTION 240-31.C(3)(cc) TO ADD CONDITIONAL USE REGULATIONS FOR A BEVERAGE CAFÉ; AND TO DELETE SECTION 240-20.G(3).

BE IT ENACTED AND ORDAINED by the Board of Supervisors of East Goshen Township, that the East Goshen Township Zoning Ordinance of 1997, as amended, which is codified in Chapter 240 of the East Goshen Township Code, titled, "Zoning", shall be amended as follows:

SECTION 1. Section 240-6, titled, "Definitions", shall be amended to include the following definitions:

Beverage Café – a building measuring not more than 3,500 square feet of gross floor area where beverages and light fare normally and customarily associated with coffee shops or tea rooms are served for on-site or off-site consumption. Beverage café may also offer for sale coffee beans, tea, containers, mugs, coffee or tea brewing equipment and other related products. A beverage café shall not be considered a fast food restaurant and may have a drive-through lane.

Shopping Center- The multiple use of a single property for a group of nonresidential uses, such as, but not limited to, retail stores, restaurants and personal services, that are owned and maintained by a common entity. The shopping center shall be planned and designed as an integrated unit with common vehicular and pedestrian access, parking, utilities and stormwater management facilities.

SECTION 2. Section 240-15.C shall be amended to add a new subparagraph (9) as follows:

“(9) Beverage café with or without drive-through service in a shopping center.”

SECTION 3. Section 240-22.H shall be amended as follows:

“§240-22.H. Menu Boards, bills of fare or price lists.

- (1) Notwithstanding anything in this Ordinance to the contrary, menu boards for restaurants shall be permitted provided that all of the following conditions are met:
 - (a) the menu board is 3 square feet or less in area;
 - (b) the letters and numbers on the menu board are a maximum of 3 inches in height; and
 - (c) the sign is located on the building next to the entrance of the establishment or in the window next to the entrance to the establishment.
- (2) Notwithstanding anything to the contrary in this Ordinance, menu boards associated with a beverage cafe with drive-through service in a shopping center permitted pursuant to Section 240-15.C(9) shall be permitted provided that all of the following conditions are met:
 - (a) the menu board shall not exceed eight feet in height, including the base, as measured from the elevation of the vehicle drive-through;
 - (b) the menu board shall not exceed fifty square feet in area;
 - (c) if the menu board is illuminated it shall only be internally illuminated and may only be illuminated during normal business hours;
 - (d) the menu board shall be located so as not to obstruct traffic or sight lines of vehicles in a shopping center; and
 - (e) landscaping shall be planted to minimize the visibility of the menu board from any public street.”

SECTION 4. Section 240-22.P shall be amended as follows:

“P. Signs permitted in commercial districts. Only the following types of signs are permitted in a commercial district:

- (1) Exempt signs as provided in Subsection J.
- (2) Temporary signs as provided in Subsection I.

- (3) Signs relating to the principal use on a lot, with a maximum of one commercial establishment in accordance with the following regulations:
- (a) Wall sign. One wall sign shall be permitted for the commercial establishment. Such sign shall not exceed two square feet in area for each linear foot of wall-signable area, but not exceed 60 square feet.
 - (b) A freestanding sign not to exceed 10 square feet in area. No more than one freestanding sign shall be permitted on each street frontage.
 - (c) A window sign not to exceed 20% of window area to which it is attached.
- (4) Signs relating to the principal use on a lot, including more than one commercial establishment are permitted in accordance with the following regulations:
- (a) Wall sign. One wall sign shall be permitted for each commercial establishment. Such sign shall not exceed two feet in height or be longer than 75% of the linear length of the individual commercial establishment, with a maximum size of 32 square feet. Two wall signs shall be permitted if the commercial establishment is in a stand-alone building in a shopping center.
- [1] All newly placed wall signs attached to the same building:
- [a] Shall be generally consistent in proportion with existing signs.
 - [b] Shall not be box-type signs if at least 75% of the existing signs are not box-type signs.
 - [c] Shall maintain common vertical and horizontal lines with other signs in a manner consistent with the architecture of the building.
 - [d] Should be generally consistent in materials, font style and type size with other signs attached to the same building.
- [2] An applicant for construction of a new principal building intended to include more than one establishment is strongly encouraged to submit a proposed set of standards that the

building owner intends to use to control the types and colors of signs to ensure compatibility among the signs.

- [3] See Subsection K which prohibits certain types of signs, such as flashing and above-the-roofline signs.
- [4] Wall sign alternative. In lieu of the wall sign referred to in Subsection P(4)(a), each commercial establishment in the structure shall be permitted to erect one freestanding sign in accordance with the following requirements:
 - [a] Each freestanding sign shall have a maximum size of 10 square feet and a maximum height of 10 feet.
 - [b] Each freestanding sign shall be located immediately in front of its respective establishment.
 - [c] All portions of the freestanding sign shall be located no more than 10 feet from the respective establishment.
 - [d] The freestanding signs shall comply with all front, rear and side yard requirements and they shall comply with the setback requirements for the zoning district.

(b) Freestanding signs.

- [1] A shopping center use in the C-2 District or within a PRD may have a freestanding sign with a maximum area of 120 square feet and a maximum height of 14 feet on each street frontage. No more than one freestanding sign shall be permitted on each street frontage.
 - [2] All other freestanding signs shall not exceed 10 square feet in area nor five feet in height. No more than one freestanding sign shall be permitted on each street frontage.
- (c) Window signs. The cumulative size of window signs is not to exceed 20% of the window area to which it or they are attached. Such signs may contain the names or businesses of the occupants of the facilities.
 - (d) All signs on the structure shall be of the same design and lit in a similar manner and shall be architecturally compatible with the structure.

- (5) Sign bonus. Each permitted 10 square feet maximum freestanding sign in a commercial district may be increased in size to a maximum of 20 square feet if the sign is not internally illuminated and is constructed of relief-cut wood (other than plywood).
- (6) Any sign (as defined in § 240-6, which includes but is not limited to graphics and logos) attached to or incorporated into functional elements of a building or development (including but not limited to awnings, canopies or murals) that serve an advertising or use identification purpose shall be considered to be a sign, and specifically shall be regulated by all provisions of this section for the applicable zoning district."

SECTION 5. Section 240-31.C(3)(cc) shall be amended as follows:

"(cc) Restaurant and beverage café.

- [1] Any restaurant or beverage café with a drive-through shall be designed to allow safe pedestrian movement on the property and with sufficient stacking capacity to prevent backups of traffic onto a street.
- [2] All outdoor trash dumpsters shall be totally screened as required by § 240-27C(4)."

SECTION 6. Section 240-20.G(3) shall be deleted.

SECTION 7. Severability. If any sentence, clause, section or part of this Ordinance is for any reason found to be unconstitutional, illegal or invalid, such unconstitutionality, illegality or invalidity shall not affect or impair any of the remaining provisions, sentences, clauses, sections, or parts hereof. It is hereby declared as the intent of the Board of Supervisors that this Ordinance would have been adopted had such unconstitutional, illegal or invalid sentence, clause, section or part thereof not been included herein.

SECTION 8. Repealer. All ordinances or parts of ordinances conflicting with any provision of this Ordinance are hereby repealed insofar as the same affects this Ordinance.

SECTION 9. Effective Date. This Ordinance shall become effective in five (5) days from the date of adoption.

ENACTED AND ORDAINED this _____ day of _____, 2015.

ATTEST:

**EAST GOSHEN TOWNSHIP
BOARD OF SUPERVISORS**

Louis F. Smith, Secretary

E. Martin Shane, Chairman

Senya D. Isayeff, Vice-Chairman

Carmen Battavio, Member

Charles W. Proctor, III, Esquire, Member

Janet L. Emanuel, Member

TECHNICAL COMMENTS ON EAST GOSHEN TOWNSHIP COMPREHENSIVE PLAN DRAFT
TRANSPORTATION AND CIRCULATION SYSTEMS PLAN
SEPTA SERVICE PLANNING DEPARTMENT
MAY 2015

Comments and updates have been provided to the sections noted below. The regular text reflects the text found in the document. ***Bold italics*** represent language suggested for replacement or addition. *Regular italics* represent notes of clarification and guidance.

Please contact one of the following with any questions or comments:

- Mark Cassel, Senior Operations Planner, 215-580-7238, mcassel@septa.org
- John Calnan, Manager, Suburban Service Planning and Schedules, 215-580-7947, jcalnan@septa.org

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There are numerous public transit facilities in this area of the County. SEPTA provides bus and enhanced paratransit service to the West Chester Region. There are three bus routes through East Goshen that link to employment centers in the Township and also serve as links with connection points in West Chester, north to the Great Valley, and east along West Chester Pike. The SEPTA operates the R5 train service line along the central portion of the County with stops in Paoli, Malvern, and Exton. This line provides commuter service from the western suburbs and Main Line to Center City Philadelphia. This line also shares tracks with AMTRAK's service from Philadelphia west toward Harrisburg, and beyond. In addition, the SEPTA R3 service from Elwyn to Philadelphia is easily accessible by residents in the southern part of the Township.

SEPTA (Southeastern Pennsylvania Transportation Authority) provides transit bus service to the West Chester Region. It also provides paratransit for those eligible through the Americans With Disabilities Act (ADA) within areas adjacent to its route network. There are two bus routes through East Goshen that link to employment centers in the Township and also serve as links with connections points in West Chester, Paoli and east along West Chester Pike. They are Route 92, which serves portions of the Airport Road area and along King Road, and Route 104, which serves PA Route 3 (West Chester Pike). SEPTA also operates the Paoli/Thorndale Regional Rail Line along the central portion of the County, with stops in Paoli, Malvern and Exton. This line provides commuter service between the western suburbs and Main Line and Center City Philadelphia. This line uses tracks owned by AMTRAK, which provides service between New York, Philadelphia and Harrisburg, with limited service to Pittsburgh. AMTRAK trains can be accessed at Paoli and Exton. In addition, the SEPTA Media/Elwyn Regional Rail service to and from Center City Philadelphia is accessible by residents in the southern part of the Township at the Elwyn Station. SEPTA expects to begin construction of a three mile extension of the Media/Elwyn Line to Wawa in 2016, with completion in 2020.

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Objective 8.5. – Reduce vehicular traffic by supporting public transportation opportunities and travel demand management techniques.

The availability of public transportation in East Goshen Township is limited to three SEPTA bus routes, two of which run along Route 3 (West Chester Pike) and the third runs to the Goshen Corporate Park on Paoli Pike. The nearest regional rail transportation lines are the SEPTA R5 line running to Philadelphia, with the nearest stations at Malvern and Paoli, and the SEPTA R3 line, with the nearest station at Elwyn. The majority of the Township has low housing densities which are insufficient to support expansion of public transportation. The role of the Township is to integrate opportunities for increased public transportation services within the West Chester Region, with the need to maintain existing bus services.

The availability of public transportation in East Goshen Township is limited to two SEPTA bus routes, Route 104 along PA Route 3 (West Chester Pike) and Route 92, which serves a portion of the Goshen Corporate Park along Airport Road and Wilson Drive, as well as a short portion along the border with East Whiteland Township on King Road. The nearest SEPTA Regional Rail lines are the Paoli/Thorndale Line, which operates to Philadelphia, with the nearest stations at Malvern and Paoli, and the Media/Elwyn Regional Rail Line, with the nearest station at Elwyn. The majority of the Township has low housing densities which are insufficient to support expansion of public transportation. The role of the Township is to integrate opportunities for increased public transportation services within the West Chester Region, with the need to maintain existing bus services.

Recommendation 8.5.1. – Support regional efforts to expand public transportation.

DISCUSSION: The Township should maintain communications with SEPTA and the TMACC and provide information, strategies, and ideas for expansion or route changes. The Township should consider working with TMACC, SEPTA, and the neighboring municipalities to identify demand for a shuttle service to the proposed Paoli Transportation Center. Opportunities also exist to provide shuttle service to the Great Valley Corporate Center and other employment hubs in the area. These would serve as a way to capture transit riders prior to them getting into a single occupant vehicle.

NOTES: Should a proposal for an open door, fare-driven shuttle service be advanced, it should be vetted through SEPTA as the designated regional transit provider. SEPTA accepts new service proposals through its Annual Service Plan process. (SEPTA's Service Standards and Process document, which drives decision making on the Annual Service Plan, is available on line at <http://septa.org/strategic-plan/reports/service-standards-2014.pdf>). These service proposals must have identifiable ridership projections, cost calculations, Community Benefit Analysis and proposed funding before advancing through a public hearing and board approval process.

Any shuttle service that is proposed to use a SEPTA-owned or leased facility should also be vetted through SEPTA for capacity and circulation purposes.

ACTIONS ITEMS:

- 8.5.1.1. Publish the availability of and changes to the SEPTA system.
- 8.5.1.2. Support the proposed expansion of the Paoli Public Transportation Center and the transit center to be located in downtown West Chester.
- 8.5.1.3. Consider future opportunities for expansion of rail transit in the West Chester Region, such as the potential Cross-County Metro route.

8.5.1.4. Review SEPTA's "Bus Stop Design Guidelines" as they relate to bus stops, facilities and access to adjacent trip generators. Identify strategies to work with SEPTA and other stakeholders to implement the Guidelines where appropriate within the Township. *(The document is available on SEPTA's web site at <http://septa.org/strategic-plan/reports/SEPTA-Bus-Stop-Design-Guidelines-2012.pdf>).*

NOTES:

- 8.5.1.2. *The West Chester Transportation Center is located in the first floor of the Chester County Justice Center parking facility in the 200 block of West Market Street. No other transit center is anticipated in the borough in the future. This reference should be removed.*
- 8.5.1.3. *The Cross-County Metro was proposed in the mid-to-late 1990's as a rail line that would have used trackage owned by Norfolk Southern between Glenloch (near U.S. Route 202 and U.S. Route 30) and the Morrisville/Trenton area. A study conducted at the time did not advance to preliminary engineering. The project has no status within SEPTA's capital planning, Chester County's Public Transportation Plan or the DVRPC "Connections 2040" Long Range Plan. This reference should be removed.*

Recommendation 8.5.2. – Support establishment of a subscription bus service.

DISCUSSION: The alternative to SEPTA supported bus service is the establishment of a subscription bus service. A subscription bus service provides bus transit for municipalities in the West Chester Region to area employers. This type of bus service is provided on a cost basis, in coordination with local municipalities, employers, and a transit service provider. Typically, a subscription service would be provided through a combination of user fees and funding from employers, with municipal assistance provided in the form of coordination to establish local transit stops. Such a system would provide an alternative to commuter traffic within the Region.

ACTION ITEMS:

8.5.2.1. Investigate and, if warranted, support the establishment of a subscription bus service.

NOTE: Should a shuttle service be provided on a subscription (closed-door, limited to subscribers) basis, the main involvement from SEPTA would be to ensure that there was available capacity and proper circulation should it use a SEPTA-owned or leased facility. Generally this type of service works primarily with a single business or closely clustered group of businesses underwriting the service.

Recommendation 8.5.3. – Identify and support organized park and ride locations.

DISCUSSION: Park and ride lots provide a significant opportunity to disperse employer traffic from major employment centers while also continuing to support local public transportation. Several locations are found in the West Chester Region, most notably adjacent to the West Goshen Shopping Center. These lots provide an additional means to reduce rush hour peak congestion. The initiation of park and ride lots may be a step in establishing more organized public transportation such as coordinating park and ride lots with SEPTA. If the park and ride lots prove to be successful, they may lead to established bus routes in the future. There are funds for park and ride lots available through the PennDOT Twelve Year Program. Parking lots near major commercial, office, or institutional uses are ideal locations. Providing

adequate and visible signage is important. The locations along the Route 202 corridor through West Goshen are convenient to East Goshen. Additional locations may include the Boot Road corridor in the area near Greenhill Road.

ACTION ITEMS:

8.5.3.1. Identify possible locations for park and ride lots and support park and ride lots already in existence.

8.5.3.2. Communicate with local businesses and institutions that may have ideal locations for park and ride lots.

8.5.3.3. Discuss the establishment of park and ride lots with the West Chester Regional Planning Commission and adjacent municipalities.

NOTES: Park and ride lots can be beneficial as collection points for public transportation when passengers are traveling longer distances on the transit vehicle. Currently these types of express or limited stop services do not exist within Chester County at present because of the dispersed origins and destinations of many of the county's commuters. The significant exception is the existing Regional Rail system and its associated commuter parking lots which serve that role.

Shared lot parking arrangements are also difficult because of the property owner's concerns about liability, which also would come into play with access to the lot by a public transit provider. In some cases, properties are owned by out-of-state ownership groups that do not have a stake in the success of transit and ridesharing options.

While supporting the overall concept of park and ride facilities, SEPTA does not have a role outside of its owned or leased property unless there is a specific service proposal to be considered. As noted above, this occurs in the context of the Annual Service Plan process.

Recommendation 8.5.4. – Coordinate the establishment of local travel demand management programs with regional employers

DISCUSSION: Travel demand management programs are another method to lower the peak hour congestion of employment traffic that runs along the Township's, as well as the West Chester Region's, thoroughfares. These programs are implemented through the cooperative efforts of regional employers, by offering employees incentives to pick alternative methods of transportation to work, either through flex time employment (arriving and leaving either earlier or later than the normal work day hours), carpools or vanpools, private bus circulators to remote locations, or encouraging the use of park and ride lots (see Recommendation 8.3.3., above). Such programs also may be eligible for funding through Federal TEA-21 transportation grants and other sources at the Federal and State levels.

These programs are implemented through the cooperative efforts of regional employers, by offering employees incentives to pick alternative methods of transportation, either through transit pass discount and IRS-sanctioned pre-tax fare purchase programs (such as SEPTA "Commuters Choice" and DVRPC's "Ride Eco"), flex time employment (arriving and leaving either earlier or later than the normal work day hours), carpools or vanpools, private bus

circulators to remote locations, or encouraging the use of park and ride lots (see Recommendation 8.3.3., above).

NOTE: Generally the agencies who program these incentives may receive Federal MAP-21 (the currently active legislation) grants through the Congestion Mitigation Air Quality (CMAQ) program, but those grants are not generally directed to recipients of services beyond an initial start of program participation. (The attached chart needs to be updated to reflect MAP-21 program changes and regulatory guidance.)

Recommendation 8.6.2. – Consider the addition of sidewalks to increase pedestrian circulation and safety.

DISCUSSION: Sidewalks improve the safety of people who wish to walk outside of the Township parks. Priorities for the extension of sidewalks include areas surrounding the Village of Goshenville, the Township Building, and the East Goshen Elementary School.

ACTION NEEDED:

8.6.2.1. Consider sidewalk improvements in all future development approvals.

8.6.2.2. Coordinate the construction of new sidewalks with the development of a trail network.

8.6.2.3. In support of SEPTA's "Bus Stop Design Guidelines" and other pedestrian circulation needs, implement, as appropriate, sidewalk and other ADA-compliant pedestrian improvements around bus stops and on corridors served by or anticipated for public transit services. Work with new developments and existing property owners to implement sidewalk connectivity from the roadway frontage and bus stops into the sites of major generators, such as office buildings, shopping centers and residential communities.

8.6.2.4. Identify appropriate crossing points and facilities for pedestrians to access bus stops on each side of served corridors. Provide plans for pedestrian crossings as part of new or amended traffic signal permits.

NOTE: This is in recognition that all bus transit passengers are pedestrians during a portion of their trip. It also recognizes that proposed improvements are not in the direct purview of SEPTA, but fall under Township regulations and design guidance.