

# LINFIELD VILLAGE

Master Plan

2021



Committee Meeting 5 – June 16, 2021

# Agenda

- **Introductions**
- **Project Schedule**
- **Review Previous Meeting**
  - Committee Meeting 4 – May 20, 2021
- **Concepts**
- **Discussion**
- **Next Steps**



# Project Schedule

	Meeting Title	Meeting Date	Occurrence	Meeting Time
<b>2021</b>	Committee Meeting #2	Wednesday, January 20	3rd Wed	7PM-9PM
	Public Meeting #2 - Project Review / Initial Concepts	Wednesday, March 3	1st Wed	7PM-9PM
	Committee Meeting #3	Wednesday, April 21	3rd Wed	7PM-9PM
	Committee Meeting #4	Thursday, May 20		7PM-9PM
	<b>Committee Meeting #5</b>	<b>Wednesday, June 16</b>		<b>7PM-9PM</b>
	Web Based Survey - administer	Through November 1		online
	Committee Meeting #6	Wednesday, September 8		7PM-9PM
	Public Meeting #3 - Draft Plan (2 month review)	Weds Nov 17th		7PM-9PM
<b>2022</b>	Committee Meeting #7	Wednesday, January 19, 2022		7PM-9PM
	Public Meeting #4 - Final Plan	Wednesday March 16, 2022		7PM-9PM

# Introduction

- **Simone Collins Landscape Architecture**

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- Peter Simone, RLA, FASLA  
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- Pankaj (PJ) Jobanputra, AICP  
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- Joe Wallace  
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- Geoff Creary  
*gcreary@simonecollins.com*



- **4Ward Planning**

- 267.480.7133
- Todd Poole  
*tpoole@landuseimpacts.com*



# Thank you, Linfield Village Master Plan Committee:

- William DeGideo
- D. Elaine DeWan
- Thomas DiBello
- Linda Irwin
- Patricia Kaufman
- Robert Kleckner
- Michael McCloskey(BOS Liaison)
- Kevin Rafuse
- Jody Roberto
- Dennis Rumler
- Alexandria Sasek
- Margie Schweitzer



# Review of Committee Meeting 4 (May 20, 2021)

## Discussion & Takeaways:

### Publicker site:

- Private sector development
- Auto storage - generally not desirable, are they even viable?
- Large scale residential – generally not seem as desirable.
- Some mix of small commercial / retail
- Large industrial likely not viable
- Indoor rock climbing or some other form of recreation / entertainment –
- Township could purchase Publicker site as park with dedicated open space
- The committee discussed the idea of extending the plan further into the future – we can keep survey open as long as the committee wishes.
- **What does redevelopment of Publicker really mean in terms of traffic?**

# Review of Committee Meeting 4 (May 20, 2021)

## Discussion & Takeaways:

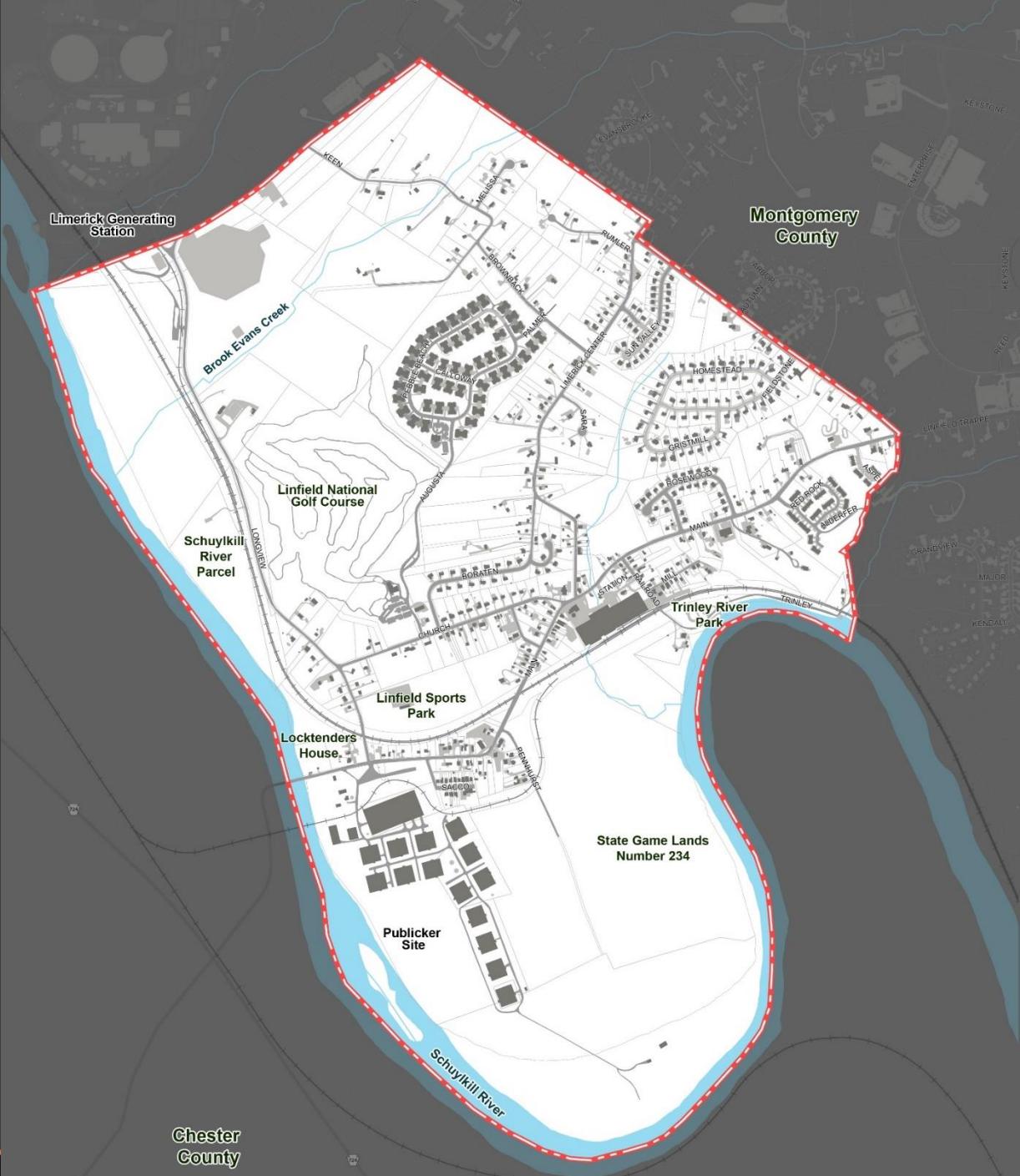
### Village

- Streetscape improvements have been discussed / “promised for years
- Streetscape improvements are an investment
- Next few years may be good time for streetscape funding?
- Linfield sports park purchased with bond (does not have to remain open space)
  - possible future rail station?
- Redevelopment of village makes sense – already a “brownfield”
- Traffic issues is really a “speeding” issue
- There is infill residential development pressure in the village NOW.
- We need to design a better roadway connectivity system now, since once new infill is constructed, opportunities will be lost.
- What about a one-way pairs concept?
- **Committee Agreed to advance Village roadway concept design – seek BOS agreement and place roadway concepts on Official Map.**

# Concepts



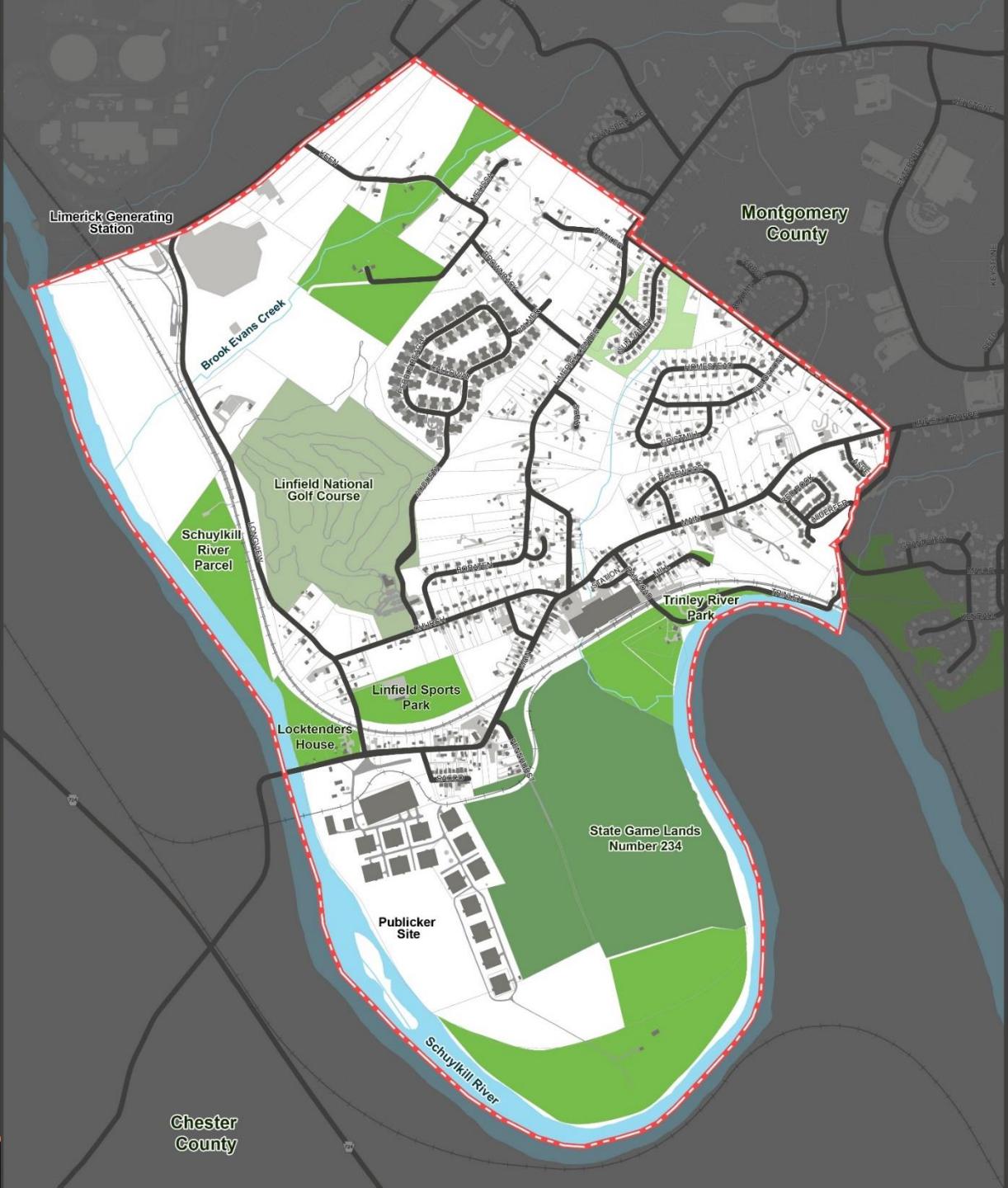
# Project Area



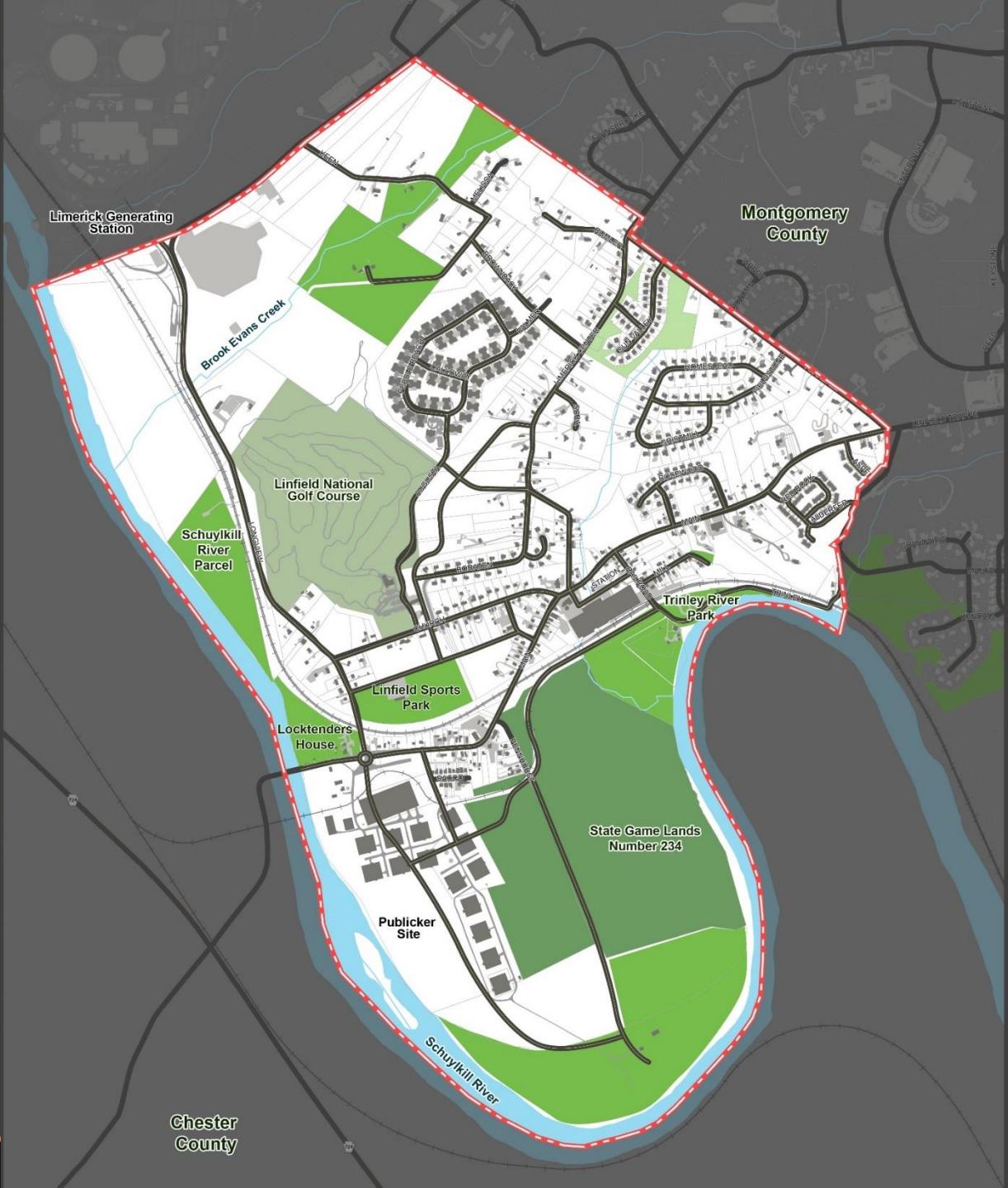
# Open Space



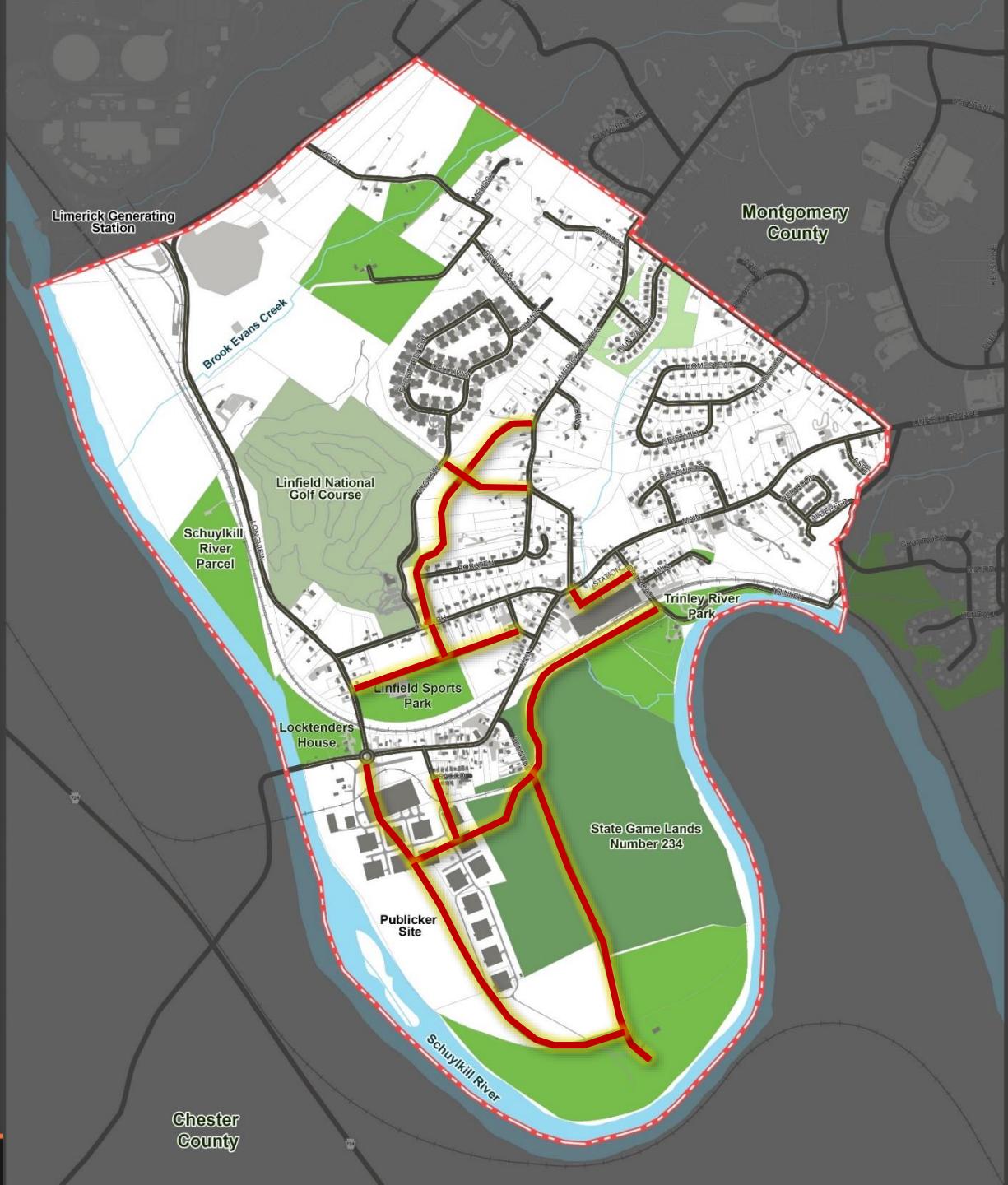
# Existing Roads



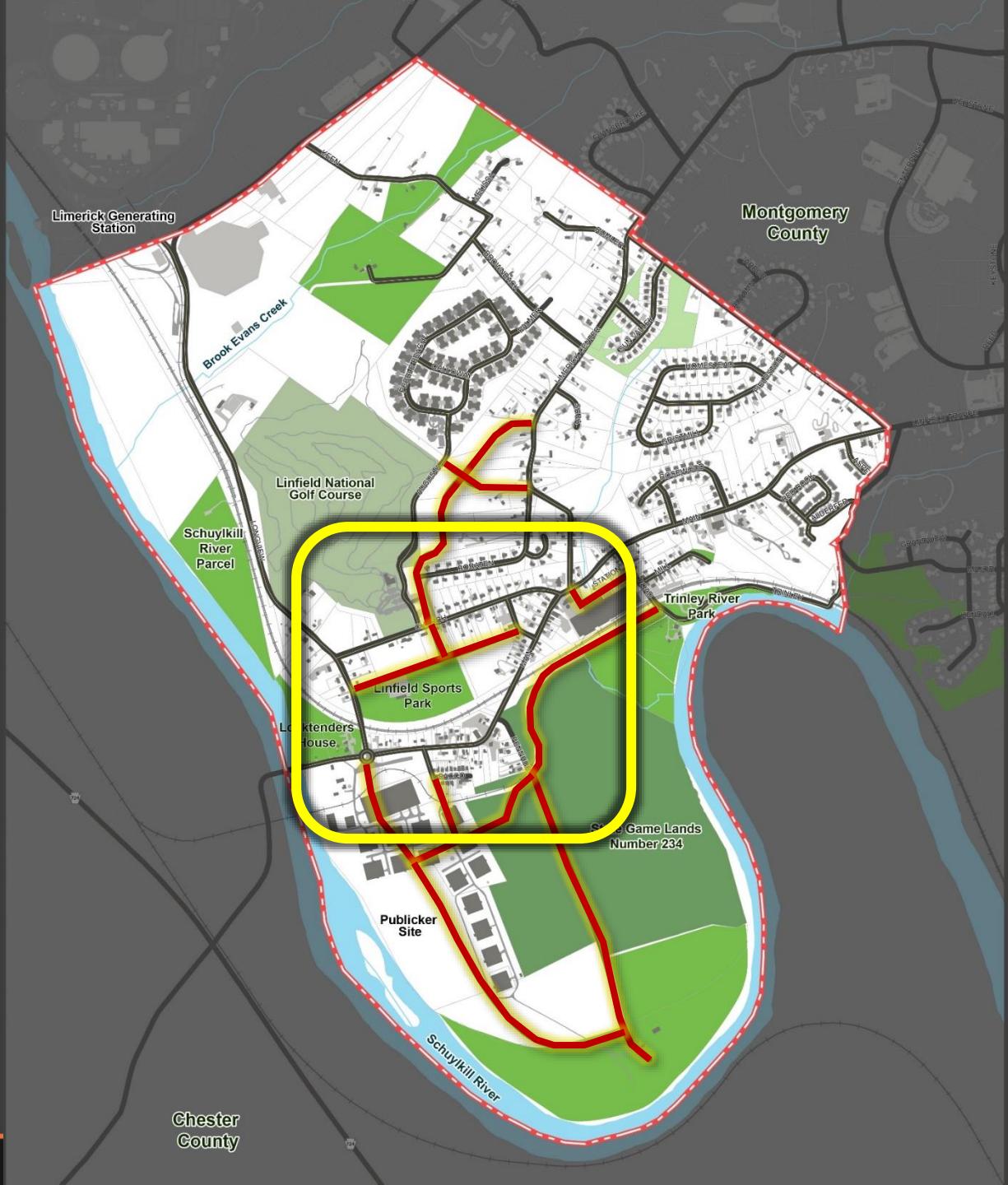
# Conceptual Roads



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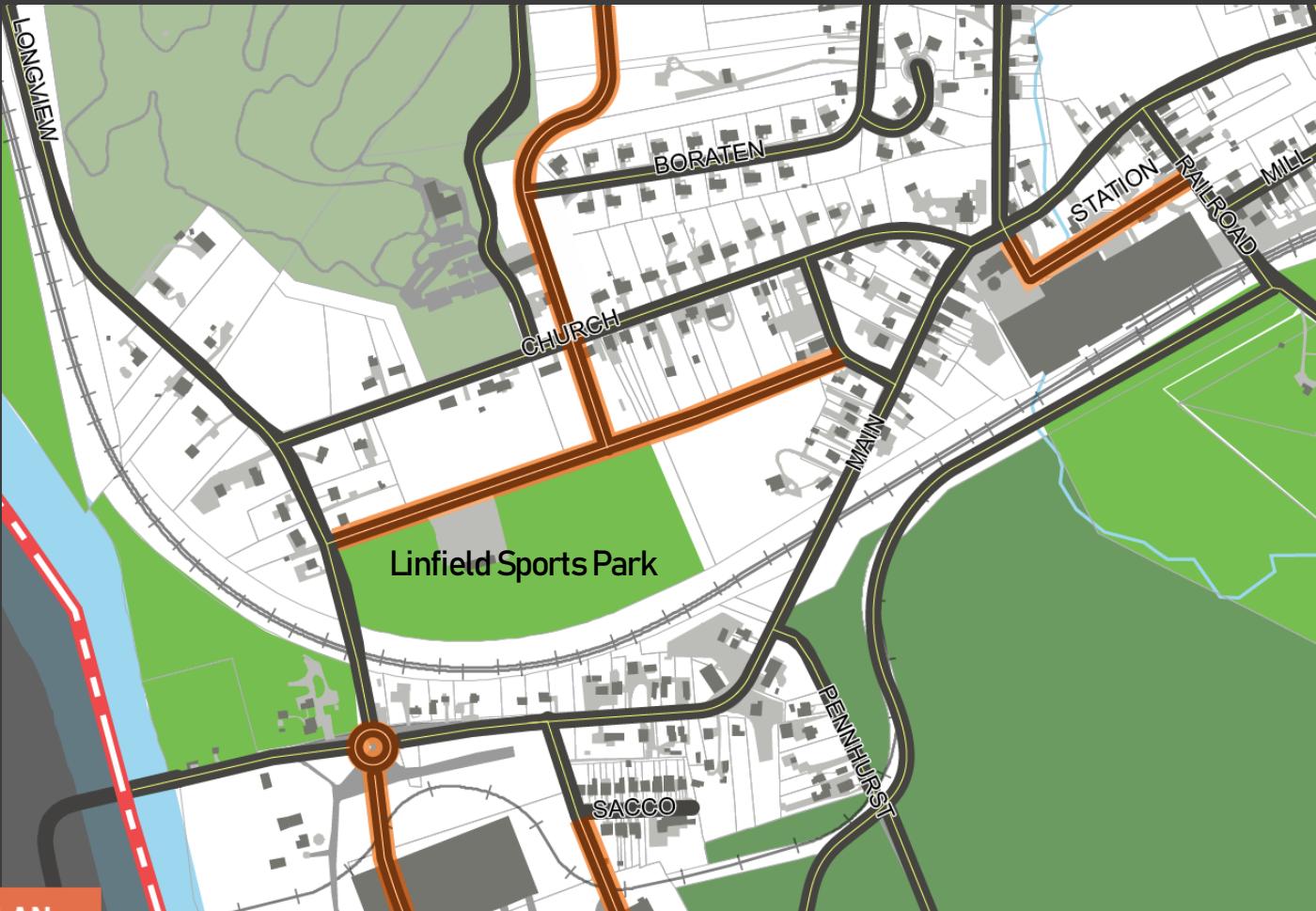
# Existing Roads



# Conceptual Roads



# Conceptual Roads



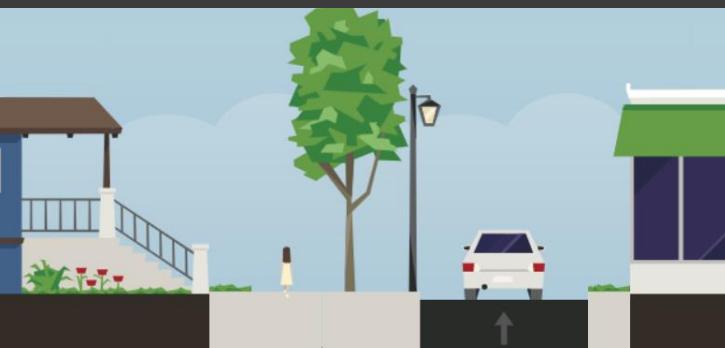
# One Way Pair

## Opportunities

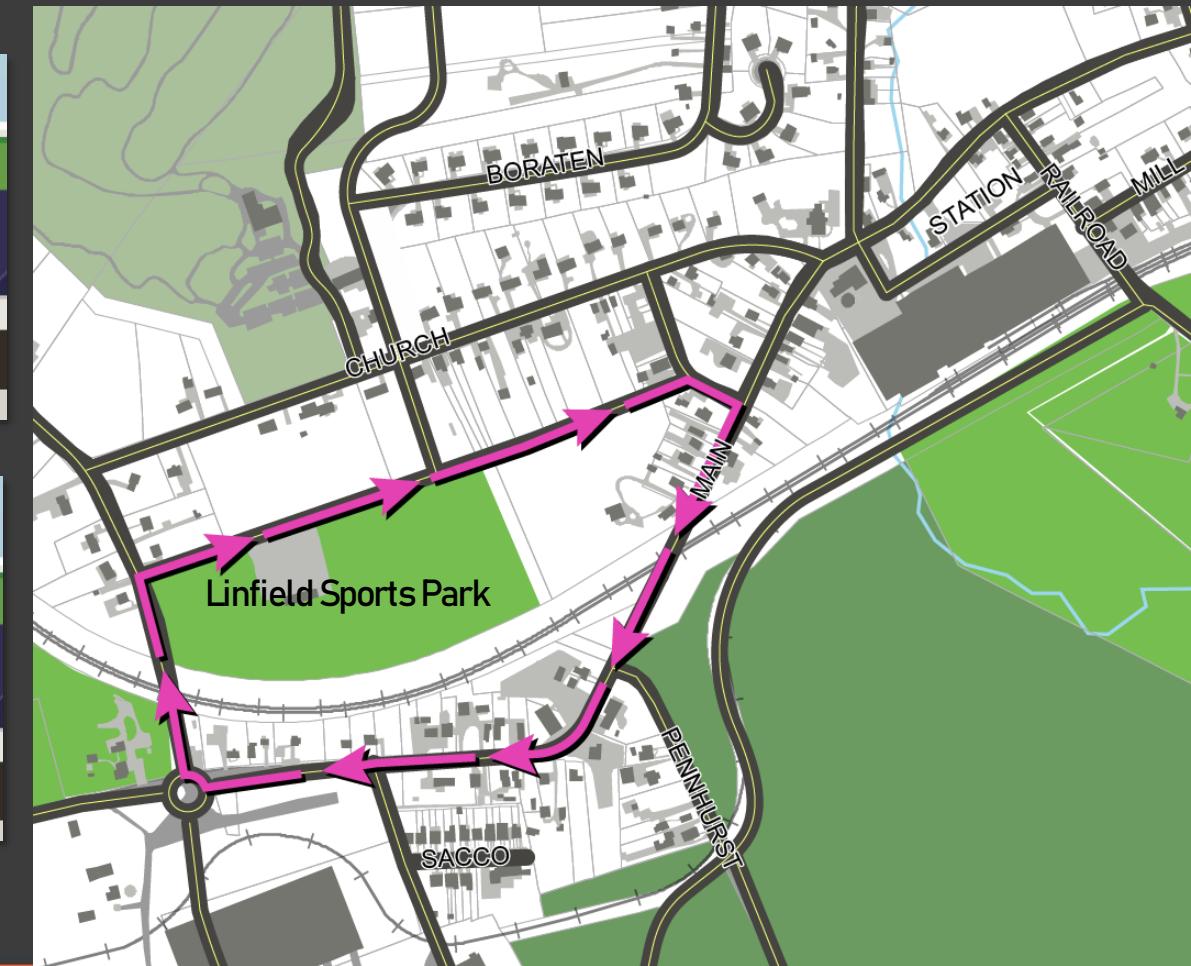
- Chester County eastbound traffic diverted away from Linfield Village, north to Longview Road
- One way system creates more room for streetscape elements such as sidewalks on Main Street



EXISTING

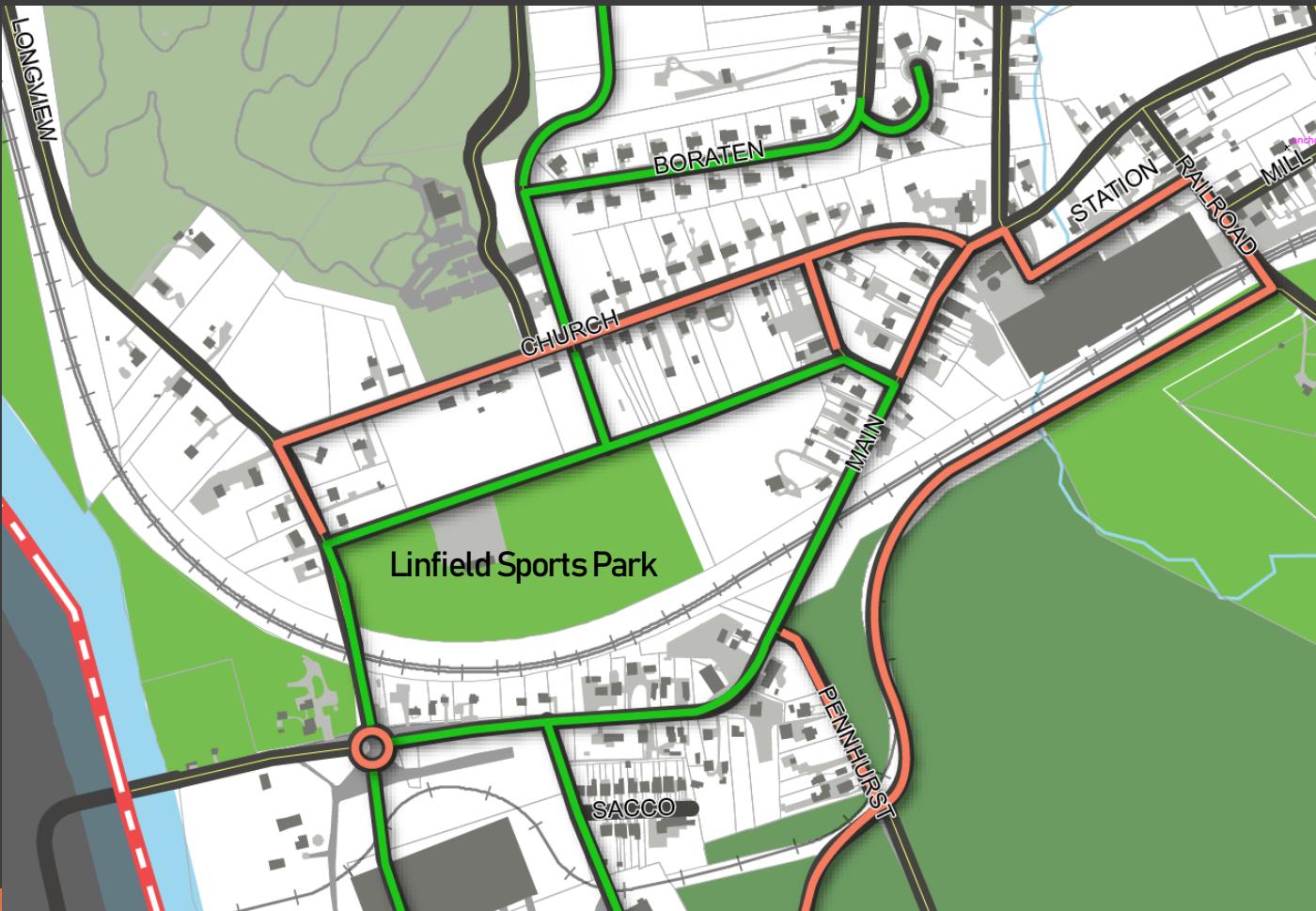


CONCEPTUAL WITH SIDEWALK



# Conceptual Sidewalk Network

- Sidewalks
- Both Sides of Street
- One Side of Street



# Conceptual Development Alternatives

## Alternative A:

- Linfield Sports Park remains, development occurs along one-way road system
- Development areas can be a combination of village commercial or modified residential R-3 Zoning



# Conceptual Development Alternatives

## Alternative B:

- Linfield Sports Park developed with open space connections north and west
- Development areas can be a combination of village commercial or modified residential R-3 Zoning
- Park could still be future rail station

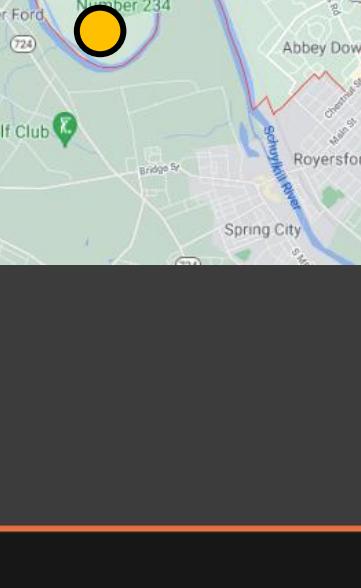
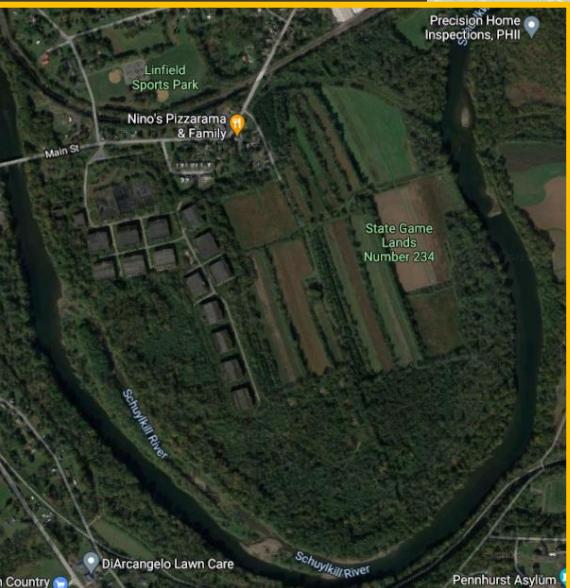
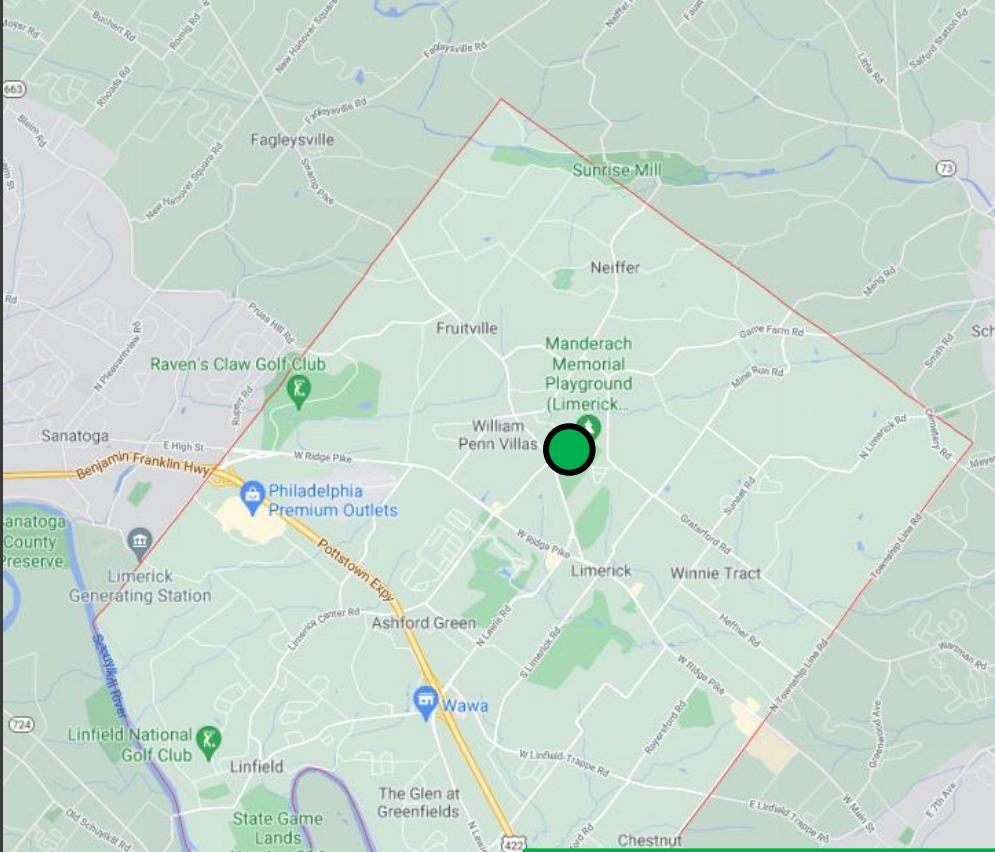


# Conceptual Development Alternatives

## Alternative B:

- Linfield Sports Park currently undersized for demand (softball, soccer, lacrosse)
- Programming needs can be met:

- A. SHORT TERM: Limerick Community Park (available 2022/2023)
- B. LONG TERM: Publicker Site Need 90' Baseball Field



# Existing Traffic Issues

Traffic concerns in Linfield Village :

- NOT a roadway capacity or traffic volume issue (8,700 Trips Per Day)
- IS a speeding issue
  - Additional enforcement needed



# Conceptual Traffic Impacts

Level of Service: Level of service (LOS) is a term used to describe the service level (wait time) of a roadway intersection.

Level of Service – Levels A Through F:

**A**



**B**



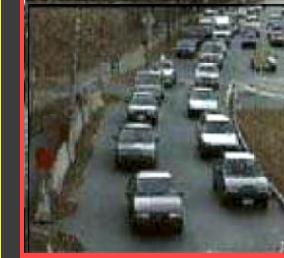
**C**



**D**



**E**



**F**



Wait Time:  
None

Wait Time:  
None

Wait Time:  
Minimal

Wait Time:  
Noticeable

Wait Time:  
Irritating  
– delays

Wait Time:  
Very irritating  
– long delays

# Conceptual Traffic Impacts

Level of Service (LOS) and future development traffic impact analysis has been prepared, will be discussed over the following slides.

LOS shown for PM Peak Hour. AM Peak Hour will be similar.

Long term impacts of Covid and new “work at home” for many will likely not be determined for 5 + years.

Existing network and volumes	--	Green	Green	Yellow	Green	--	2019 Main Street ADT - 8700 vpd
Base 2040 network and volumes	--	Green	Green	Yellow	Green	--	2040 Main Street ADT (projected) - 9210 vpd
250 Homes: Applied to Base 2040 Network	1,188	Yellow	Green	Yellow	Yellow	11%	
250 Homes: one way pair and All way stop at Main/Longview	1,188	Yellow	Red	Yellow	Yellow	11%	
450 Homes: Applied to Base 2040 Network	2,138	Red	Green	Yellow	Yellow	19%	
450 Homes: one way pair and All way stop at Main/Longview	2,138	Yellow	Red	Yellow	Yellow	19%	**NB Main an E at 47.3 seconds of delay. Includes two egress lanes from the development site and a left turn lane into the development site.
650 Homes: Applied to Base 2040 Network with left turn lanes into development site	3,088	Red	Green	Yellow	Yellow	25%	Includes opposing left turn lanes on Main Street into development site
650 Homes: one way pair and All way stop at Main/Longview	3,088	Red	Green	Yellow	Yellow	25%	**NB Main an F at 67.8 seconds of delay.
650 Homes: one way pair and Roundabout at Main/Longview	3,088	Green	Green	Yellow	Yellow	25%	
850 Homes: Applied to Base 2040 Network with Signal at Main/Longview	4,038	Green	Green	Yellow	Yellow	30%	Includes opposing left turn lanes on Main Street into development site
850 Homes: one way pair and Roundabout at Main/Longview	4,038	Green	Green	Yellow	Yellow	30%	
1050 Homes: Applied to Base 2040 Network with Signal at Main/Longview	4,988	Green	Green	Red	Yellow	35%	Includes opposing left turn lanes on Main Street into development site
1050 Homes: one way pair and Roundabout at Main/Longview	4,988	Green	Green	Red	Yellow	35%	
1250 Homes: Applied to Base 2040 Network with Signal at Main/Longview	5,938	Green	Green	Red	Yellow	39%	**Eastbound approach (Church) remains an E with 41.2 seconds of delay
1250 Homes: Applied to Base Network with addition of signal at Main/Limerick Center	5,938	Green	Green	Green	Green	39%	
1250 Homes: one way pair and Roundabout at Main/Longview	5,938	Green	Green	Yellow	Yellow	39%	

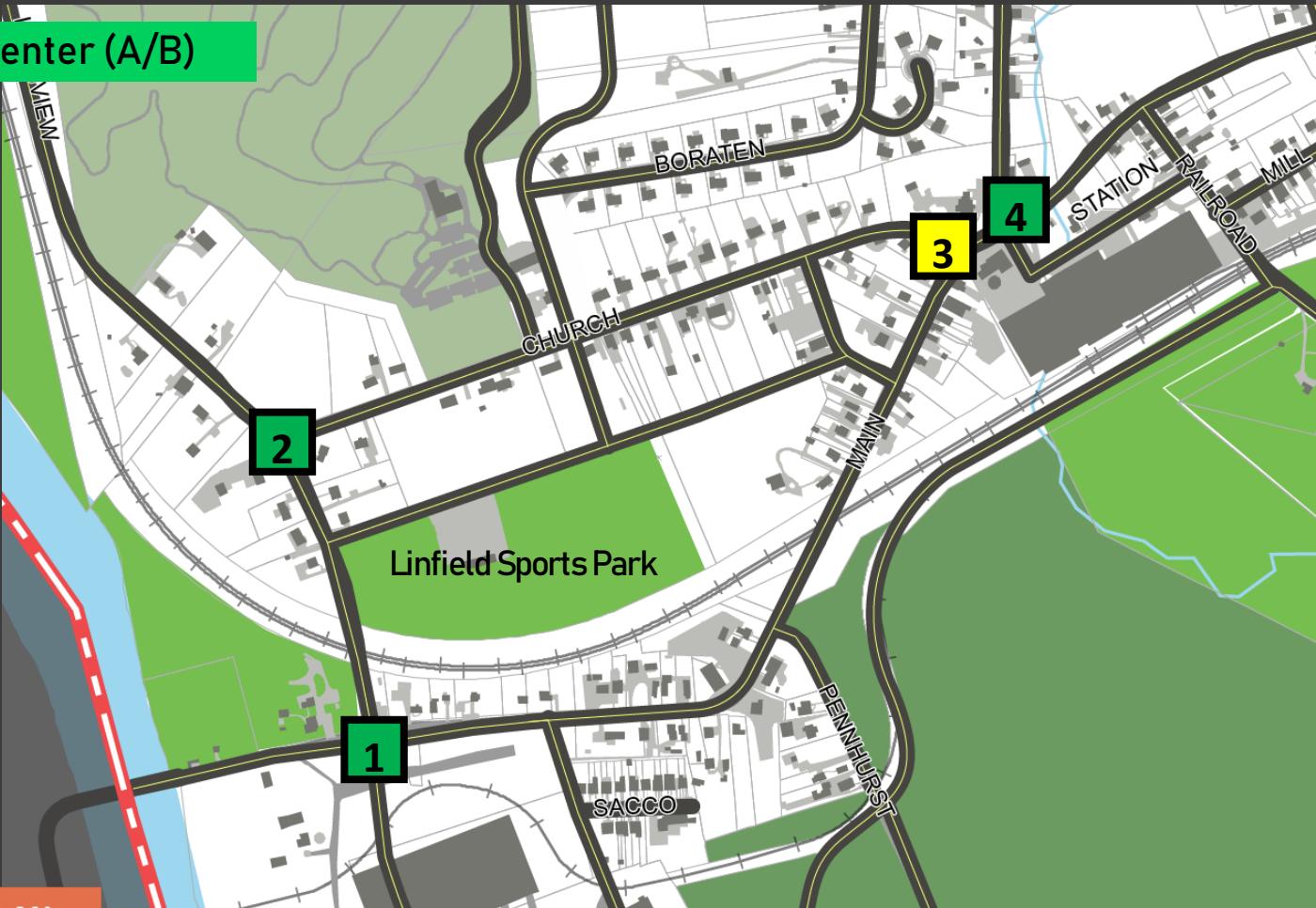
# Level of Service - Existing Traffic Conditions 2021 & 2040

1 Main at Longview (A/B)

2 Longview at Church (A/B)

3 Main at Church (C/D)

4 Main at Limerick Center (A/B)



# Level of Service - 2040 Traffic Conditions + 650 Homes

1 Main at Longview with Roundabout (A/B)



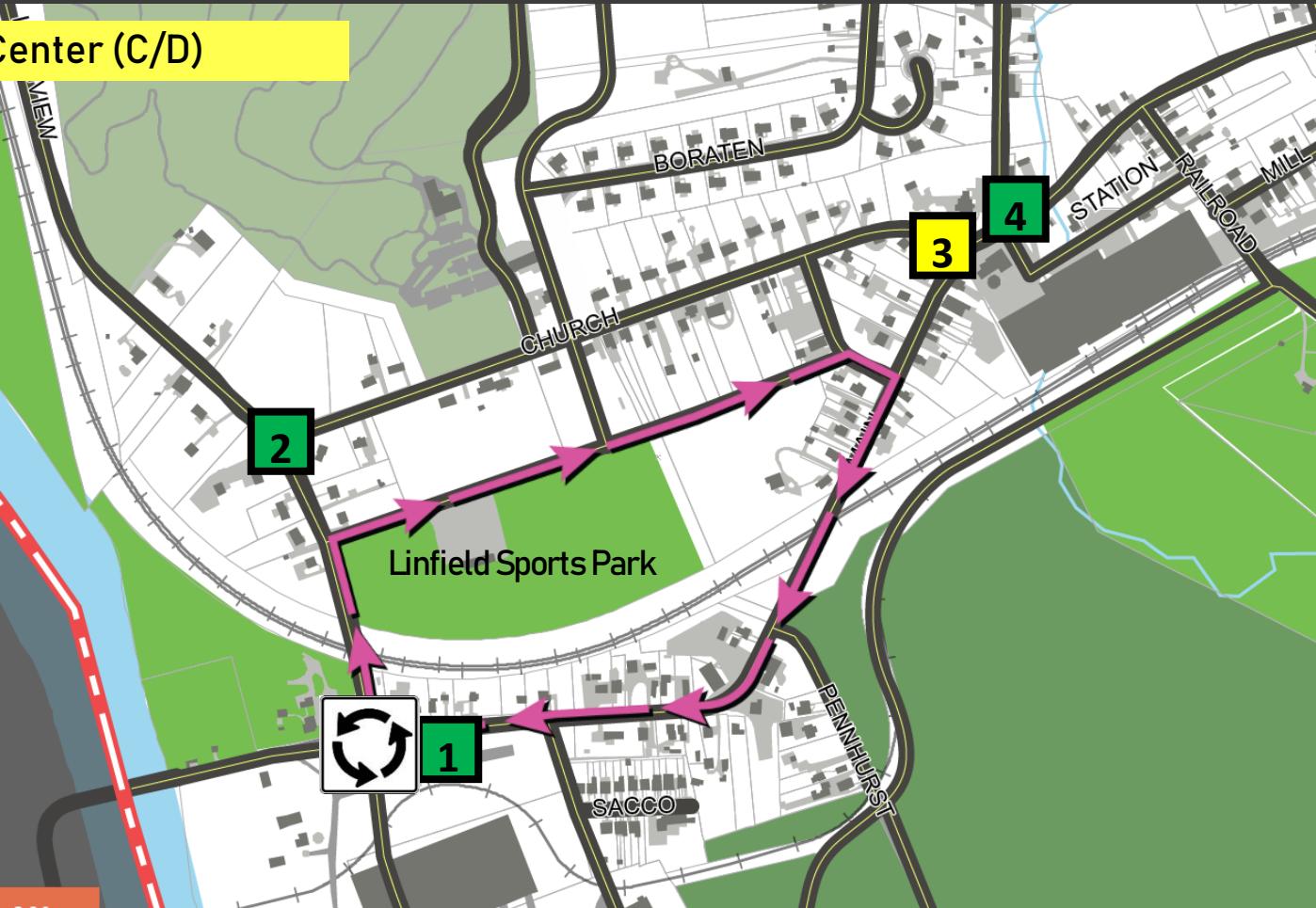
Includes One Way Pairs



2 Longview at Church (A/B)

3 Main at Church (C/D)

4 Main at Limerick Center (C/D)



# Level of Service - 2040 Traffic Conditions + 850 Homes

1 Main at Longview with Roundabout (A/B)



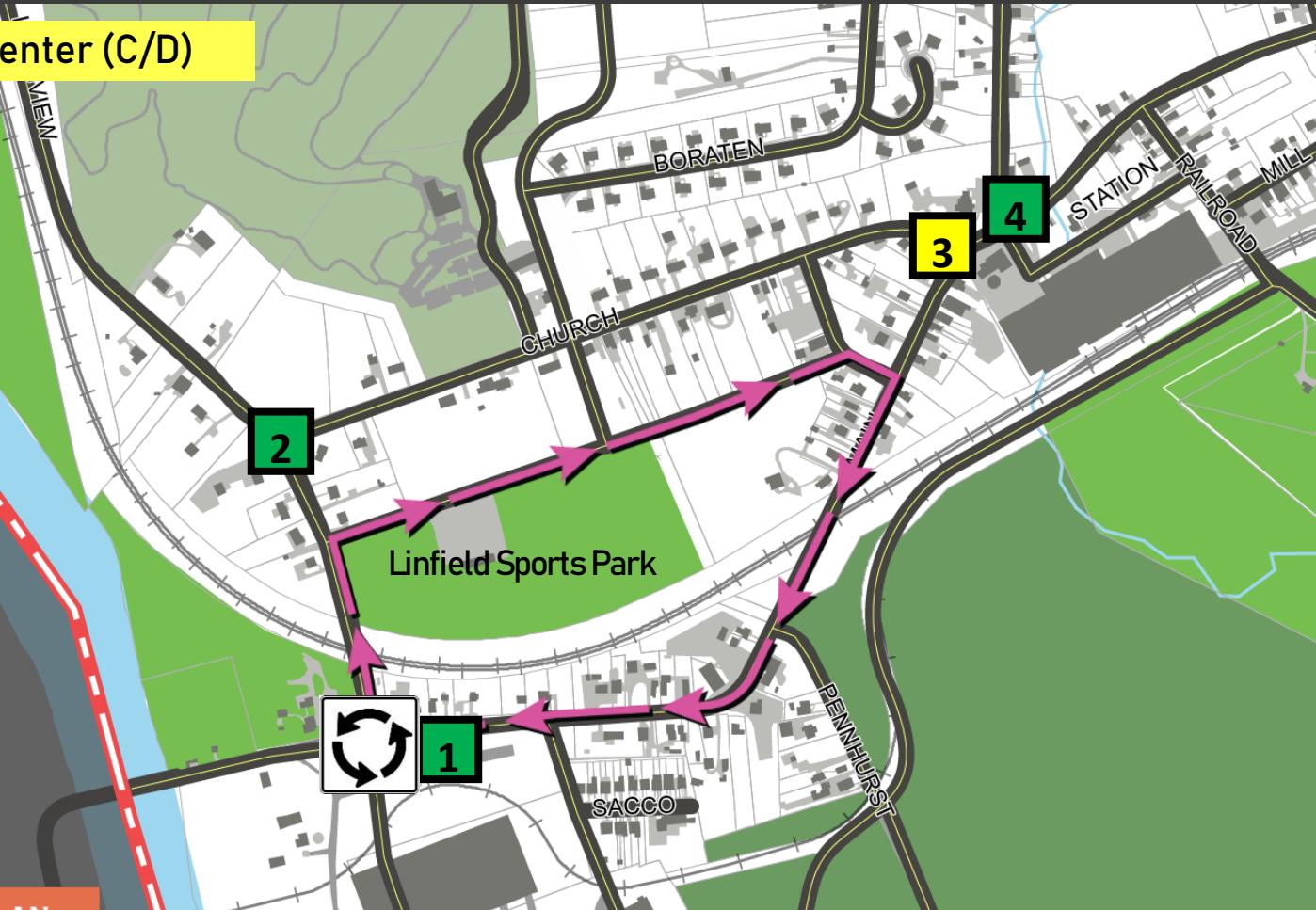
Includes One Way Pairs



2 Longview at Church (A/B)

3 Main at Church (C/D)

4 Main at Limerick Center (C/D)



# Level of Service - 2040 Traffic Conditions + 1250 Homes

1 Main at Longview with Roundabout (A/B)



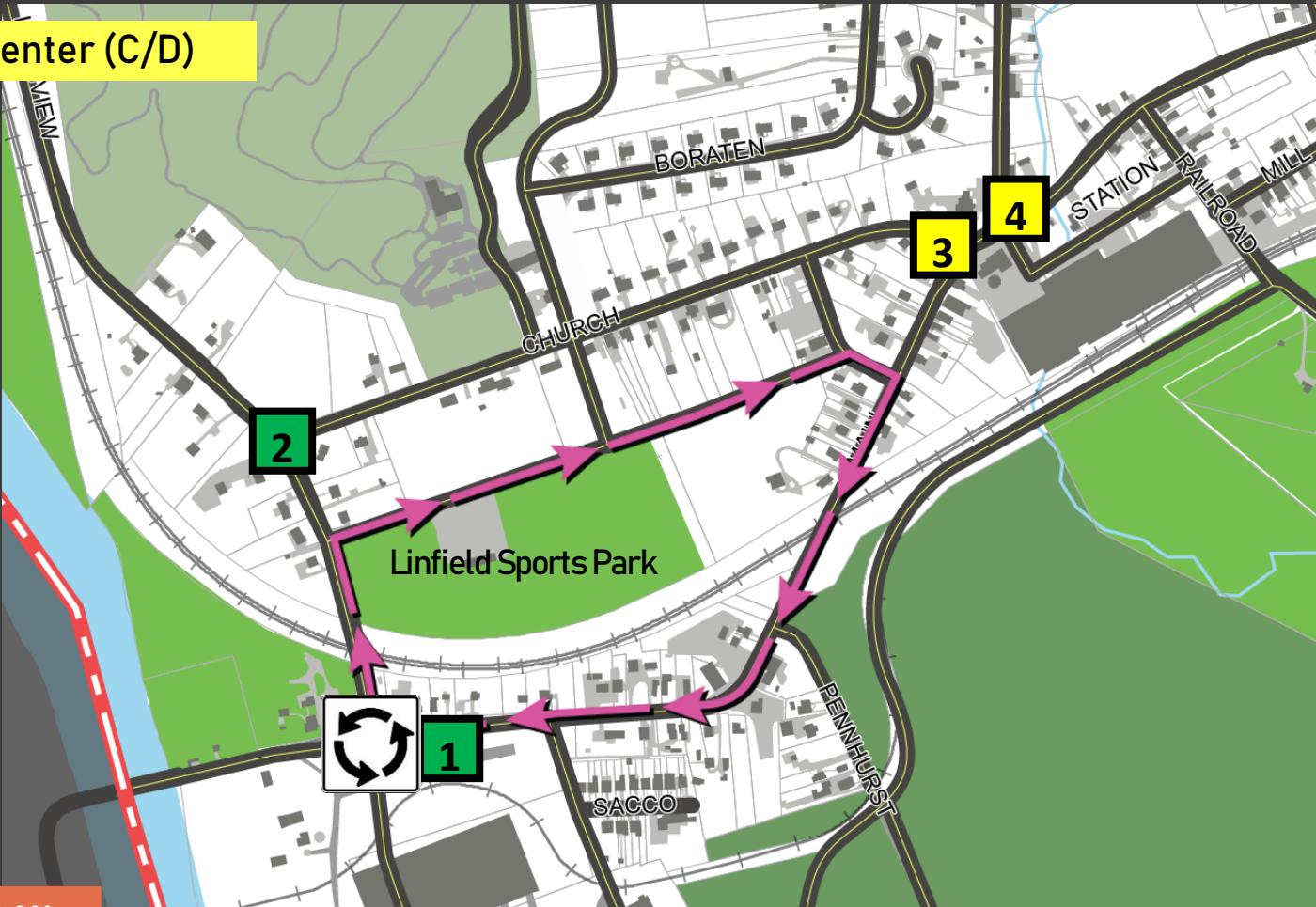
Includes One Way Pairs



2 Longview at Church (A/B)

3 Main at Church (C/D)

4 Main at Limerick Center (C/D)



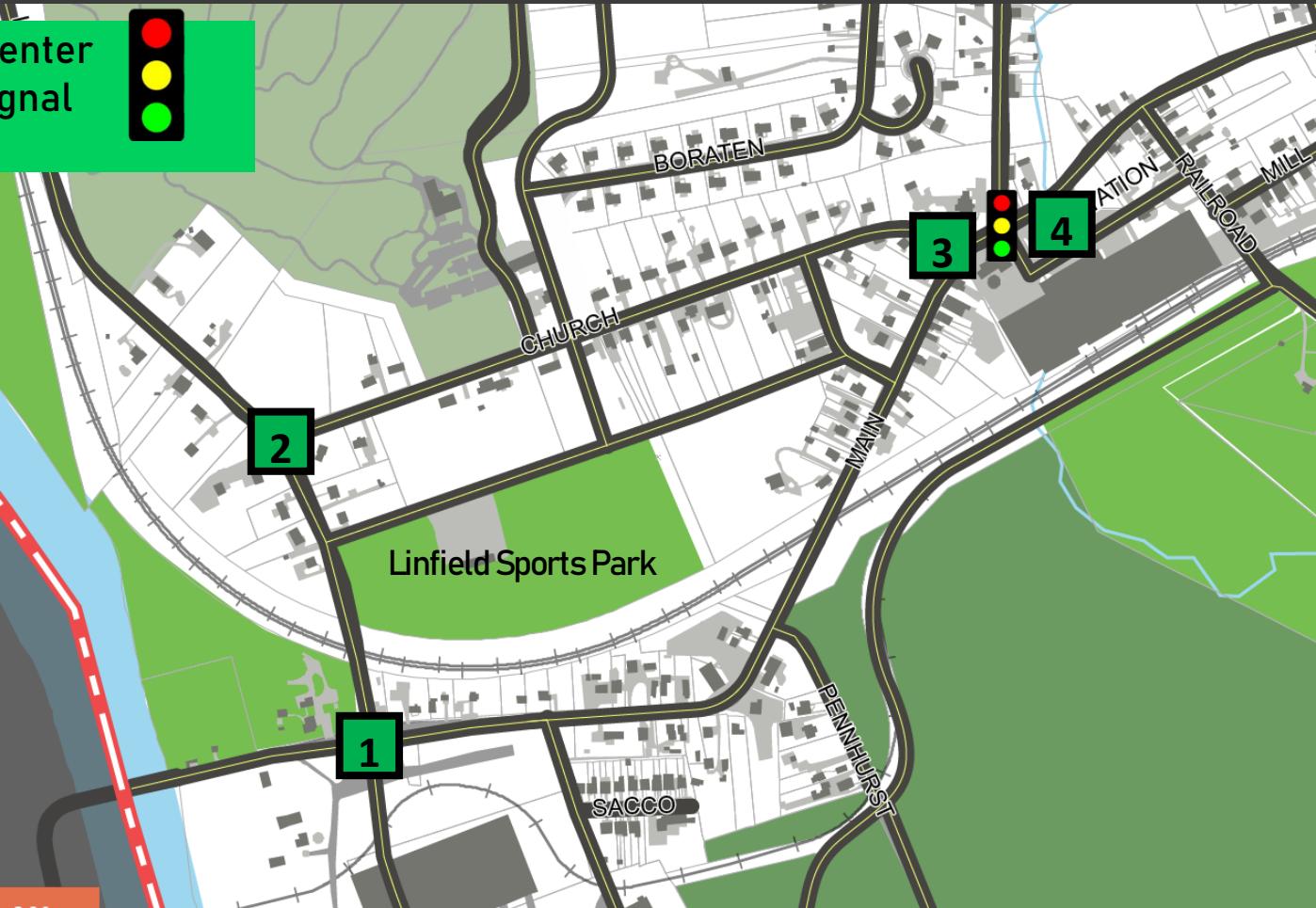
# Level of Service - 2040 Traffic Conditions + 1250 Homes

1 Main at Longview (A/B)

2 Longview at Church (A/B)

3 Main at Church (A/B)

4 Main at Limerick Center  
with new Traffic Signal  
(A/B)



# Conceptual Traffic Impacts

With addition of 1250 units existing levels of service can be maintained with a roundabout, one-way pairs, and traffic signal.

Likely that streetscape improvements will calm traffic and reduce speeds.



# Discussion



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# Next Steps

- Draft Plan
- Refine Roadway, Trail, Open Space Concepts



# Thank you!

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