

TECHNICAL APPENDICES

1. Public Input and Process
 - a) Online community survey results
 - b) Summary of 9-29-15 Community Open House
 - c) Bike/Pedestrian Focus Group Meeting Minutes
 - d) Developer Panel Summary
- 2) Population and Housing Demographic Profile
- 3) Build-out Analysis
- 4) Market Commentary on High Density Housing
- 5) Viability Analysis for Bike/Pedestrian Connections
- 6) Energy and Spending Profile
- 7) Priority Projects: Applicable Cost Estimates and Funding Sources

1. PUBLIC INPUT AND PROCESS

- a) Online community survey results
- b) Summary of 9-29-15 Community Open House
- c) Bike/Ped Focus Group Meeting Minutes

a) Comprehensive Plan Update Community Survey Results

East Bradford Township- Chester County, PA

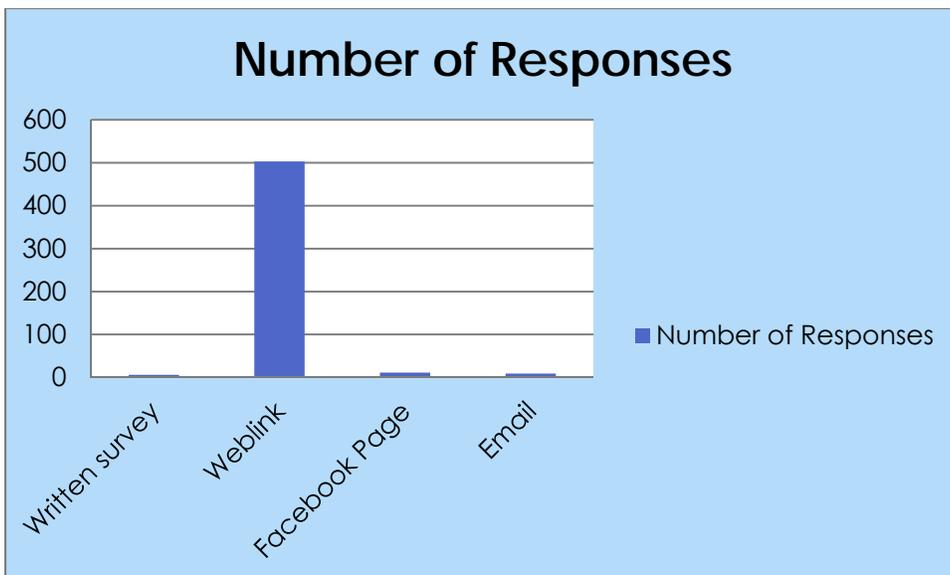
1. Survey Development and Distribution

The East Bradford Township Online Community Survey was launched on June 23, 2015 and ran for one month until July 26, 2015. The survey was available via link on the Township's website and Facebook page, as well as being emailed to members of the Township's advisory boards, committees, and homeowners association heads. A 5" x 8-1/2" color postcard was mailed to residents. Additional promotional materials were distributed via:

- Full page flyers were posted at Township Park kiosks;
- Full page flyers were handed out in the "goodie bags" given to participants in the Trailblazers Run on June 18th;
- A blurb included in the Township summer e-newsletter;
- A blurb included in the West Chester Area School District weekly e-newsletters;
- A post on the West Chester Area School District Community Bulletin Board; and
- A press release was sent to the Daily Local News.

Finally, paper copies of the survey were made available by calling the Township for those who did not wish or were unable to take the survey online.

The survey received **529 responses**. The vast majority of these responses were received via the website link.

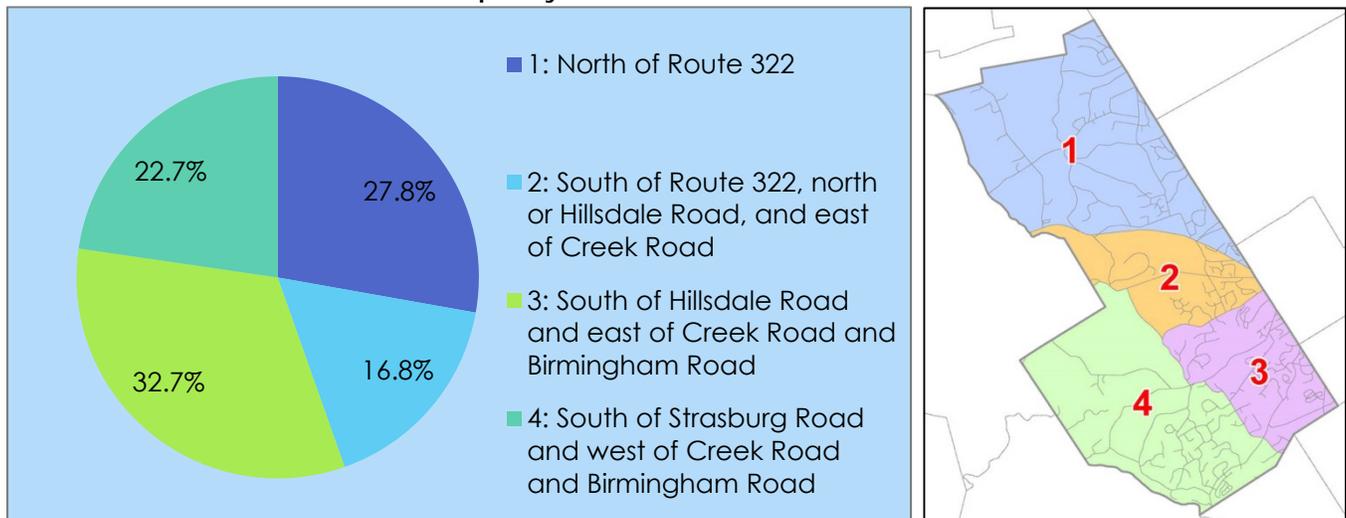


2. Who responded to the Survey?

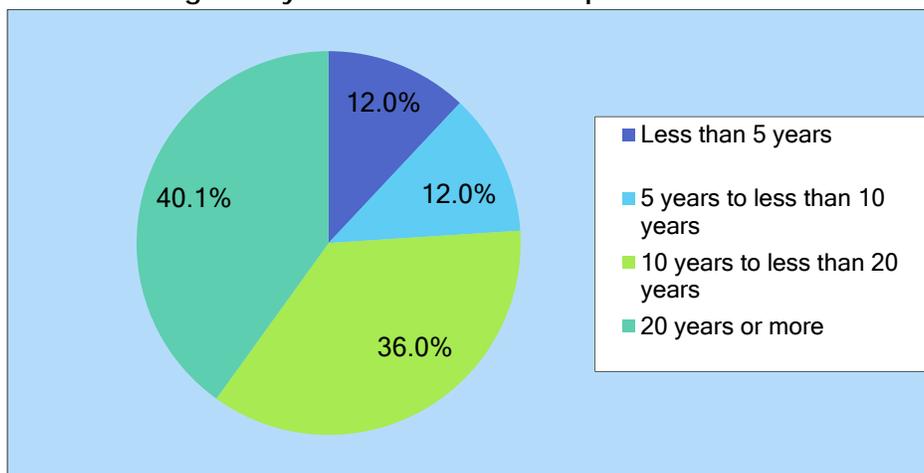
Questions 27 through 31, About You, asked Respondents to provide demographic data.

- 98.6% of Respondents reside in East Bradford Township (Q27)
- All areas of the Township were represented (Q28- see Map 4)
- 76.1% of Respondents have lived in the Township for more than 10 years (Q29)
- 99% of Respondents owned their home. Renters who make up an estimated 11% of the East Bradford population were underrepresented. (Q30)
- The age groups with the largest representation were those between 45 and 54 and those from 55 to 64 years old. The median age of the EBT population at large is 40.2 years. (Q31)
- 60% of Respondents have some involvement in the East Bradford Township Community. (Q32)

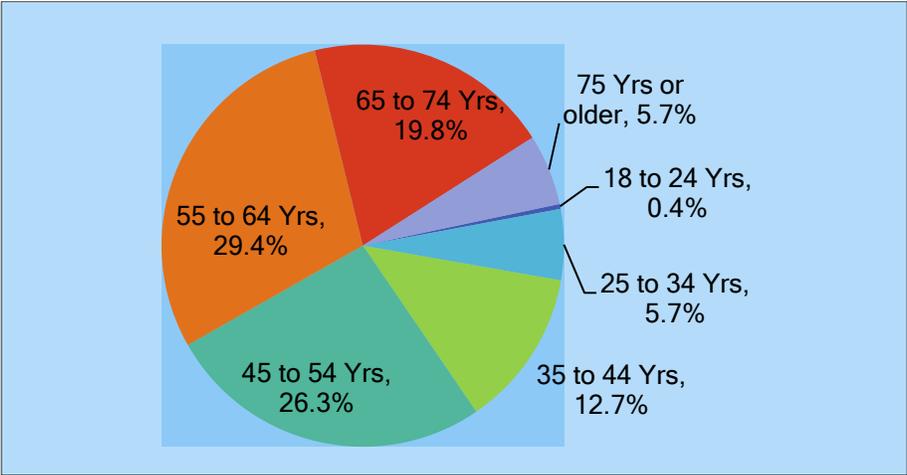
Q28. Which Quadrant of the Township do you live in?



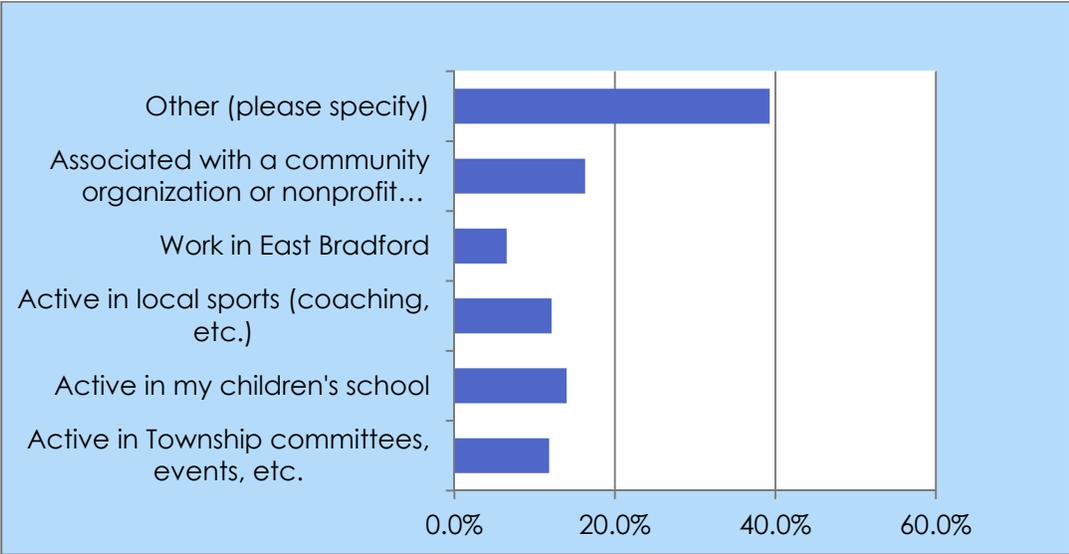
Q29. How long have you lived in the Township?



Q31. What is your Age?

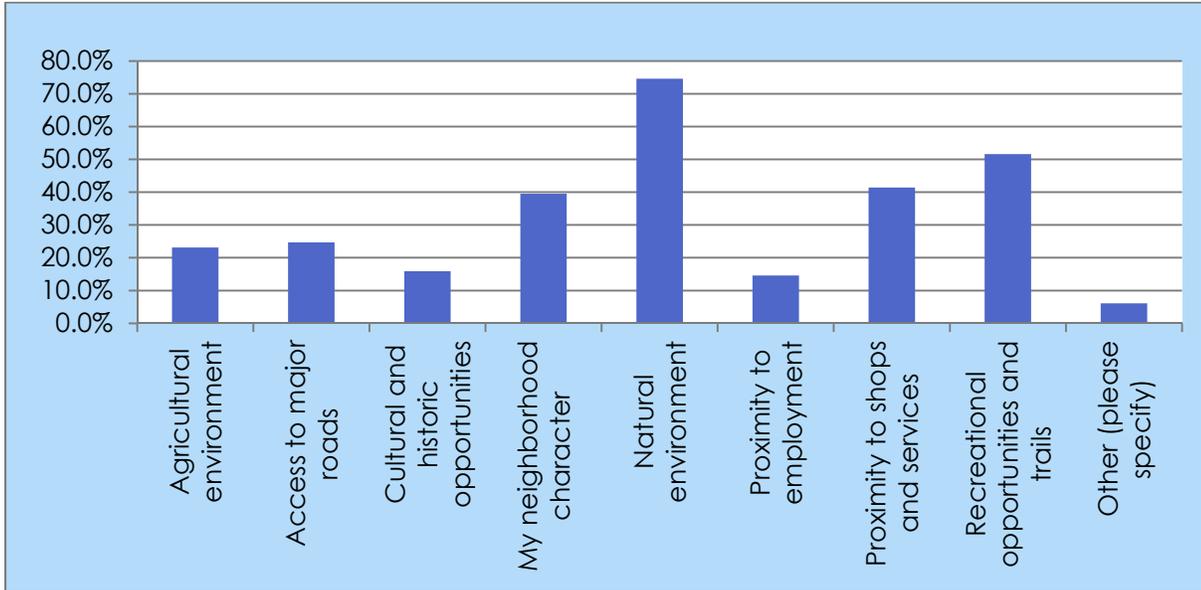


Q32. How are you involved in East Bradford Township?



3. Survey Results

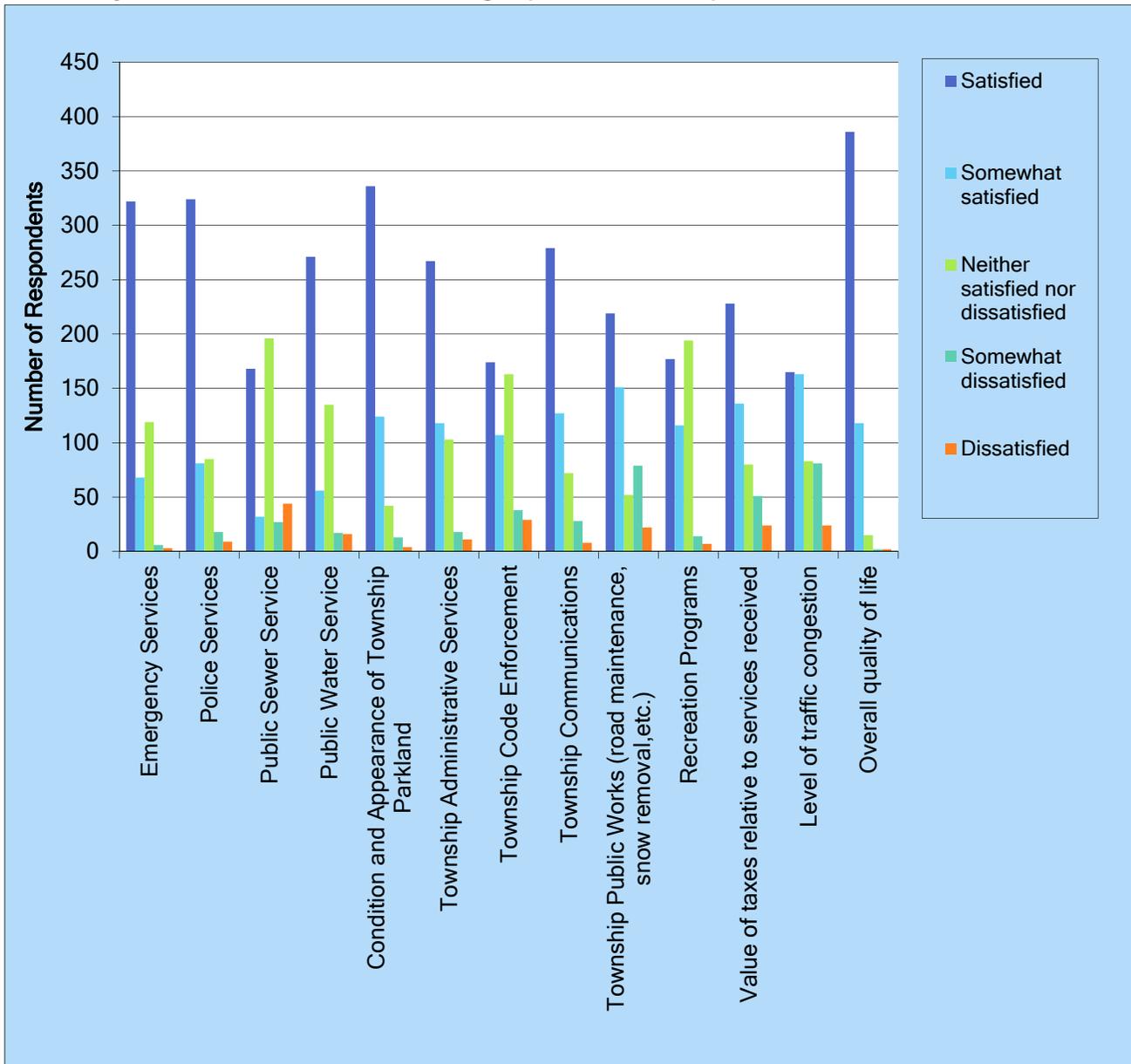
Q1. What are your favorite characteristics of East Bradford Township? Check a maximum of 3 choices.



Survey respondents chose Natural Environment, Recreational opportunities and trails, and Proximity to shops and services as their top 3 "Favorite Characteristics" of East Bradford Township. Thirty respondents provided answers in the "other" category. The answers that received multiple responses, in order of most to least, were:

- "Rural" character (versus natural environment) (14 respondents)
- Low to moderate taxes (5 respondents); and
- Schools (3 respondents).

Q2. Rate your satisfaction with the following aspects of Township life.



Q3. Feel free to make comments about any of the items in question 2.

More than 170 respondents provided comment to this question. These responses fell into the following categories:

1. Improving Road maintenance, snow plowing, and traffic congestion; (60 responses)
2. The lack of Public Sewer (an N/A answer was not provided) (34 responses)
3. Support for additional open space and recreational amenities
4. Comment on Township Services, specifically police and Code Enforcement.

Q4. Is there anything you would like to change or improve about East Bradford Township and in what way would you change it?

I. Road Maintenance/Traffic/speeding (all): 75

- traffic (2)
- speeding (16)
- snow (6)

II. Trails/bike/ped: 72

- trails (33)
- walkability/sidewalks/connection to the Borough (27)
- general maintenance & safety (12)

III. No change: 49

IV. Open space: 20

V. Taxes: 15

VI. Fees/regs: 13

VII. Sewer: 11

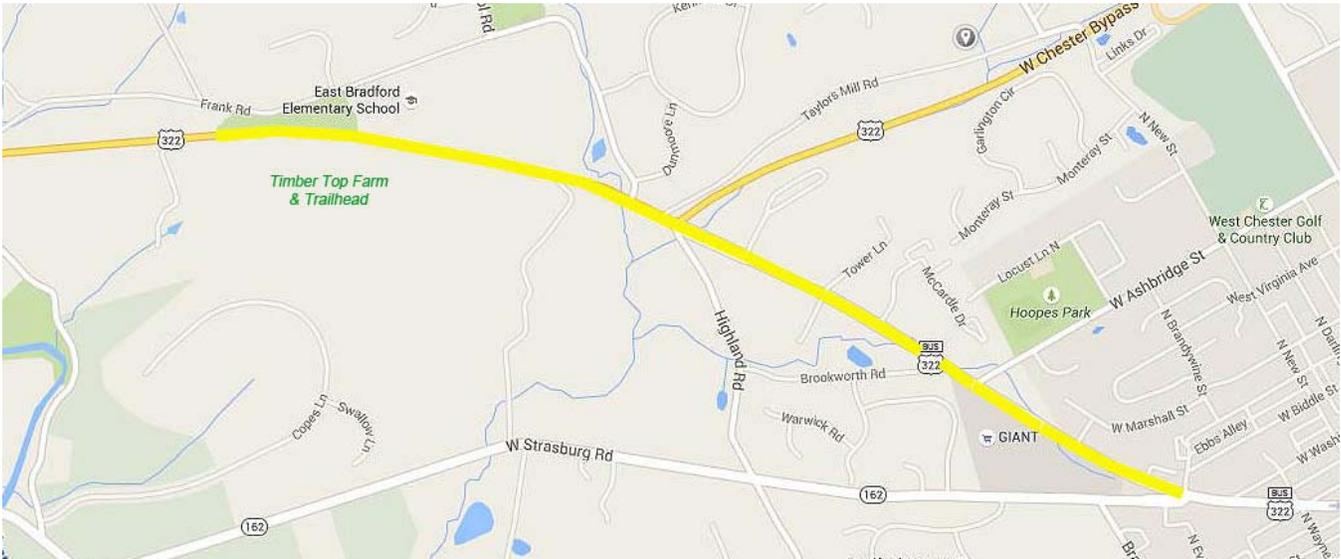
VIII. Maintenance/services: 11

IX. Recycling/waste/trash: 8

X. Community events: 5

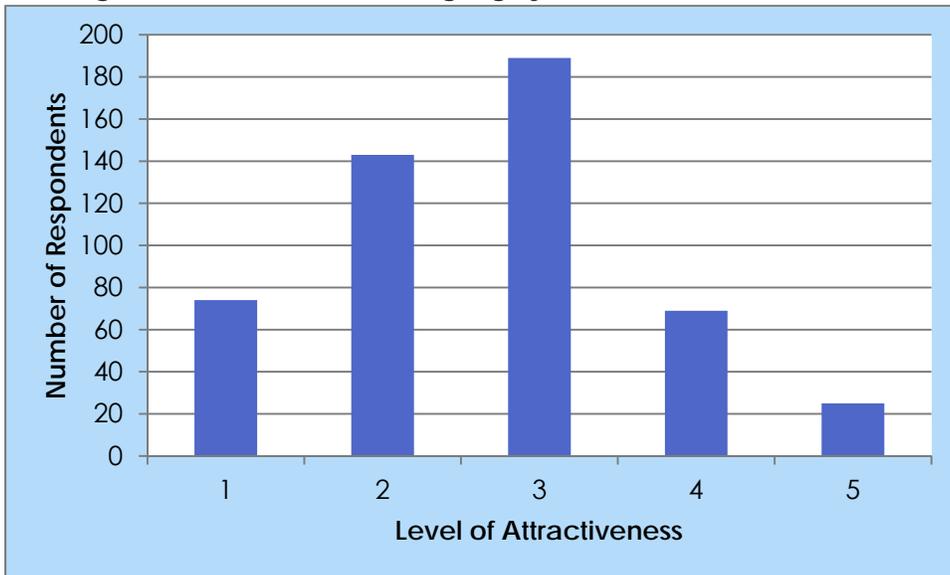
XI. Police: 5

Downingtown Pike Corridor Study Area

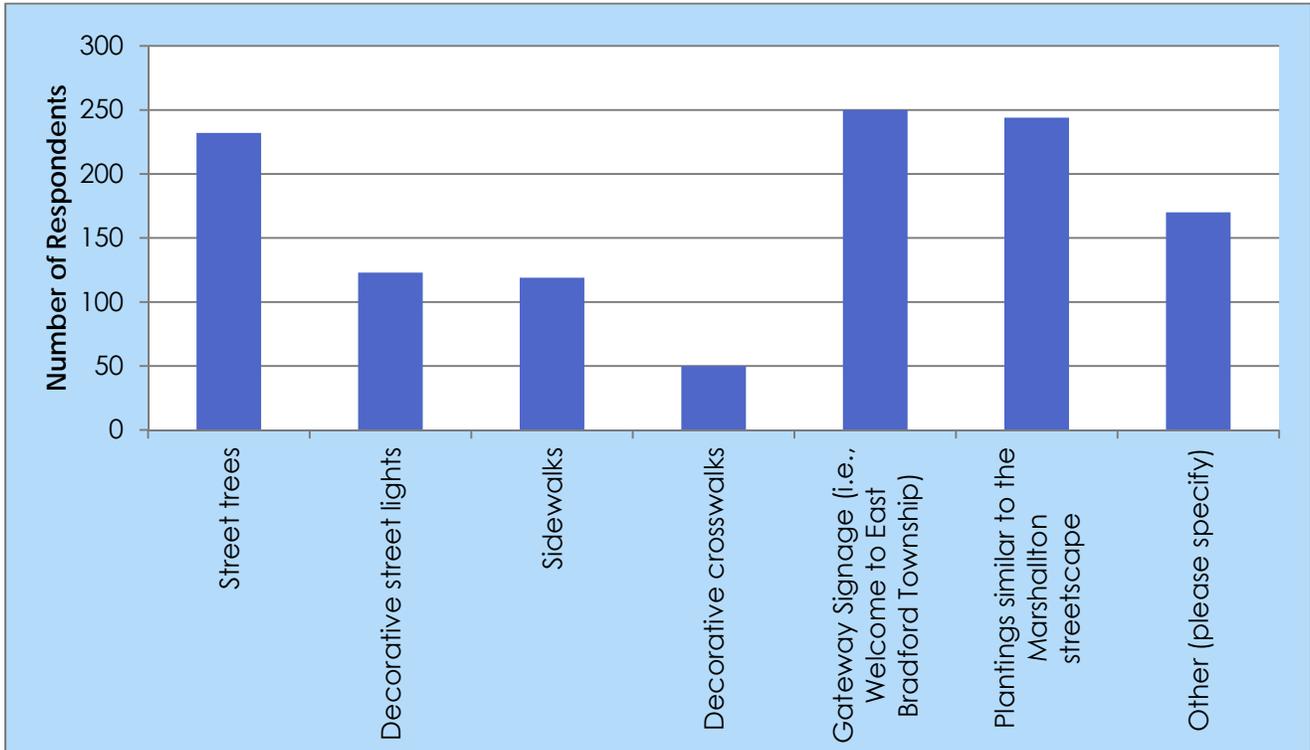


Q5. This corridor presents the first impression for someone entering East Bradford Township from West Chester Borough or the Route 322 Bypass. In general, how would you rate the attractiveness of this corridor?

(1 being Not Attractive and 5 being Highly Attractive)



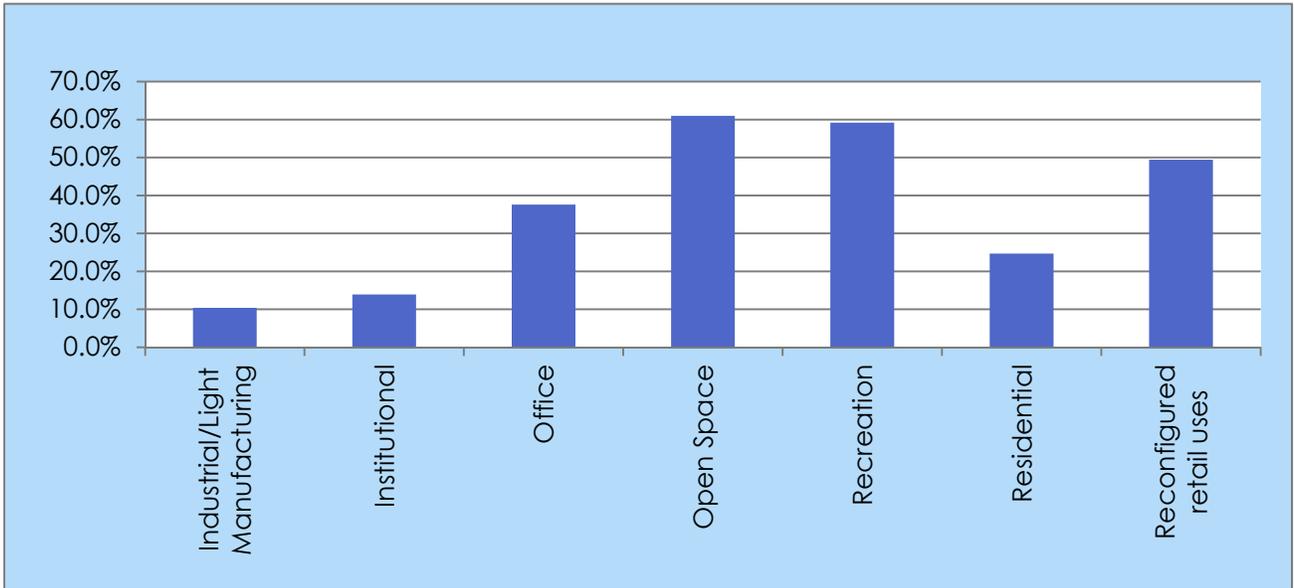
Q6. Which of the following elements would enhance the appearance of the Route 322 corridor? Check all that apply.



The top 3 responses received, in order of most to least, were Gateway Signage (250 responses), Plantings similar to Marshallton Streetscape (244 responses), and Street trees (232 responses). However, it should be noted that there was not a “No change necessary” option. The 170 “other” responses fell into the following categories:

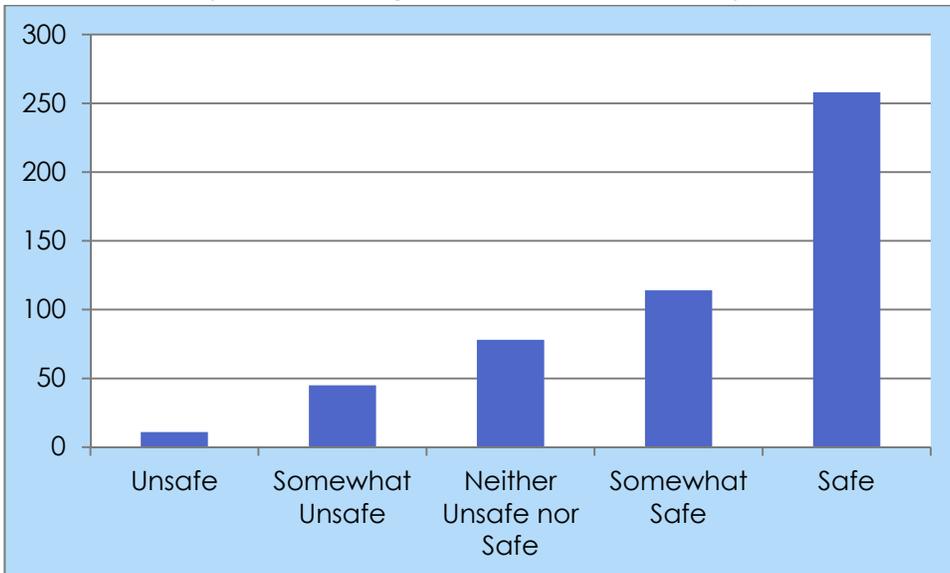
- Don't change anything/Don't spend tax payer dollars on this (67 responses);
- Improve the abandoned buildings and improve property maintenance (64 responses);
- Remove billboards, better quality signage (12 responses); and
- Add bike lanes (7 responses).

Q7. Retail businesses have struggled to remain viable along the Downtown Pike Corridor. What other uses would you consider appropriate along the corridor? Check all that apply.

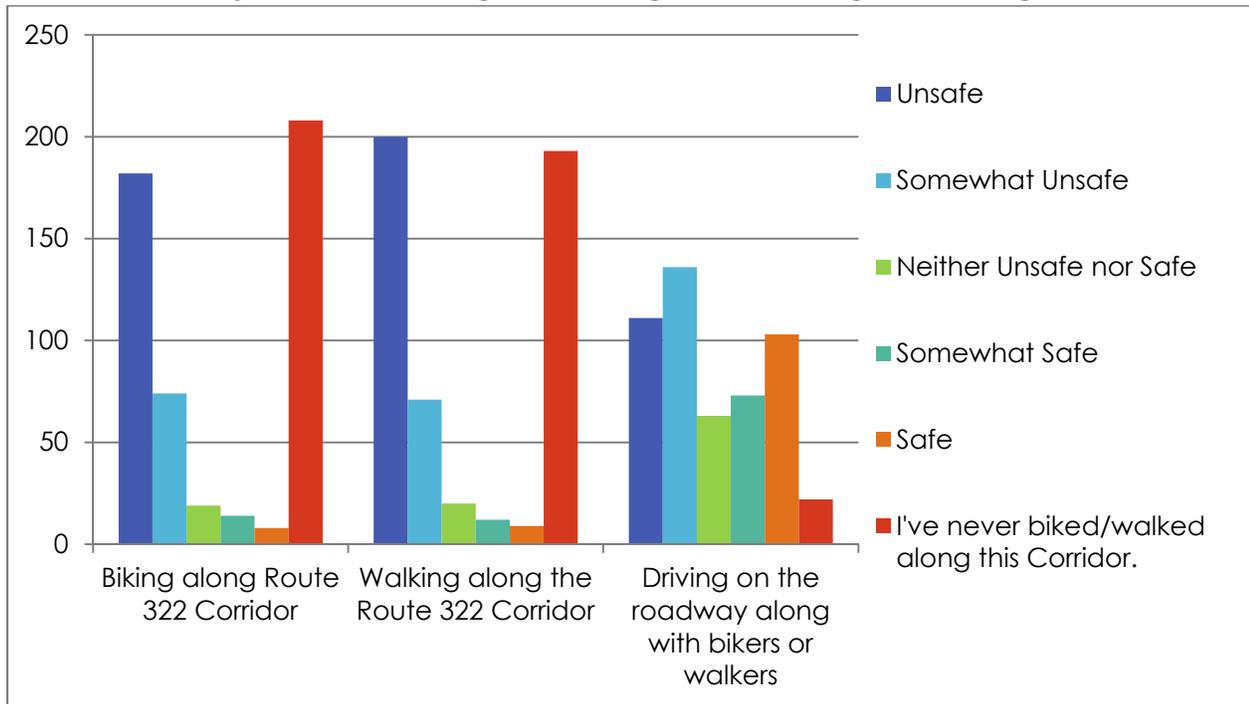


The top 3 choices by respondents include, in order of most to least, “Open Space”, “Recreation”, and “Reconfigured retail uses”. It should be noted that an option for “Let the market choose” was omitted. Many comments received in questions 11 noted this omission.

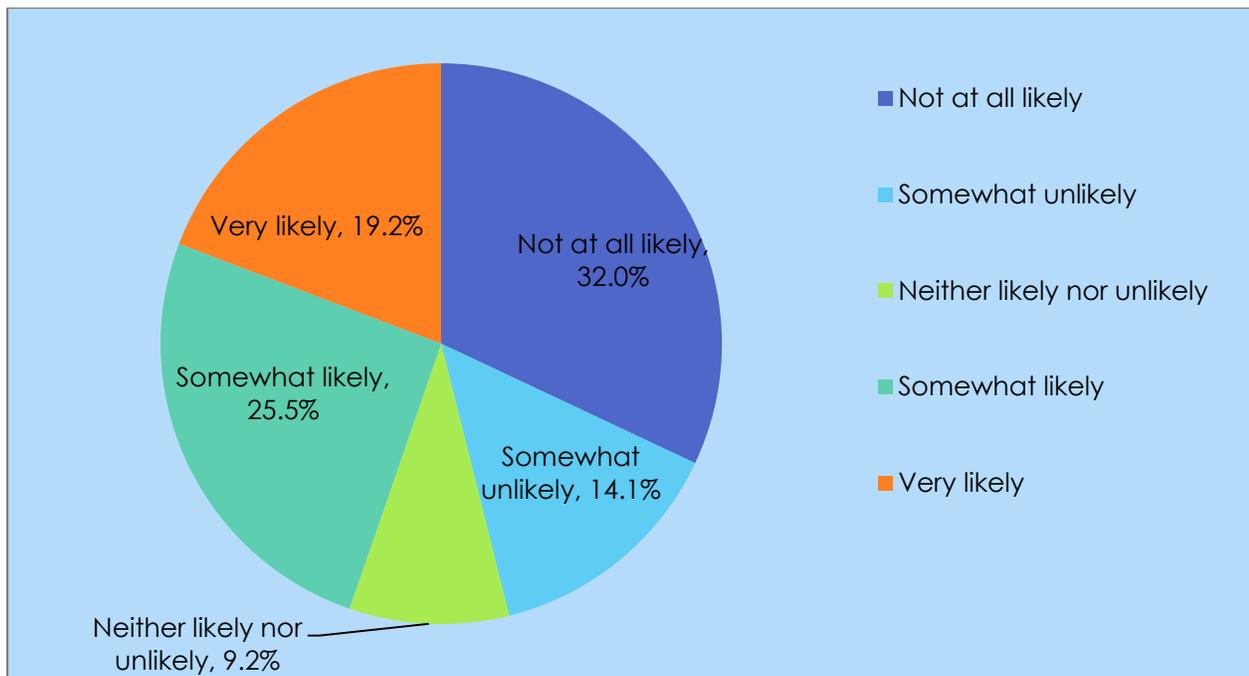
Q8. How safe do you feel driving between the Route 322 Bypass and West Chester Borough?



Q9. How safe do you feel while doing the following activities along the Downingtown Pike Corridor?



Q10. If available, would you use a continuous bike path/sidewalk along the Route 322 corridor in the future?



Q 11. What changes would you suggest to improve this corridor?

I. No change (57)

II. Address the vacant storefronts (49)

- specific suggestions for new uses:

- outpatient medical office
- Wawa (iii)
- Trader Joes (7)
- Residential (3)
- Dog park
- mixed use residential/retail
- outdoor dining
- coffee shop
- movie theater
- office park
- sports center/entertainment center
- liquor license (1)
- creamery/pub
- trail hub
- farmers market

III. Bike path (34)

IV. Landscaping (15)

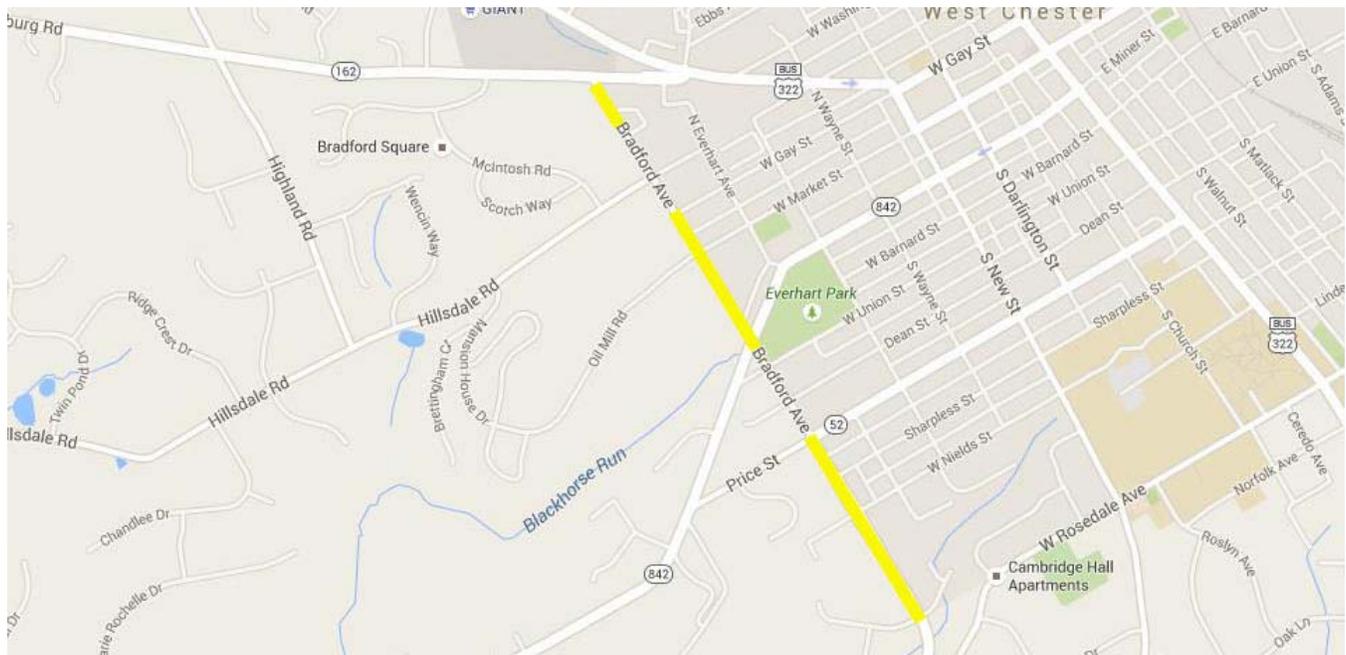
V. No biking (15)

VI. Sidewalks (13)

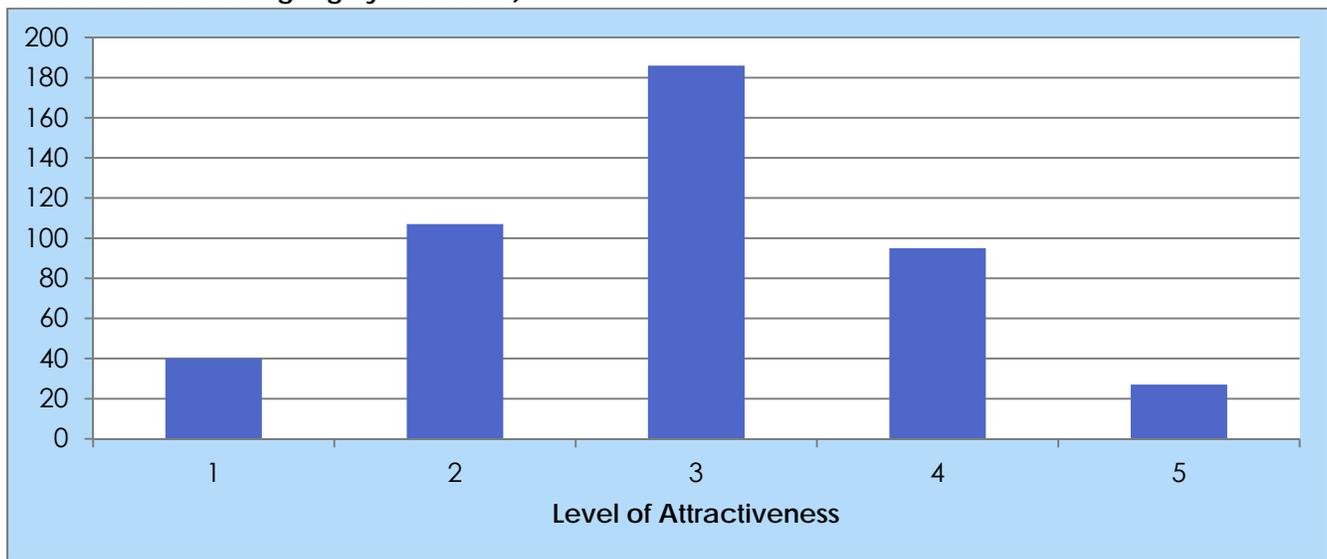
VII. Property maintenance

VIII. Signage (15)

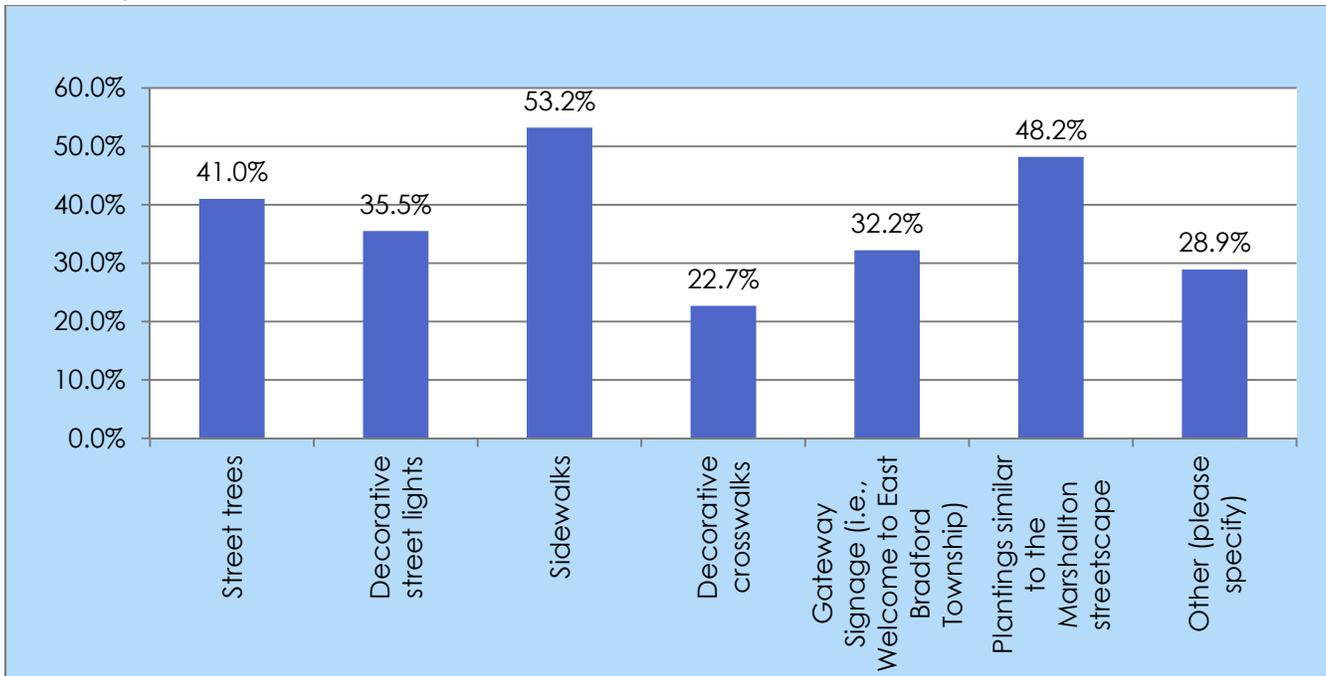
Bradford Avenue Corridor



Q12. This corridor is the first impression of East Bradford Township for someone entering from West Chester Borough. In general, how would you rate the attractiveness of this corridor? (1 being Least Attractive and 5 being Highly Attractive)



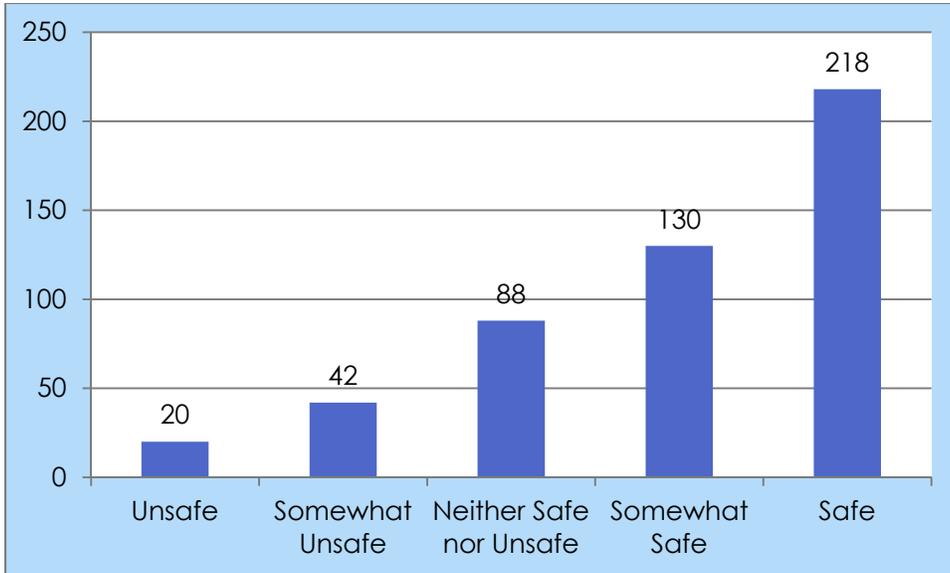
Q13. Which of the following elements would enhance the appearance of Bradford Avenue? Check all that apply.



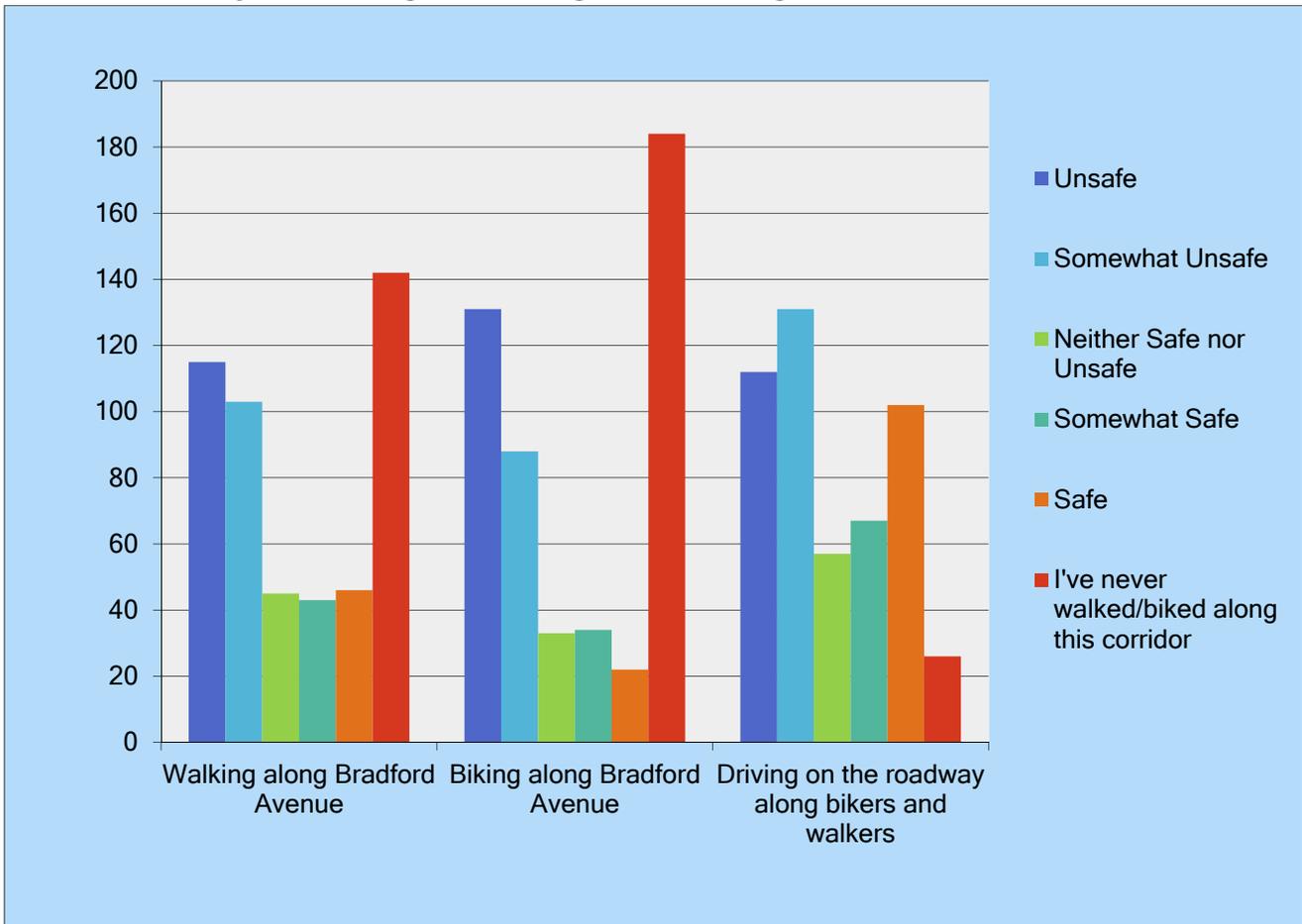
The 136 respondents who answered "Other" offered comments in the following categories:

- Repave and/or repair the road (66 responses)
- Leave the corridor as is (34 responses);
- Screening and landscaping of utilities and unsightly properties (<10)
- Property maintenance and quality of development/businesses (<10)
- Parking: find more off-street parking to alleviate the on-street parking (<10)

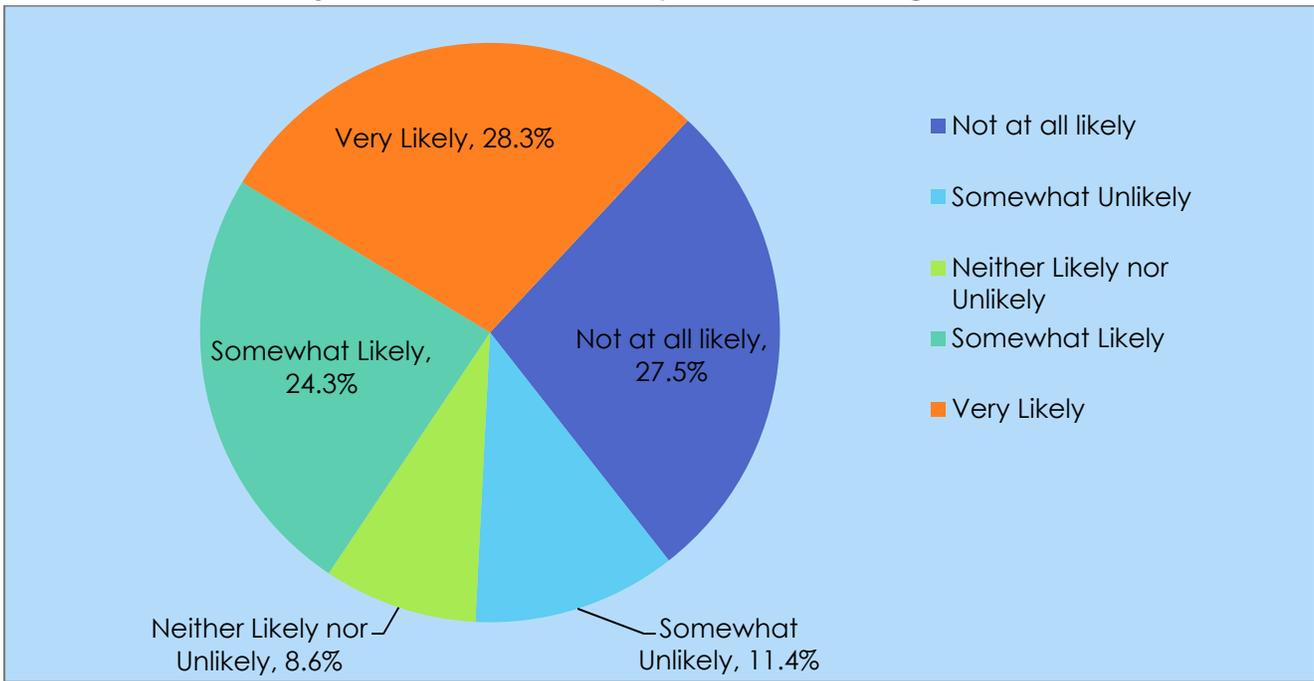
Q14. How safe do you feel driving along Bradford Avenue?



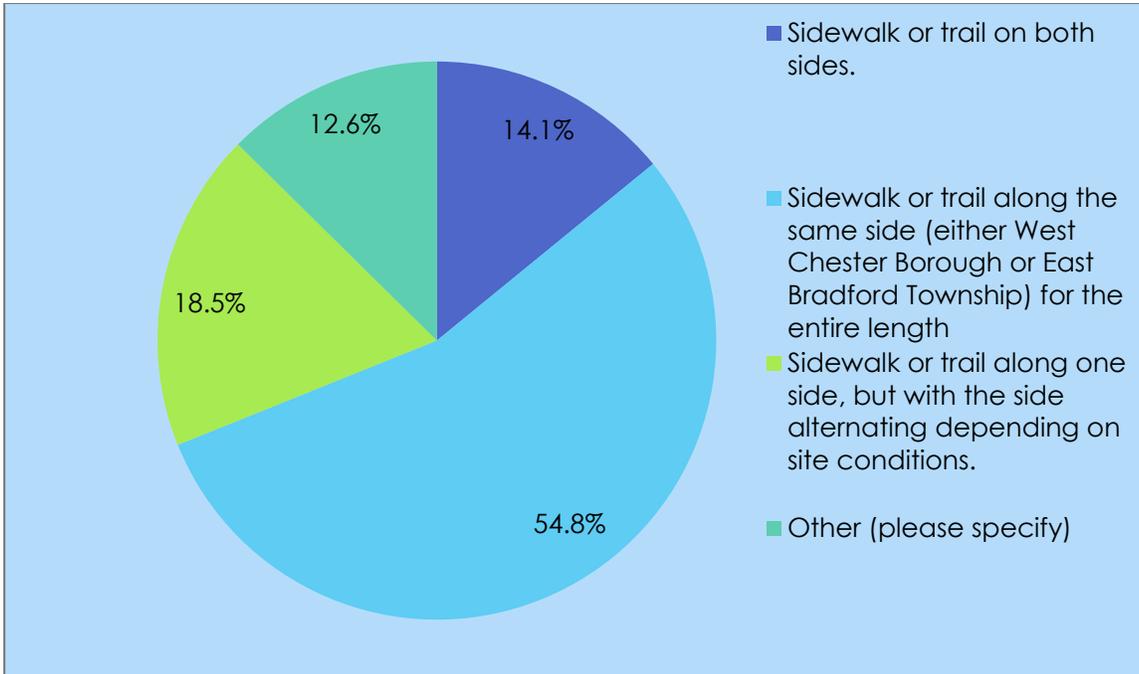
Q15. How safe do you feel doing the following activities along Bradford Avenue?



Q16. If available, would you use a continuous bike path/sidewalk along Bradford Avenue in the future?



Q17. If the Township is able to provide a continuous biking/pedestrian network along Bradford Avenue would you prefer:



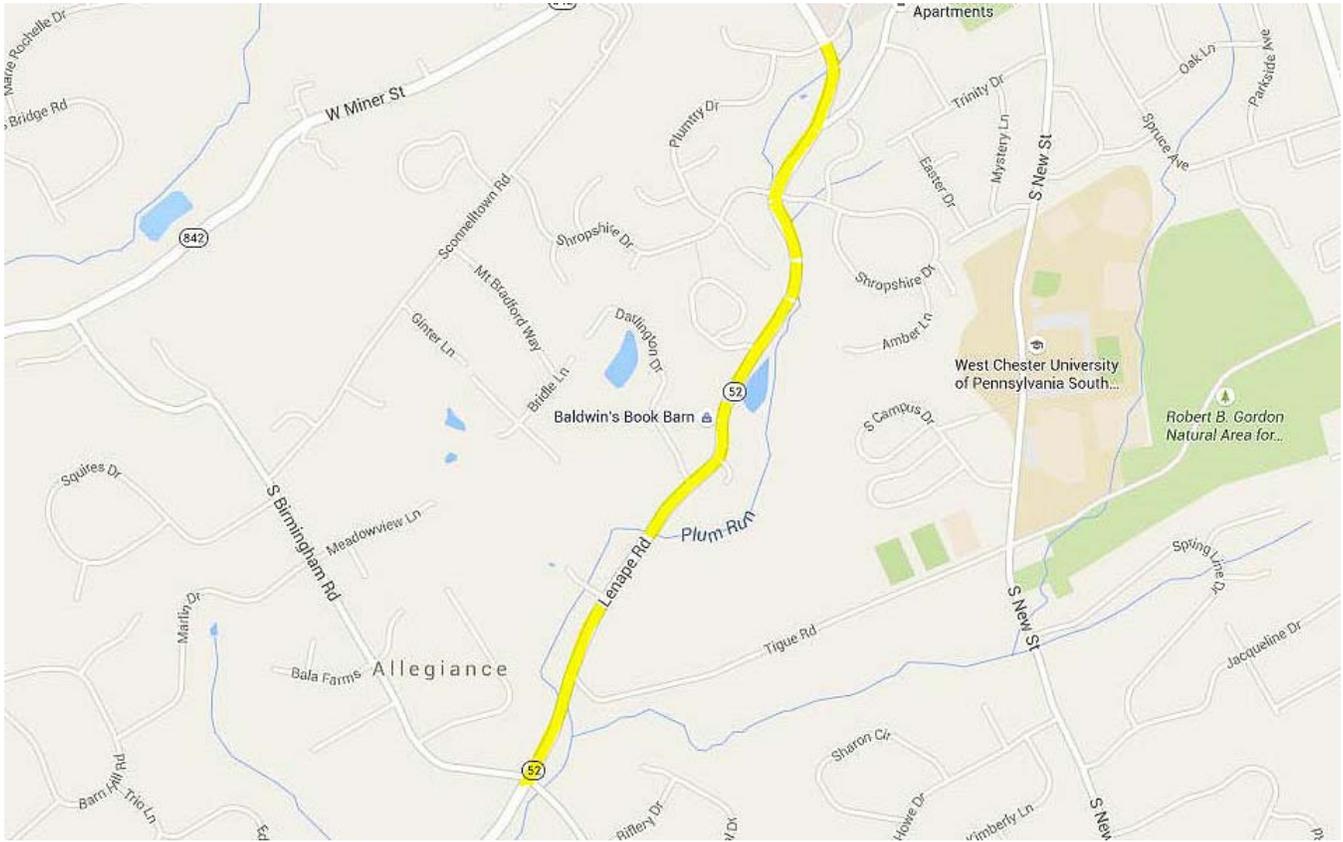
The vast majority of respondents prefer that a sidewalk or trail be constructed along one side of Bradford Avenue for the entire length. Of the 60 "other" responses, more than half prefer that the corridor be left as is with no addition of sidewalk or trail.

Q18. What changes would you suggest to improve this corridor?

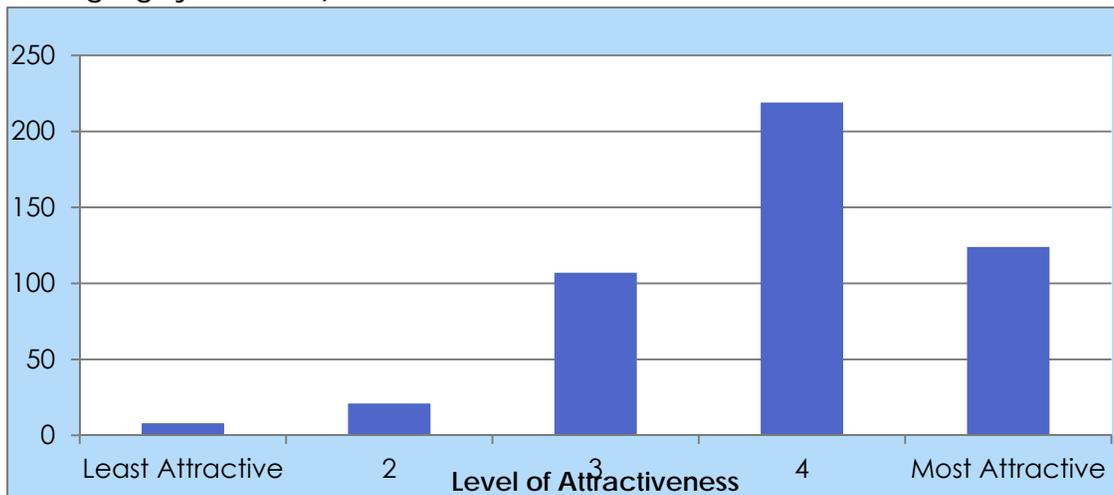
Two hundred sixty (260) respondents replied to this question. In the following categories:

- Repave/repair the road first (64)
- Build sidewalks and crosswalks (63)
- Leave as is (61)
- Parking (11)
- Less than 10 responses each: signage, property maintenance, screening, street trees, and other.

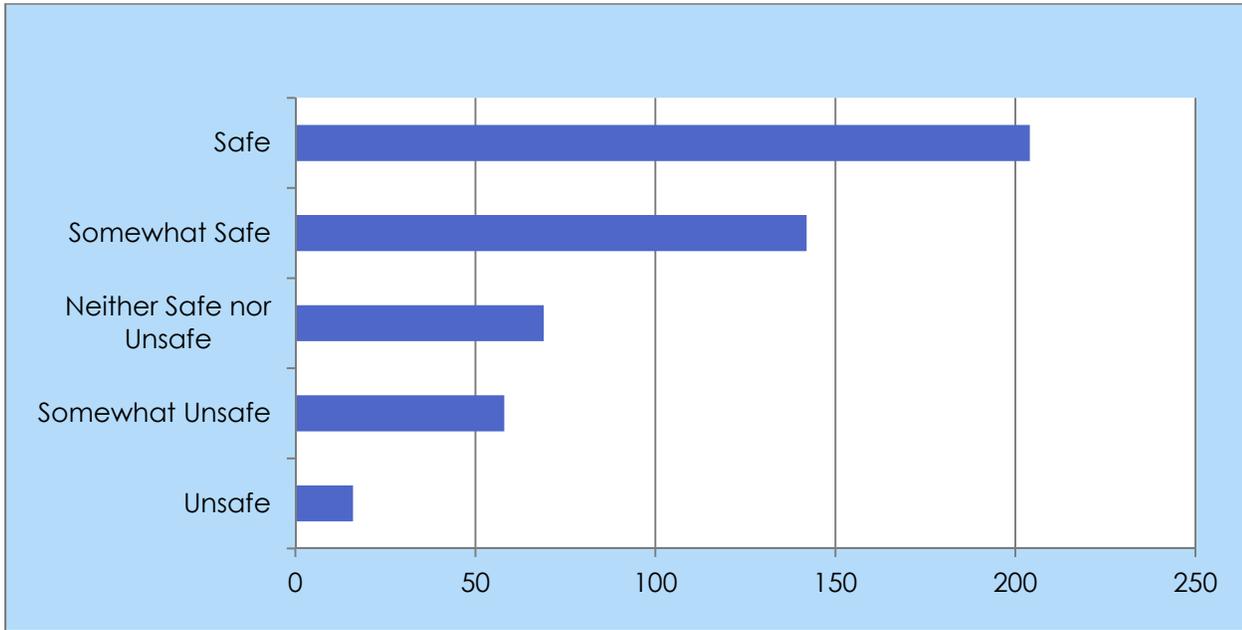
Lenape Road/Route 52 from West Chester Borough to Birmingham Road



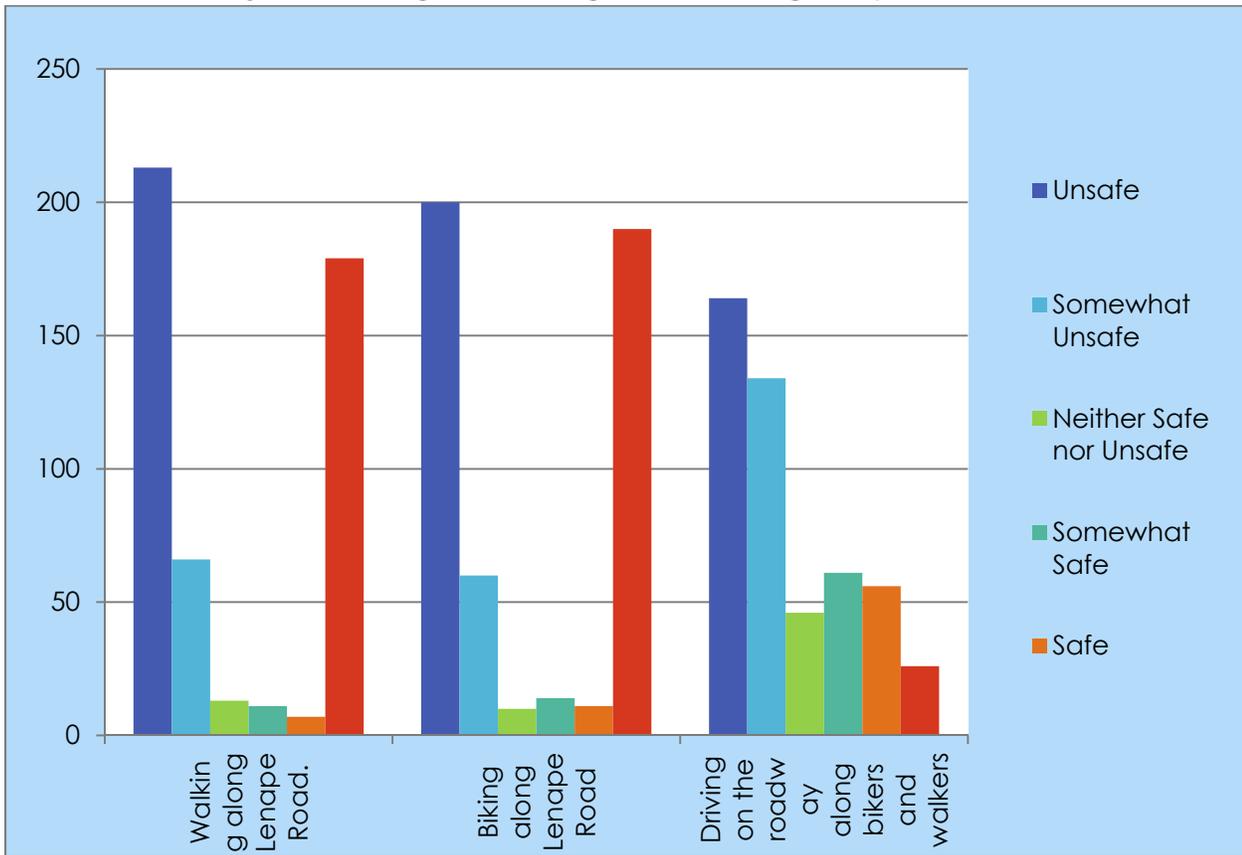
Q19. This corridor is the first impression of East Bradford Township for someone entering from Birmingham Township. In general, how do you rate the attractiveness of this corridor? (1 being Least Attractive and 5 being Highly Attractive).



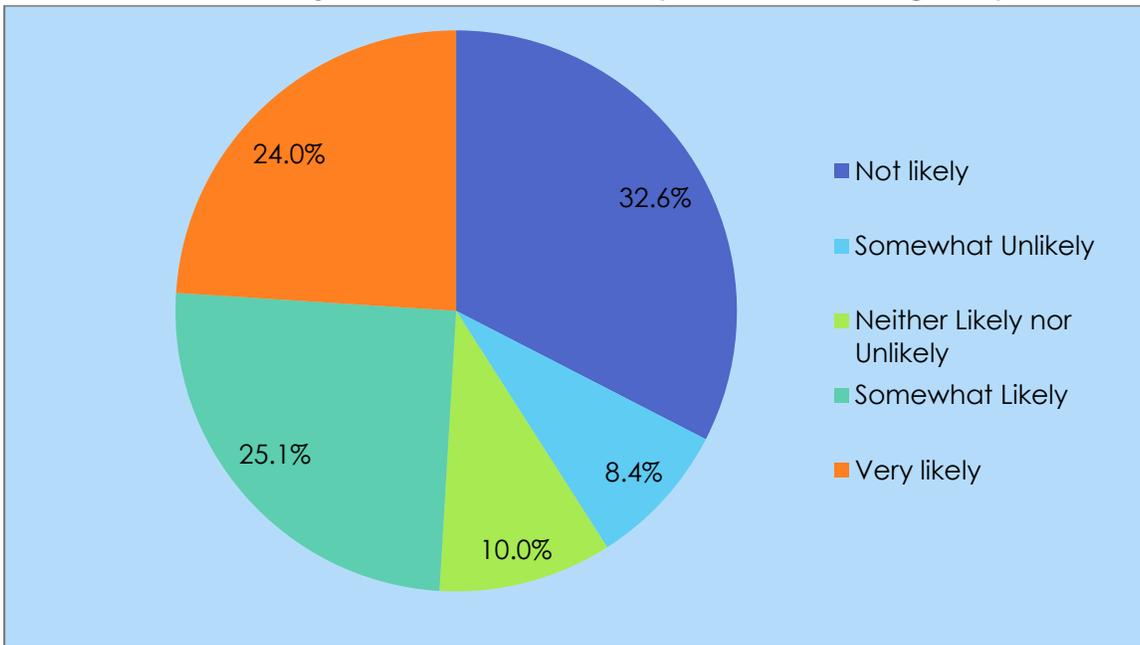
Q20. How safe do you feel driving along Lenape Road?



Q21. How safe do you feel doing the following activities along Lenape Road?



Q22. If available, would you use a continuous bike path/sidewalk along Lenape Road in the future?

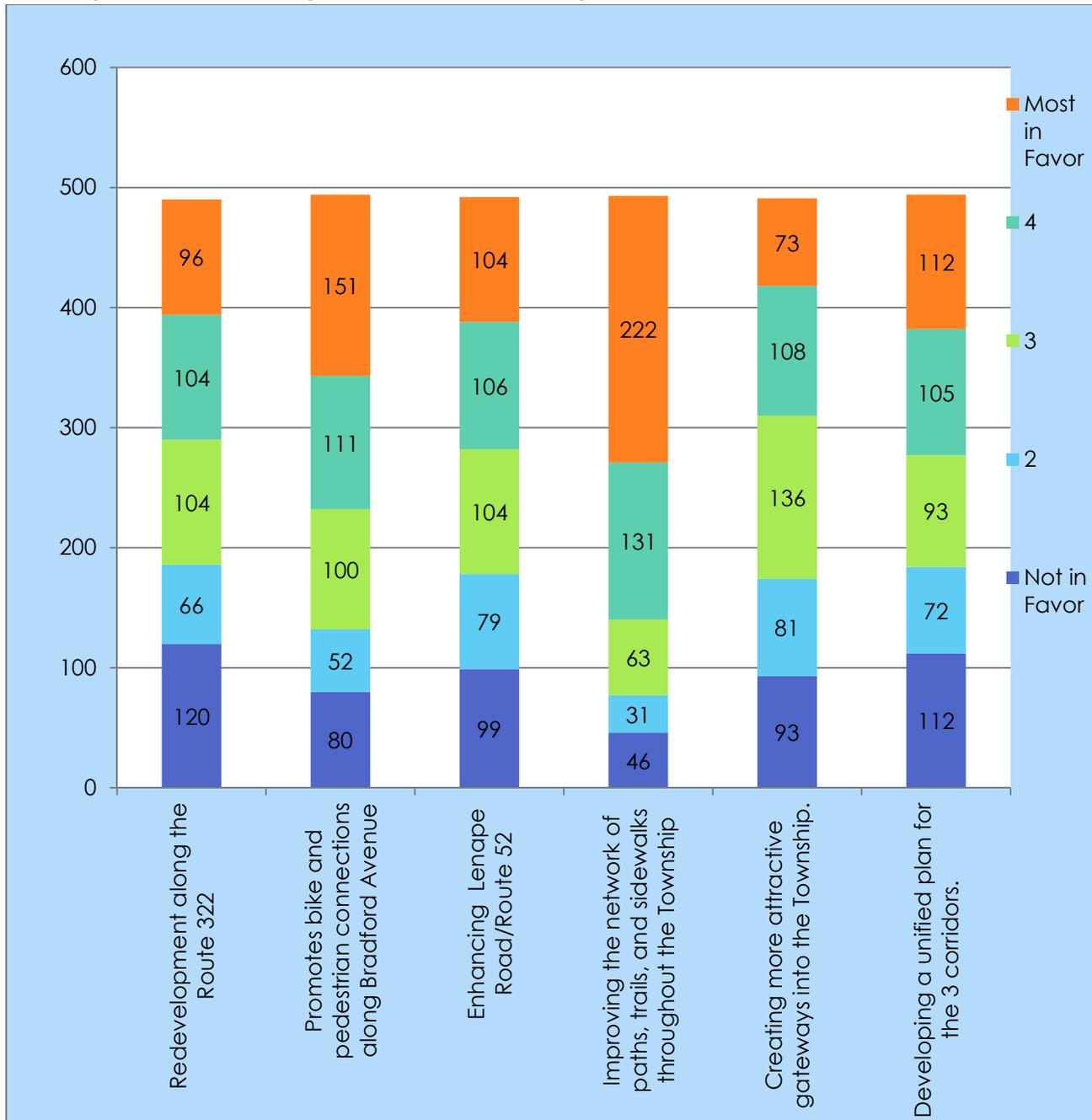


Q23. What changes would you suggest to improve this corridor?

Two hundred sixty (260) respondents replied to this question in the following categories:

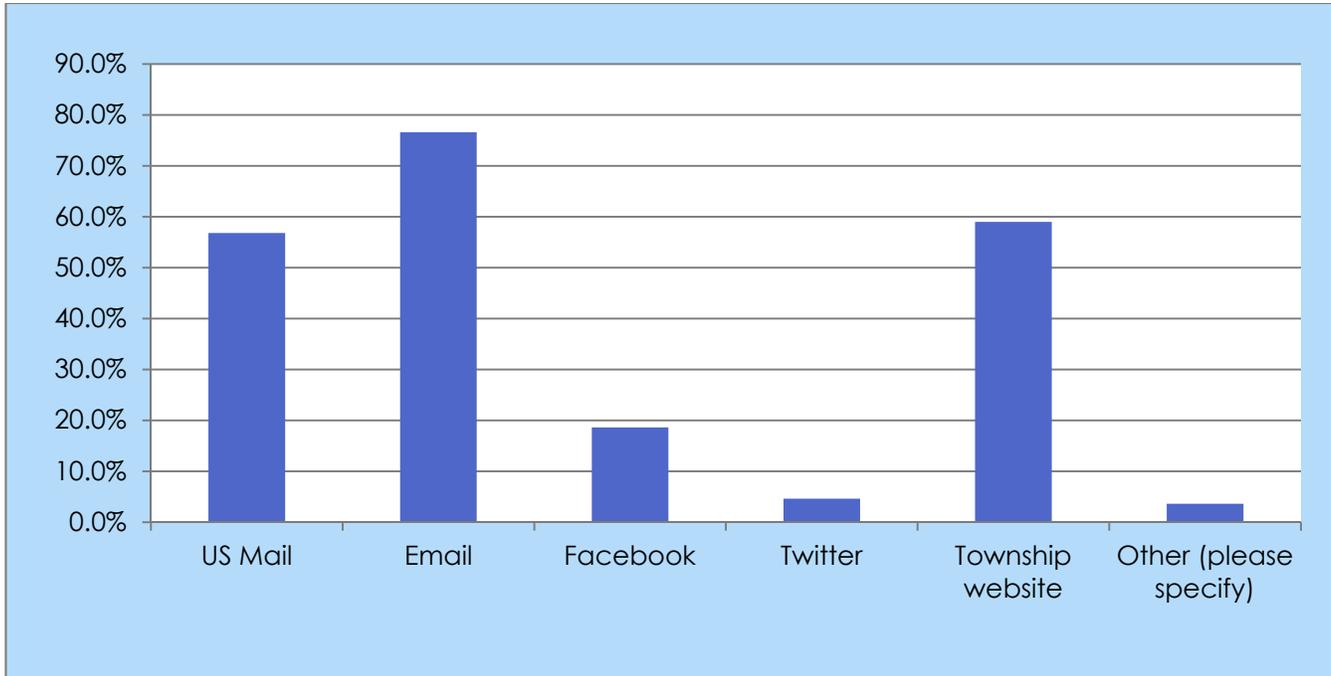
- Leave the corridor as is (70 responses)
- Repair the road, widen the road, and enforce the speed limit (59 responses)
- Add bike/pedestrian accommodations (66 responses)
- Better landscaping and tree trimming along the corridor (17 responses)
- Address the Strodes Mill property (< 10 responses).

Q24. How favorable are you to the Township directing resources (time, people and money) to the following initiatives? (1 being Not in Favor and 5 being Most in Favor).



The two initiatives with the highest favor ratings are Improving the network of paths, trails, and sidewalks throughout the Township (222 responses) and Promoting bike and pedestrian connections along Bradford Avenue (151 responses). The two initiatives with the highest "not in favor" rankings were: redevelopment of Route 322 (120 responses) and developing a unified plan for the three corridors (112 responses).

Q25. What are the preferred ways for the Township to communicate information about Township events and news? Check all that apply.



Respondents answering "Other" had the following additions:

- Existing newsletter (most comments)
- Telephone alerts/text messages/newspaper (equal requests)
- Update the website and send email alerts of changes
- Use an Instagram account to track progress on comp plan goals.

B) Summary of 9-29-2015 Community Open House

Overview

East Bradford Township hosted a Community Open House on **September 29 from 5-8 pm**. Task Force members assisted in directing attendees, answering questions, and assisting in voting. Two presentations were given providing an overview of the Comprehensive Plan process in East Bradford Township, a summary of the presentation boards, and feedback requested of the attendees.

Over the three hour period, 46 residents attended and provided input. In terms of geographic areas that the attendees represented:

- 8 people resided/worked in the southwest (SW) voting district;
- 10 people resided/worked in the southeast (SE) district;
- 9 people resided/worked in the central (C) district; and
- 19 people resided/worked in the northern district (N).

Focus Area Results

Attendees had the opportunity vote at three different stations, representing three of the four focus areas: Bike/Pedestrian Circulation; Downingtown Pike Corridor; and the Bradford Avenue/Lenape Road Corridor. All results are provided in total and by geographical area of the Township

BIKE & PEDESTRIAN CIRCULATION –

Fifty nine (59) votes were received on the bike and pedestrian circulation. A complete breakdown of voting by area is provided in Table 1. The three (3) projects that received the most votes were as follows:

1. Support enhanced connections to the Chester Valley Trail at Valley Creek Road and Skelp Level Road (11 votes);
2. Provide safe and friendly on-road bicycle facilities along Valley Creek Road to Creek Road to Route 842 to West Chester Borough (8 votes); and
3. Complete the Plum Run Trail (7 votes).

Table 1: Results of Bike/Pedestrian Circulation Voting Station

Project	Number of Votes	
A. Support regional connections and extensions beyond the Township's borders.		
A1. Support extension of the Brandywine Trail north to the existing/future Downingtown Amtrak & SEPTA Rail Station	4	2 N; 1C; 1SE
A2. Support enhanced connections to the Chester Valley Trail at Valley Creek Rd and Skelp Level Rd	11	8 N; 1C; 1SE; 1SW
A3. Support access to the West Chester Transportation Center	5	1 N; 4SE



B. Complete the Brandywine Greenway.		
B1. Complete the County Seat Trail	5	1 N; 1C; 3 SE
B2. Complete the Plum Run Trail	7	2 C; 4SE; 1SW
B3. Complete the trail from M. John Johnson to Ingrams Mill to Stroud Trail	5	1 N; 4 SE
C. Provide trail connections between existing parks/preserves/open space and neighborhoods.		
C1. Provide trail connections from West Chester Borough to Timber Top Farm to Stroud Preserve	5	1N; 3 C; 1 SE
C2. Provide trail connections between Route 842 to Mt. Bradford/Sconnelltown to Delacey Fields/Shaws Bridge	3	2N; 1 SE
D. Provide safe and friendly on-road bicycle facilities with enhanced signage and other design treatments		
D1. Provide safe and friendly on-road bicycle facilities along Valley Creek Road to Creek Road to Route 842 to West Chester Borough	8	2N; 2C; 2 SW; 2SE
E. Promote use and educate users about existing and future trails.		
Expand parking; Provide maps, signs, and brochures; Coordinate with schools to educate children and families	6	3 N; 1C; 2 SE

Comments received regarding the Bike/Pedestrian Focus Area:

- Please consider a dedicated bike lane on Route 52 from the Brandywine Picnic Park to West Chester. It is a high traffic/speeding area that is dangerous to cyclists.
- "D" is already a bike route w/ the Chester County Cycling Club
- Children are isolated in their own neighborhoods
- High speed traffic prevails on connecting roads
- Bike trails would make a more cohesive community
- Rt 322 too busy, but other roads
- Per Jacob Singer (land owner-Timber Top Farm), "C1" is not feasible where its' currently shown due to topography and private property impacts. Alternative alignments should be evaluated, particularly on the east side of Taylor Run and along Strasburg Road.
- For C1, the connection from Timber Top to Stroud should be a priority and should support equestrian uses.
- Shift lanes wider north on Lenape Road to give more space –
- Complete the proposed trail north of "B1" between Hillsdale and Miner. Also Bradford to ½ way to Creek Road

Other Transportation Comments

- One attendee would like to see the Township supporting the reactivation of the train station in West Chester as well as considering a shuttle/circuit connecting the existing train stations in Downingtown, Exton, etc.)
- De-designate Strasburg Road as PA 162 between US 322 and Telegraph Road (in West Bradford). Designate Telegraph/Sugars Bridge Road as PA 162 (to connect with US 322). This could reduce traffic volumes and speeds on Strasburg Road in both East and West Bradford Townships. This may also create opportunities to provide improved bicycle/pedestrian connections along Highland Road and Strasburg Road.
- Strasburg Road and Highland Road Intersection: Safety issues. From Highland Road, it is difficult to turn or cross Strasburg Road due to high speeds on Strasburg Road. Consider reducing speed on Strasburg Road west of Highland Road.

Downingtown Pike Corridor -

The goal of this station was twofold: 1) indicate desired land use at four key properties and 2) identify bike/pedestrian priorities within the corridor.

The recommended land uses were as follows:

1. McCool Property: Equal votes for Open Space and the combination of commercial/office/let market decide
2. Acme Site: Conventional commercial/office
3. Veitville Village: Townhouse/stacked townhouse/upscale apartments
4. Bradford Plaza: Maintain as conventional commercial/office center

The bike/pedestrian improvement deemed to be most important was **providing connections to Bradford Plaza**.

Table 2: Preferred Land Uses for Key Properties (Downtown Pike)

	Conventional Commercial/ Office	Retirement Facility	Townhouse/ Stacked Townhouse	Upscale Apartments	Small Scale Mix of Res/Commercial	Mix of Residential/ Commercial	Open Space	Let the Market Decide (Flex Zoning)	Leave it as it is
McCool Property	<u>7</u> 2B 3R 2Y	--	<u>1</u> 1C	--	--	--	<u>19</u> 9 N 2C 6 SE 2 SW	<u>12</u> 6N 2C 2SE 2SW	<u>2</u> 2 N
Acme Site	<u>15</u> 9 N 3 C 2 SE 1 SW	<u>8</u> 1 C 6 SE 1 SW	<u>4</u> 1 each	--	<u>4</u> 2N; 1C; 1SE	<u>1</u> 1 SE	<u>6</u> 4N; 2SE	<u>4</u> 1 N; 1C; 2SW	<u>1</u> 1N
Veitville Village	<u>3</u> 3C	--	<u>9</u> 5N 4SE	<u>8</u> 3N 3C 1SE 1SW	<u>5</u> 1C 3SE 1SW	<u>4</u> 3N 1SE	<u>6</u> 4N 2C	<u>3</u> 2N 1SW	<u>5</u> 1N 3SE 1SW
Bradford Plaza	<u>33</u> 11 N 8 C 10SE 4SW	--	--	--	<u>1</u> 1 C	<u>1</u> 1 N	<u>1</u> 1 N	<u>2</u> 1N 1SE	<u>1</u> 1N

** Underlined number represents total votes. Highlighted cells contain the highest votes for each site.

Comments received:

- Speeding is an issue and traffic calming should be incorporated into the recommended treatments for the Focus Areas
- When thinking about using McCool for Open Space consider the size of the site and the potential for children, dogs, etc. to run into the street.
- Several people indicated the preference for "low impact office" at the McCool property;
- One attendee thought a roller rink or similar type sport facility would be a good use for the Acme site;
- Bike/Ped connections are dependent and related to the future land use development. For example, providing a continuous sidewalk or pedestrian facility will be more important if the former Acme is redeveloped as residential.
- Create a trailhead at the vacant parcel at US 322 Bypass and Highland Road.

Table 3: Bike/Pedestrian Circulation Priorities (Downtown Pike)

Proposed Project	Number of Votes	Breakdown by Voting District
A. Bike lane along Downtown Pike/Route 322	<u>11</u>	6N 1C 2SE 2SW
B. Trail crossing in the vicinity of Taylors Run.	<u>8</u>	2N 2C 4SE
C. Bike/Pedestrian connections to Bradford Plaza	<u>17</u>	5N 2C 6SE 4SW
D. Pedestrian Facilities along Downtown Pike/Route 322	<u>7</u>	3N 3C 1SE

Comments received:

- Speeding is an issue and traffic calming should be incorporated into the recommended treatments for the Focus Areas

Bradford Avenue/Lenape Corridor –

Similar to the Downtown Pike Corridor, the objective of this station also focused on land use and bike/pedestrian circulation priorities.

Preferred land uses for the four key properties that attendees looked at included:

1. Daily Local – Conventional Commercial, but residential uses in the form of retirement facility/townhouse was considered a strong secondary option
2. Archdiocese Fields – Open Space
3. East Bradford Shops- Conventional commercial/office
4. Baldwin Book Barn- Open Space followed by single family detached dwellings

Table 4: Preferred Land Uses for Key Properties (Bradford Avenue/Lenape Road)

	Conventional Commercial/Office	Single Family Detached	Retirement Facility	Townhouse/Stacked Townhouse	Upscale Apartment	Mix of Residential/Commercial	Open Space	Let the Market Decide (Flex Zoning)
Daily Local	13 5N 3C 5SE 1SW	1 1C	7 1N 1C 3SE 2SW	8 2N 1C 2SE 3SW	3 3N	4 1N 2C 1SE	1 1N	3 1N 2C
Archdiocese Fields	--	--	--	1 1N	--	--	30 11N 6C 7SE 6SW	3 2N 1C
East Bradford Shops	25 9N 7C 5SE 4SW	2 1N 1SW	2 1N 1SW	--	2 2N	1 1SE	4 2N 2SE	1 1N
Baldwin Book Barn	1 1C	10 7N 2C 1SW	2 1N 1C	2 1SE 1SW	1 1SW	--	16 7N 2C 6SE 1SW	6 1N 1C 1SE 3SW

Table 5: Bike/Pedestrian Circulation Priorities (Bradford Avenue/Lenape Road)

Proposed Project	Number of Votes	Breakdown by Voting District
A. Continuous pedestrian facility (sidewalk/path) along Bradford Avenue	16	4N; 4C; 4SE
B. Crosswalk/Signal Improvements, including at Strasburg Road and W Miner St	19	13N; 2C; 3SE; 1SW
C. Trail connection to West Chester University along Plum Run	8	1N; 4SE; 3SW

Comments received:

- Speeding is an issue and traffic calming should be incorporated into the recommended treatments for the Focus Areas

C. BIKE/PEDESTRIAN FOCUS GROUP SUMMARY

Introduction

East Bradford Township conducted a Focus Group concentrating on bicycle and pedestrian issues on July 28, 2015. The following were in attendance: Brian Styche (Chester County Planning Commission), Brian Blacker (Chester County Planning Commission), Andy Schaum (EBT Trails Committee), John Spangler (EBT Comp Plan Task Force/EBT Trails Committee), Viktor Ohnjec (Chester County Cycling Club), Vince Pompo (President, EBT Board of Supervisors), Fred Rothman (EBT Trails Committee/West Chester Cycling Club/Chester County Cycles), and Randy Waltermeyer (Chester County Planning Commission). Also in attendance was Mandie Cantlin, Assistant Township Manager. Jennifer Reitz of Thomas Comitta Associates, Inc., Town Planners and Landscape Architects, and Natasha Manbeck, McMahan Associates, Transportation Planners and Engineers, the Township's Planning Consultants for the Comprehensive Plan Update facilitated the meeting.

The objectives of the Focus Group were to:

- develop a set of overarching strategies related to improving bike/pedestrian connectivity in the Township,
- discuss strategies set forth in existing plans (Brandywine Creek Greenway, the Brandywine Valley Scenic Byway Plan, Central Chester County Bicycle and Pedestrian Plan, etc.); and
- recommend 3 to 5 priority projects for each strategy to the Comprehensive Plan Task Force.

Draft Overarching Strategies

The framework for these strategies was gleaned from the wealth of previous planning processes and documents completed for and/or by East Bradford Township, Chester County, and others. These documents include, but are not limited to:

1. 2009 Open Space, Recreation, and Environmental Resources Plan
2. Brandywine Valley Scenic Byway Corridor Management Plan (2014)
3. Landscapes 2, Chester County Comprehensive Plan
4. Central Chester County Bicycle and Pedestrian Circulation Plan
5. Brandywine Creek Greenway Strategic Action Plan (2014)
6. 2001 Comprehensive Plan for East Bradford Township
7. East Bradford Township Official Map

While the strategies progress from the regional "big picture" to more local needs and issues, there are many areas of overlap between them. Thus projects that rose to the top as priority projects were those that help to achieve multiple strategies.

The recommended strategies include:

1. **Support Regional Connections/extensions beyond the Township's borders**
 - a. Access to SEPTA Regional Rail
 - b. Access to Chester Valley Trail
 - c. *Recommended Priorities:*
 - i. Long Term: support the Brandywine Trail Extension north to Downingtown Train Station.
 - o *Support East Caln Township and any future grant applications to fund design or construction of the trail*
 - ii. Long Term: support Chester Valley Trail Extension west to Route 322 *Participate in Chester Valley Trail Extension Feasibility Study being completed by the Chester County Planning Commission*
 - iii. Short Term: support and enhance existing connections, such as along Skelp Level Road and Valley Creek Road, which provide access to the Chester Valley Trail.

2. **Complete the Brandywine Greenway Corridor.**
 - a. Complete the Brandywine Trail
 - b. Provide connections to/from existing parks/preserves/open space and residential neighborhoods
 - c. *Recommended Priorities:*
 - i. *County Seat Corridor Trail*
 - ii. *Plum Run Corridor*
 - iii. *M. John Johnson to Ingrams Mill to Stroud Connector*
 - o Continue to coordinate with PennDOT on the replacement of the Route 322 bridge west of Skelp Level Road to identify opportunities for trail connections and access along the realigned Route 322
 - d. Other comments on Brandywine Greenway:
 - i. Birmingham Road should be a "Recreational Corridor" and is a key connection to parks and open space in Birmingham Township

3. **Complete (off road) trail connections between existing parks/preserves/open space**
 - a. Criteria for the priorities:
 - i. Connections that contribute to overarching goals and regional connections, Projects in progress, Use, Degree of improvement needed
 - ii. Feasibility
 - b. Connections suggested by other plans
 - c. *Recommended Priorities:*
 - o Focus on southern portion of the Township to serve the more densely populated areas
 - o Focus on east-west connections, particularly to connect the Borough to the Brandywine
 - i. West Chester Borough to Timber Top Farm to Stroud Preserve;
 - ii. Route 842 to Shaws Bridge; (Or 842 to Mt Bradford/Sconnettown to Delacey Fields/Shaws Bridge)
 - iii. Plum Run Corridor: Birmingham Road/Tigue Road to WCU
 - d. Additional strategy suggested to connect neighborhoods using safe on-road routes that could be used now by any age or level to get to particular destinations

4. **Provide On-road Bicycle Facilities: Signage and other design treatments**
 - a. Potential treatments include clearing vegetation, improving pavement quality and smoothness, signage, traffic calming, narrower travel lanes and wider shoulders, uphill bike lanes, enhance crossings of major roadways
 - b. Safety improvements and serving a high number of users are key criteria for identifying priorities
 - c. *Recommended Priority:* Valley Creek to Creek Road to 842 to the Borough
 - i. Uphill bike lane for 842
 - ii. Bike lane bypass at the intersection of Creek Road and 842

5. **Promote use and educate users about existing and future trails**
 - a. Expand parking
 - b. Educate users on trail etiquette
 - c. *Recommended Priorities:*
 - i. Education for children and families
 - ii. Focus on Quality Signage/Maps, such as a trail map
 - iii. Maintenance: sweeping shoulders, improving pavement, reducing "tar and chip" paving work or emphasizing clean up afterwards; work with PennDOT for in-kind services;

Draft Focus Area Considerations

6. **Focus Areas Bike/Ped Recommended Priorities**
 - a. Route 322
 - i. Pedestrian facilities on 322
 - ii. Pedestrian crossing in area along Taylor Run;
 - iii. Connect neighborhoods to the retail;
 - iv. Bike lane along Route 322
 - b. Bradford Avenue
 - i. Sidewalk/trail- concentrate on one side, but alternate sides
 - ii. Pedestrian crossing improvements at key intersections: Strasburg Road, Downingtown Pike, Miner Street
 - c. Lenape Road
 - i. Plum Run Trail connection to WCU

D) DEVELOPER PANEL SUMMARY

Task Force Attendees:

Task Force Members

- Vincent Pompo
- John Johnson
- Tony Biacchi
- Mark Bedwell
- Sheila Fleming
- Andy Schaum

Staff

- Mike Lynch
- Mandie Cantlin

West Chester Borough representatives

E Bradford Township Planning Commission reps

Chester County Planning Commission reps

Businesses and Land Owners

- First West Chester Fire Company
- Levin Management
- Brookworth Plaza
- Bradford Shops
- Pennington Auto Body
- Mrs. Mikes
- In Fleet
- Diesel Systems

Township Consultants

- Tom Comitta
- Jen Reitz

Introduction & Overview

Supervisors Chair Vince Pompo opened the meeting, welcomed the attendees and thanked the developers for their participation. A major focus of the Comprehensive Plan is the Downingtown Pike/Rt. 322 corridor (from West Chester Borough line to the Route 322 Bypass, including the McCool site) and Bradford Avenue. The goal of this afternoon's forum is to capture input from the developer panel regarding possibilities for positive growth and positive change along these corridors over the next 10 years.

Tom Comitta introduced the panel:

- Bill Andersen, Longview
- Eli Kahn, E Kahn
- Tony Stancato, StanAb

Questions

Tom Comitta posed a series of questions to the panelists:

1. What are your thoughts on the market for enhanced growth along Downingtown Pike and Bradford Avenue in East Bradford Township over the next 10 years?

There was general agreement that the following uses would not be successful along Rt. 322: industrial, office, more retail. The panelists agreed that high density residential would flourish and would support and promote the existing retail facilities. High density residential is popular because it is attractive to multiple generations. For example, a new high density residential project in Malvern Borough (developed by E. Kahn) is occupied by 65% empty nesters; Chestnut Square in West Chester is expected to be similarly occupied. The 60-unit Chestnut Street Lofts have a waiting list. The Downingtown Pike location is strong because of its proximity to downtown West Chester.

Convenience store/gas uses and/or an independent living campus might also be successful.

2. What do you think East Bradford Township could do to promote enhanced growth along the Downingtown Pike and Bradford Avenue?

The panelists agreed that East Bradford could promote change by proactively crafting its ordinances based on a vision. Mr. Stancato noted that it is a lot of work for a developer to change the zoning to match a proposal (although this is how the Park Place community came to be).

3. What experience do you have in other townships, where the conditions might be similar to East Bradford?

Mr. Andersen discussed his East Pikeland project – Phoenixville Crossing. This project, located on 29 acres fronting Routes 23 and 724 one mile west of Phoenixville, is slated for 79 townhomes and proposed for a mixed use project with retail, retirement housing and garden apartments. Mr. Andersen worked cooperatively with the Township to accomplish this project. In his opinion, East Bradford’s ordinances are unfriendly to developers.

Mr. Kahn shared that developers examine the number of “rooftops” within 1-, 3-, and 5-mile radiuses of a project. If there isn’t enough residential development to support a project, most developers and particularly the national chains will not even consider the site.

4. Do you have any other suggestions for development along Rt. 322 in East Bradford Township?

There was general consensus that bike/pedestrian improvements augment walkable areas – residential areas. They did not feel that the paths themselves would promote the existing retail uses, unless more rooftops were provided and connected to those paths.

5. Do you have any other ideas related to our challenge to grow gracefully?
 - It really boils down to “is the Township willing to see something different or leave it as it is”?
 - In particular the zoning ordinance in East Bradford is thought to discourage development because many uses are conditional uses.

6. Other topics:

- Acme – There was discussion about the vacant Acme store. Acme is likely paying rent to the property owner – likely a 20 year lease (+/-). Until or unless Acme ceases to pay the rent, the property owner is not motivated to do anything different with the building. If the zoning was changed to promote a different use that would be more lucrative, the property owner might be more likely to allow Acme to buy out of the lease. Mr. Stancato suggested

reaching out to the owner to discuss realistic opportunities. In the meantime, a farmers market is unlikely as Acme still has the lease and would most likely not allow this use.

Mr. Stancato noted that the site is challenging because you can't see the buildings well; the Acme and strip stores do not face the roadway. Mr. Kahn said that the topography of the Acme site is not conducive to commercial; residential use is more adaptable to sloped conditions.

Mr. Andersen also noted that the repurposing of a grocery store is difficult due to the building layout, design of the heating/cooling systems, and amount of space dedicated to these utilities. The retrofit costs are high and usage rate is low.

- Daily Local- The panelists agreed that the Daily Local is not conducive to retail because of the slope of the site and frontage, but could make a successful townhouse development.
- Dry status – Mr. Comitta asked whether lifting the dry status would provide incentive. While the panelists agreed that the ability to vend liquor is not critical, it could only help in their opinion. The ability to sell liquor could enhance the existing retail centers. More important is progressive planning.
- Next steps – If the Township wants to move this type of discussion further, the developers suggested that Township officials work with a planner and developer to create a vision on which a zoning amendment could be based.
- School district impacts – High-density residential housing, particularly a new “stacked townhouse” unit has little impact to schools because few school- aged children live in these types of communities. A 2012 study done by the Montgomery County Planning Commission validates this finding.
- Traffic – A traffic study would have to be done for any development. Roadway layout may need to be changed; lights may need to be retimed. Mr. Kahn noted that Uwchlan Township actually designs roadway enhancements ahead of time, gets them approved, and gives them to developers to streamline the traffic planning process.
- Approval process – The panelists agreed that a streamlined approval process is important. Complex and drawn-out processes are costly and can be detrimental to the success of the project.

Mr. Comitta thanked the panelists and offered them a token of appreciation. Supervisors Chair Vince Pompo echoed Mr. Comitta's thanks and closed the session.

2. DEMOGRAPHIC PROFILE AND BACKGROUND

Key Points

Population and Housing Growth and Projections:

- The East Bradford Township's population was estimated to be 9,942 in 2010, a 5.7% increase over the 2000 population.
- According to the US Census, there were 3,450 housing units in the Township with an average household size of 2.77.
- The Delaware Valley Regional Planning Commission's anticipates a 9.6% growth rate between 2010 and 2020 for a total of 10,893 people, and a 30% growth by 2040, for a population of 13,479 people. This would equate to 4,866 housing units or more, an additional 1,400 over the 2000 level.
- In light of the East Bradford Township Build-Out Analysis (discussed in Appendix 3) these projections appear ambitious.
- The Build-out Analysis examined existing vacant land not slated for conservation easement and estimated the number of lots that could be built on these parcels based on existing zoning and after netting out environmental constraints. The Build-Out Analysis calculates that the Township has the capacity to build approximately 460 additional units. (See Attached Map and Table summarizing the Build-Out Summary)
- Additional housing units may come in the form of redevelopment along the Route 322 Corridor and other areas in close proximity to West Chester Borough.

POPULATION GROWTH AND PROJECTIONS

Figure 1: Population Growth, 1980- 2010

	1980	1990	2000	2010
E Bradford Twp	3,219	6,440	9,405	9,942

Source: US Census Bureau

Figure 2: Population Projections, 2010 - 2040

	2010	2020	2030	2040
E Bradford Twp	9,942	10,893	12,528	13,479

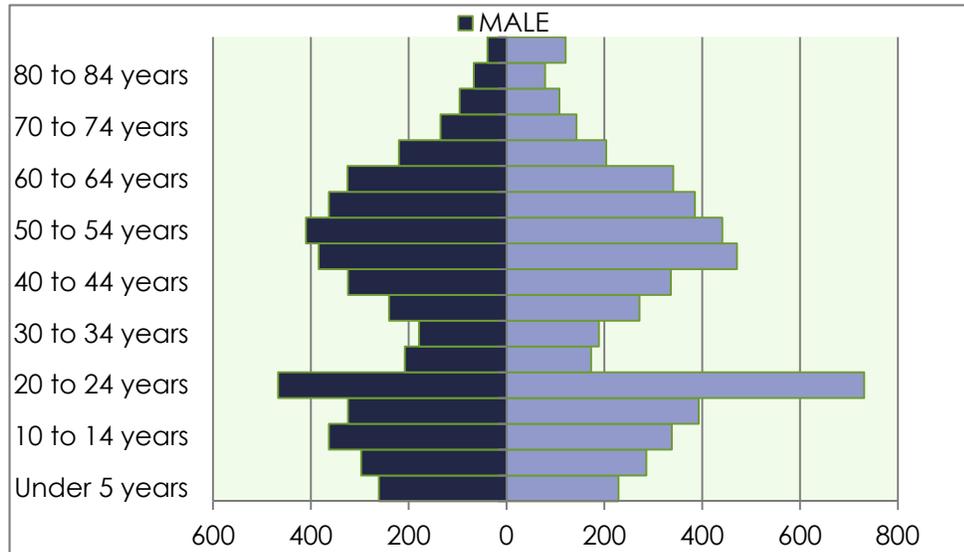
DVRPC Population Estimate (2015) and Forecasts (2020-2040)

Figure 3. Overview of Socio-Economic Characteristics

	EBT	Chester County	PA
Population	9,942	498,886	12,702,379
Households	3,450	182,900	5,018,904
% Family HHs	72.8%	70.6%	65.0%
% Family w/related children, 2000	32.1%	49.4%	45.4%
% Family w/related children, 2013	41.1		
% Nonfamily HHs, 2000	21.7%	29.4%	35%
% Nonfamily HHs, 2010	27.2%		
Average HH Size	2.77	2.65	2.45
Median Age, 2000	36.9	36.9	38.0
Median Age, 2010	40.2	39.3	40.1
Median Income	\$117,276	\$86,050	\$52,548

Source: US Census 2010, 2013 ACS

Figure 4. Population Pyramid, 2000



Source: US Census, TCA

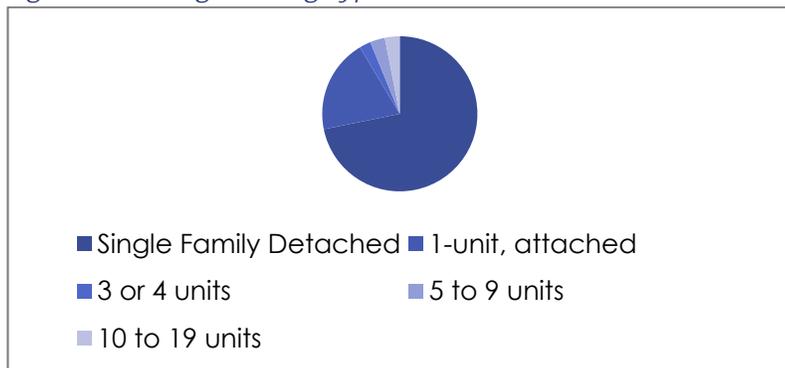
Housing Characteristics

Figure 5. Overview of Housing Characteristics

	Total hsg units	Owner-occupied	Renter-occupied	Vacant hsg units	Median home value	Owner cost 30%+ of income	Non mortgage owner cost 30%+	Median rent	Gross rent 30%+
EBT	3,450	89%	11%	2.7%	\$458,200	30.3%	17.9%	\$1,566	72.6%
Chester County	193,086	75.7%	24.3%	4.3%	\$325,200	33.3%	19.5%	\$1,166	47.4%

Source: DVRPC and American Community Survey, 2013

Figure 6. Existing Housing Types, 2010 Census



3. BUILD OUT ANALYSIS

As part of the Comprehensive Plan Update, East Bradford Township analyzed its future build-out. This analysis calculated the amount of vacant and open space available for development and estimated the number of housing units that could be built on each site. This calculation used the current zoning district, approximated the natural resource constraints, and the average household size per the 2010 Census. Parcels correlate to the attached Developed and Protected Lands Map. Table 1 does not include parcels designated for future conservation easement on the Map, however, these tracts are accounted for in Table 2.

According to the tables below, an additional 465 housing units could be built in the Township on existing vacant land. Lands with proposed conservation easements would account for an additional 272 units, for a total development potential of 737 housing units.

TABLE 1. ESTIMATED BUILD-OUT OF VACANT PARCELS

Parcel ¹	Total Acreage	Net Acreage	Zoning District	Conventional Estimated Housing Units	Open Space Option Estimated Housing Units ²	Maximum Housing Units ³
1	24.04	10.64	R1 – Residential	3.55	5.85	5.00
2	21.69	7.32	R1 – Residential	2.44	4.03	4.00
3	5.64	5.64	R1 – Residential	1.88		1.00
4	11.03	5.81	R1 – Residential	1.94	3.20	3.00
5	5.61	5.61	R1 – Residential	1.87		1.00
6	14.57	1.89	R1 – Residential	0.63	1.04	1.00
7	10.46	6.69	R1 – Residential	2.23	3.68	3.00
8	12.01	12.01	R1 – Residential	4.00	6.61	6.00
9	6.85	0.28	R2 – Residential	1.00		1.00
10	10.02	2.23	R2 – Residential	1.12	1.23	1.00
11	0.91	0.91	R2 – Residential	1.00		1.00
12	2.01	1.97	R2 – Residential	1.00		1.00
13	4.14	4.14	R2 – Residential	2.07		2.00
14	5.6	5.6	R2 – Residential	2.80		2.00
15	10.8	5.28	R2 – Residential	2.64	2.90	2.00
16	10.14	3.02	R2 – Residential	1.51	1.66	1.00
17	15.43	12.29	R2 – Residential	6.15	6.76	6.00
18	12.63	3.53	R2 – Residential	1.77	1.94	1.00
19	17.68	17.66	R2 – Residential	8.83	9.71	9.00
20	14.4	9.21	R2 – Residential	4.61	5.07	5.00

21	13.99	13.17	R2 – Residential	6.59	7.24	7.00
22	12.74	12.68	R3 – Residential	12.68	12.68	12.00
23	0.42	0.42	R4 – Residential	0.00	0.00	0.00
24	10.79	3.23	R3 – Residential	3.23	3.23	3.00
25	10.68	4.2	R3 – Residential	4.20	4.20	4.00
26	1.12	1.12	R3 – Residential	1.12	1.12	1.00
27	10.63	7.01	R3 – Residential	7.01	7.01	7.00
28	6.13	6.13	R3 – Residential	6.13	6.13	6.00
29	17.06	16.47	R4 – Residential	28.00	28.00	28.00
30	12.64	9.02	R3 – Residential	9.02	9.02	9.00
31	54.19	39.8	R3/R4 – Residential	53.00	53.00	53.00
32	25.2	12.41	R2/R4 – Residential	13.00	13.00	13.00
33	5.11	0.06	R2 – Residential	1.00		1.00
34	7.64	3.21	R2 – Residential	1.61		1.00
35	11.02	8.03	R1 – Residential	2.68	4.42	4.00
36	28	26.15	R1 – Residential	8.72	14.38	14.00
37	2.4	2.4	R1 – Residential	0.80		0.00
38	2.15	2.15	R1 – Residential	0.72		0.00
39	2.38	2.38	R1 – Residential	0.79		0.00
40	2.31	1.37	R1 – Residential	1.00		1.00
41	21.89	16.05	R1 – Residential	5.35	8.83	8.00
42	11.87	6.78	R1 – Residential	2.26	3.73	3.00
43	26.27	18.61	R1 – Residential	6.20	10.24	10.00
44	14.51	12.98	R1 – Residential	4.33	7.14	7.00
45	12.16	9.58	R1 – Residential	3.19	5.27	5.00
46	11.03	6.59	R1 – Residential	2.20	3.62	3.00
47	21.54	21.54	R1 – Residential	7.18	11.85	11.00
48	7.08	6.77	R1 – Residential	2.26		2.00
49	2.85	2.85	R1 – Residential	0.95		0.00
50	1.63	0	R2 – Residential	1.00	0.00	1.00
51	15.61	14.39	R3 – Residential	14.39	14.39	14.00
52	10.28	8.3	R3 – Residential	8.30	8.30	8.00
53	27.76	17.97	R3 – Residential	17.97	17.97	17.00
54	148.27	120.29	R3 – Residential	120.29	120.29	120.00
55	21.62	16.69	R3 – Residential	16.69	16.69	16.00
56	1.8	1.8	R2 – Residential	1.00		1.00
57	11.18	8.089	R2 – Residential	4.04	4.45	4.00
58	11.06	8.83	R2 – Residential	4.42	4.86	4.00
59	27.53	20.02	R1 – Residential	6.67	11.01	11.00

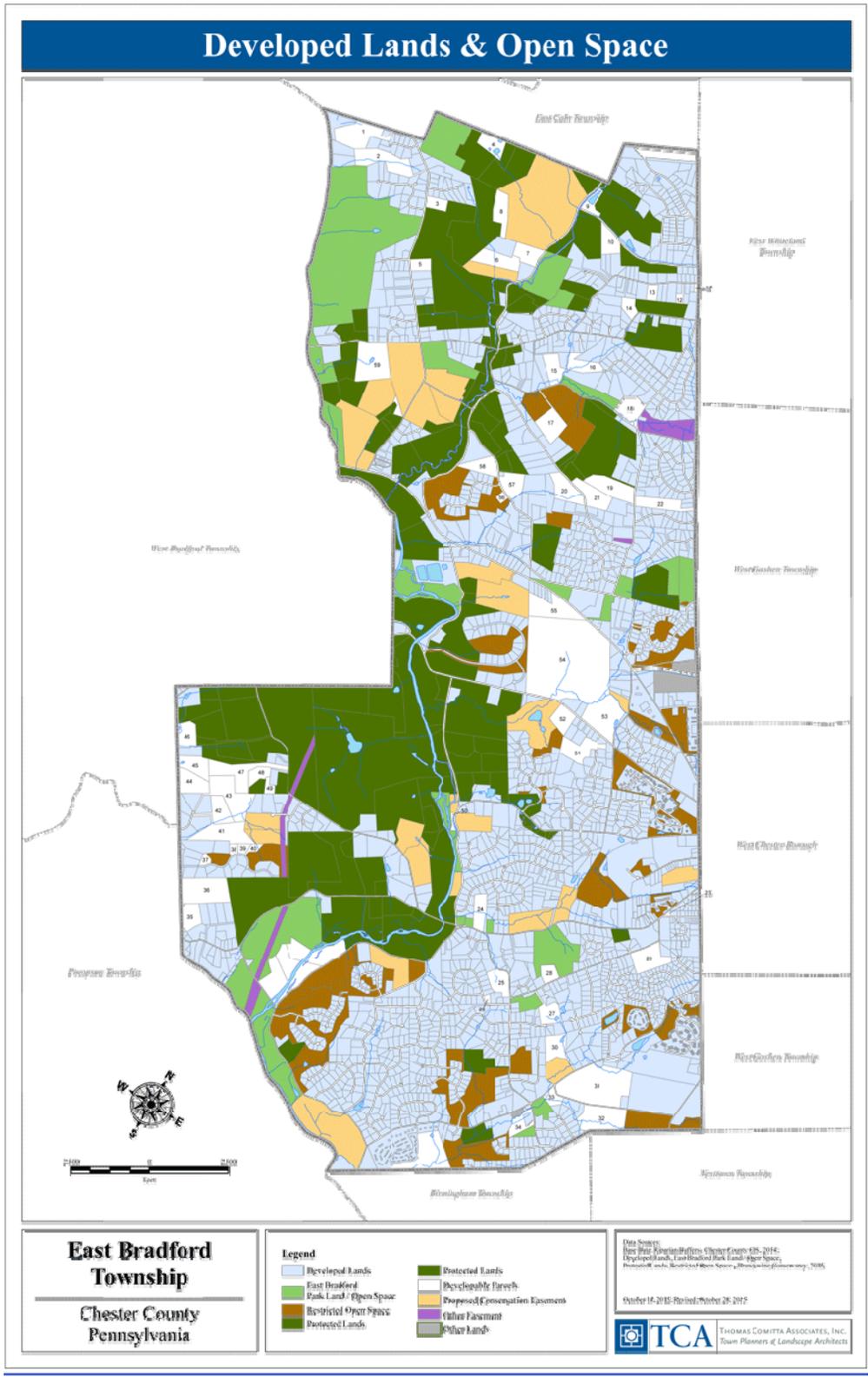
Totals	858.2	611.269	443	466	465
Est. Population			1,227	1,290	1,288

Notes:

1. Parcel Number correlates to the Developed Lands and Open Space Map
2. Not all parcels meet the minimum eligible tract size for the Open Space Development Option. These are left blank.
3. Total housing units takes the largest number of houses, whether conventional or open space development option, rounded down to the nearest whole number.

Table 2. Proposed Conservation Easements

Total Acreage	Net Acreage	Zoning District	Conventional Estimated Housing Units	Open Space Option Estimated Housing Units-	Maximum Housing Units
465.95	340.14	1	113.38	187.077	187
40.55	29.6	2	14.8	16.28	16
84.81	61.9	3	61.9	34.045	61
11.46	8.4	4	8	na	8
Totals			198.08	237.402	272
Est. Population					753



4. MARKET OVERVIEW

As part of the planning process, East Bradford Township hosted a Developer Panel to discuss views and prospects for successful redevelopment along Route 322. Among the panelists, there was general agreement that:

- Industrial and office would not be successful along Rt. 322. The access is not sufficient for industrial and the market for office in the Chester County region is already saturated and is shifting to more compact, mixed-use settings.
- There was not sufficient residential development ("rooftops") within a typical 1-, 3-, or 5-mile market radius to support a national chain, an additional grocery store, or most other retail.

Specific to the Acme site:

- Repurposing of a grocery store is difficult due to the building layout, design of the heating/cooling systems, and amount of space dedicated to these utilities. The retrofit costs are high and usage rate is low.
- The topography of the site is not conducive to commercial, the strip center does not face the roadway and buildings are difficult to see; residential use is more adaptable to sloped conditions.
- High density residential is in demand because:
 - it is attractive to multiple generations, particularly in areas that are walkable and have access to shops and other amenities;
 - Empty nesters and millennials;

In addition, a recent market study of Chester County found that multifamily (particularly Class A multifamily) is in demand because household formation is outpacing new construction. The lease up rates for multifamily properties developed over the past five years remains rapid. In the immediate West Chester area, Chestnut Street Lofts leased up at a rate of 8 units per month, and The Pointe leased up at a rate of 12.5 units per month. Both of these properties have a 97% occupancy rate in the fall of 2015. In fact, in a review of 21 multifamily properties in the central Chester County area, only three had occupancy rates of less than 95%.

Table 1. Occupancy Rates of Multifamily properties in the West Chester region

Multifamily Properties	Total Units	Occupancy Rate
Chestnut Street Lofts West Chester, PA	60	97%
Sharpless Works West Chester, PA	154	97%
The Pointe West Chester, PA	230	97%
Lantern at Glen Mills Glen Mills, PA	280	96%
Valleybrook at Chaddsford	352	96%

Chaddsford, PA		
Eastside Flats Malvern, PA	190	90%
Ave Apartments Malvern Malvern, PA	132	95%
Ave Downingtown Downingtown, PA	160	96%
Claremont Exton, PA	243	97%
Claremont on the Square Exton, PA	72	98%
Jefferson at Westtown West Chester, PA	252	98%
Springhouse at Brandywine West Chester, PA	212	91%
Gateway Apartments West Chester, PA	133	97%
Windsor at Windermere West Chester, PA	242	93%
Madison at Glen Mills Glen Mills, PA	244	96%
Madison at Westridge Phoenixville, PA	136	99%
Exton Crossing Exton, PA	405	95%

Source: SRH Market Research Report: The Ravello Kennett Township, PA December 21, 2015

5) VIABILITY ANALYSIS FOR BIKE/PEDESTRIAN CONNECTIONS

The following table was provided to the Task Force to assist in evaluating priority bike/pedestrian connections.

Priority Projects	Any previous implementation steps?	Degree of Difficulty ¹	Eligibility for Outside Funding Sources	Does Project address multiple Goal Themes?	Community Support: Open House	Potential Environmental Impacts ³	Notes
Extend Brandywine Trail north to Rail stations	CVT extension study currently underway	Project dependent			Low		Projects would take place beyond Township boundaries requiring inter-municipal cooperation & support
Connect to CVT via Valley Creek Rd and Skelp Level Rd					High		
Connect to WC Trans Center					Med		
County Seat Trail (Bike/Ped)	Feasibility study completed for portions of Sconnetown Rd; Widening of Price Street; Signage; Identified as a Priority Corridor in Central Chesco Plan	Med	High	No	Med	Low	Considered long term need in BCG Plan
Plum Run Trail (Ped)	Preliminary feasibility study underway; Some reforestation and streambank stabilization projects completed; Identified in Central Chesco Plan	Med	High	Yes	High/Low	Med	Underserved area of the Township; Current proposed development of Tigue Farm; Considered ongoing need by BCG Plan;
M. John Johnson to Stroud (via Ingrams Mill) (Ped)	Portions of trail/easements in place; Negotiations with landowners and PECO underway; Ongoing discussion w/County & PennDOT	High	High	No	Med	Med	Considered a short term need by BCG Plan
WCB to Timber Top to Stroud/Taylor Run	Some existing easements along Taylor Run/north of	High	Low	Yes	Med/Low	Med	Considered long term need in BCG Plan;

Crossing (Ped)	Brookworth Rd.						Suggested that proposed alignment needs to be reexamined.
Route 842 to Sconnettown to Shaws Bridge (Ped)	Shown as recreation corridor in BCG Plan; trail easements exist but not opened between Birmingham and St. Finnegan Dr.	Med	Low	No	Low	Low	
Bike Route: Valley Creek to Creek Road to Rt 842 to West Chester (Bike)	Existing PA Bicycle Route L on Creek Road; Identified in Central Chesco Bike/Ped Plan; PA 842 @ Allerton/Creek Road id'd on CCTII	Low	Med	No	Med	Low	
Promote Use and Education (Bike/Ped)		Low		No	Med	Low	Possibly develop a list of detailed activities as part of the Township's annual budgeting process
Bike Lane on 322 (Bike)	Identified in Central Chesco Bike/Ped Circulation Plan Identified on CCTII	Low	Med	Yes	Med	Low	Requires coordination with PennDOT on implementation and future maintenance
Pedestrian facilities along Rt 322		Low	Low	Yes	Low	Low	Requires coordination with PennDOT on implementation and future maintenance
Provide non-vehicular access to Bradford Plaza on 322 (Ped)	Intersection at Bradford Ave identified in Central Chesco Bike/Ped Circulation Plan; Identified on CCTII	Med	Med	Yes	High	Low	
Sidewalk along Bradford Avenue (Ped)	Identified in Central Chesco Bike/Ped Circulation Plan	Med	Med	Yes	High	Low	Requires coordination w/WCB;
Crossing Improvements at Bradford Ave/ Strasburg & Miner St (Ped)	Identified in Central Chesco Bike/Ped Circulation Plan Identified on CCTII	Med	Low	Yes	High	Low	Daily Local Site for Sale; Some willingness to rezone shown at Open House; Provides access to Bradford Plaza from south; Possibly implement along with continuous sidewalk along Bradford Ave to increase attractiveness to potential funders

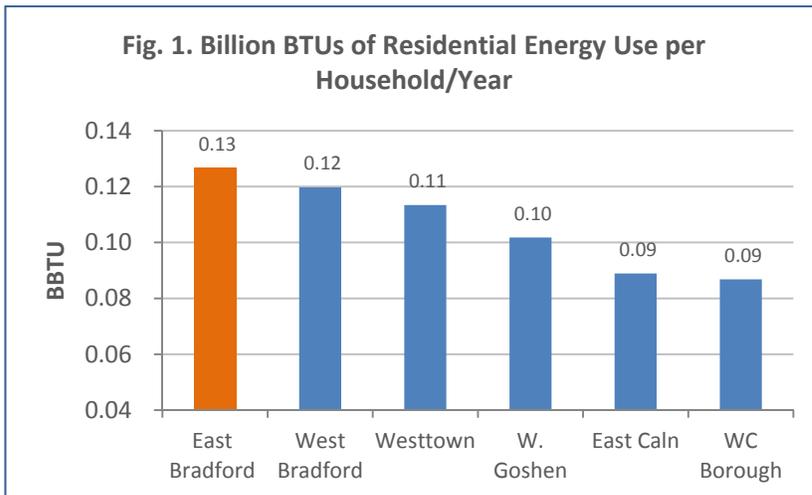
1. "Degree of Difficulty" includes assessment of potential right-of-way, utilities, environmental constraints and/or permitting, etc.
2. The first assessment (high/med/low) refers to the results on the overall bike/pedestrian focus area, the second assessment refers to the rating in regards to the more specific focus areas.

3. Environmental Impacts refers to specific wetlands, floodplains, woodlands, etc. that need to be disturbed to make way for the trail.
4. BCG: Brandywine Creek Greenway
5. CVT: Chester Valley Trail

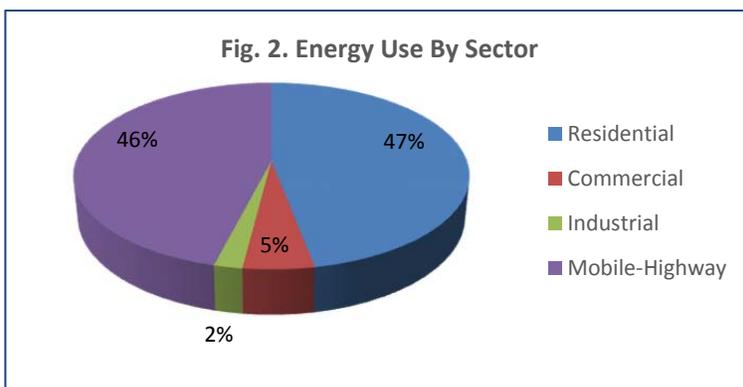
6. ENERGY AND SPENDING PROFILE

East Bradford residents spend an estimated \$11.2 million annually for all energy combined (electricity, home heating, transportation fuel). This represents an average household energy expenditure of \$3,641, or 3.6% of average household income.

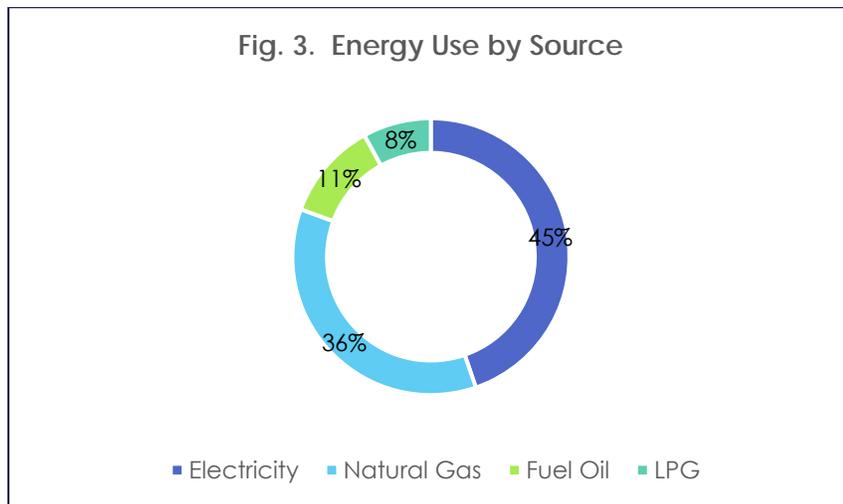
When compared with the five surrounding municipalities, residential energy use is highest in East Bradford (Fig. 1). This may be due to socio-demographic factors historically linked to higher energy use – such as high incomes, larger homes, and bigger families – as well as a relatively low housing density, which can necessitate longer trips to/from work and other destinations. When compared with West Chester Borough, for example, which has the lowest residential energy use per household, East Bradford's median income is three times higher, its density (people per square mile) is 15 times lower, and the proportion of households with families (children under 18) is twice as high.



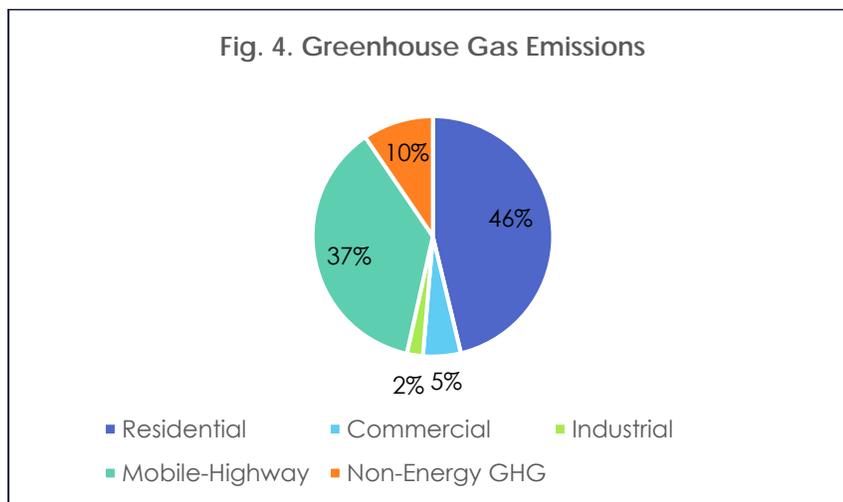
Unlike other municipalities that have high concentrations of commercial or industrial enterprises, the majority of East Bradford's energy use (93%) results from residential and transportation-related uses (Fig. 2).



Electricity and natural gas comprise 81% of all of all fuel sources (Fig. 3).



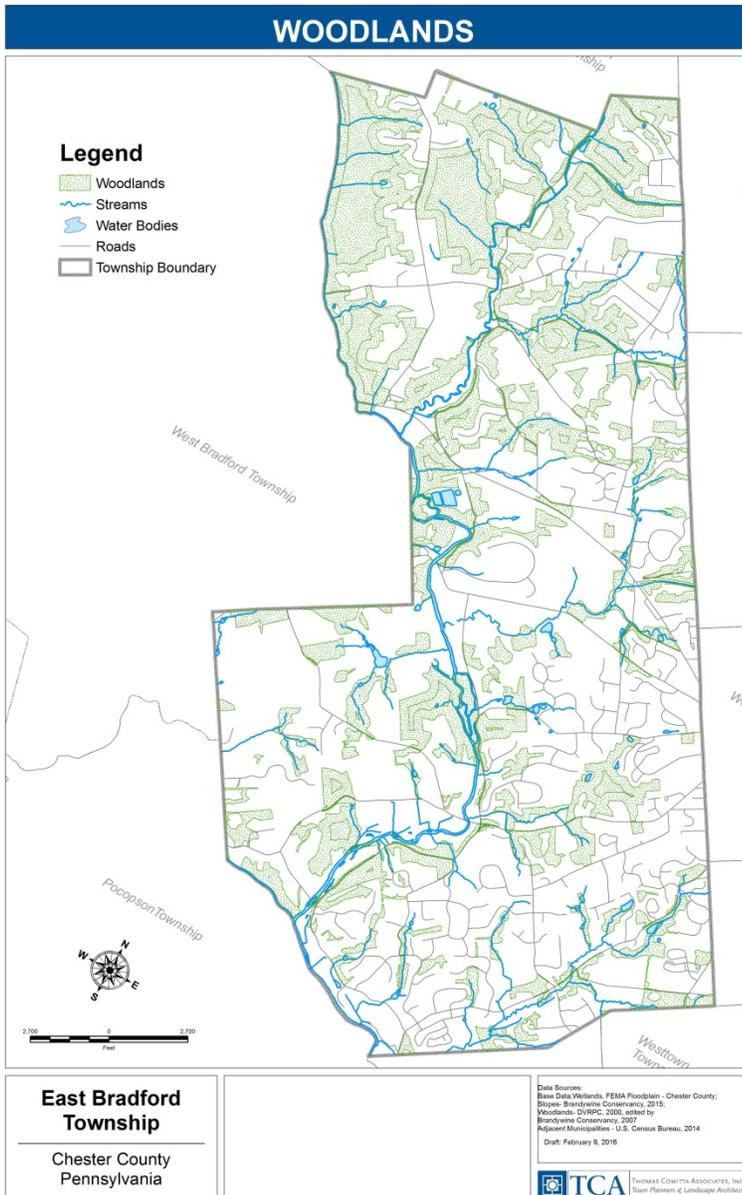
All told, 88,718 metric tons of CO₂-equivalent emissions are emitted in East Bradford each year due to energy consumption. This is the emissions equivalent of 20,087 passenger cars on the road for one year.¹ Two-thirds of this pollution derives from electricity generation (Fig. 4).



¹ EPA. Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks. <http://www3.epa.gov/otaq/consumer/420f08024.pdf>

In East Bradford Township, the 2,840 acres of urban forest, shown in Figure 5, results in annual carbon sequestration of approximately 3,218 metric tons of CO₂ – or 3.6% of township-wide carbon emissions.⁵

Figure 5.



⁵Derived from methodology outlined in: Nowak, DJ, Green EJ, Hoehn RE, et al. Carbon storage and sequestration by trees in urban and community areas of the United States. Environmental Pollution. Vol 178. Jul 2013:229-36.

7. PRIORITY PROJECTS: APPLICABLE COST ESTIMATES AND FUNDING SOURCES

Priority Projects	Cost Estimate	Priority Focus Area	Notes
1. Zoning Map and Ordinance Amendments	\$35,000 - \$40,000	Downingtown Pike/Bradford Avenue	
2. Bradford Avenue Pedestrian Facilities Concept Plan	\$30,000 - 40,000	Bradford Ave/Bike_Ped/WCB Coordination	
3. Plum Run Trail Corridor Feasibility Study	\$37,500	Bradford Ave/Bike_Ped	Funding committed from William Penn Foundation to Brandywine Conservancy
4. M. John Johnson to Stroud Connector	Varies by project	Bike_Ped	
5. Bike Lanes/Ped Facilities on Route 322	Varies by project	Downingtown Pike/Bike_Ped	Intended to be carried out by PennDOT as part of normal maintenance & as part of redevelopment
6. Update Official Map	Internal	All	
7. Formal Working Group w/WCB	NA	WCB	
8. Joint communications policy w/WCB		WCB	

Funding Sources for Zoning Ordinance and Zoning Map

Chester County Vision Partnership Program (VPP)- Next funding round is expected to open in July 2016.

Funding Sources for Bike/Pedestrian Improvements

See Chart on page A-54