



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 |
|-------------|---|-----------------------------|------------|----------------|
| 2021 | 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 |
| | Committee Meeting #5 | Wednesday, June 16 | | 7PM-9PM |
| | 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 |
| 2022 | 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**

- 610.239.7601
- Peter Simone, RLA, FASLA
psimone@simonecollins.com
- 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:

Publicer 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 Publicer 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 Publicer really mean in terms of traffic?**

Review of Committee Meeting 4 (May 20, 2021)

Discussion & Takeaways:

Village

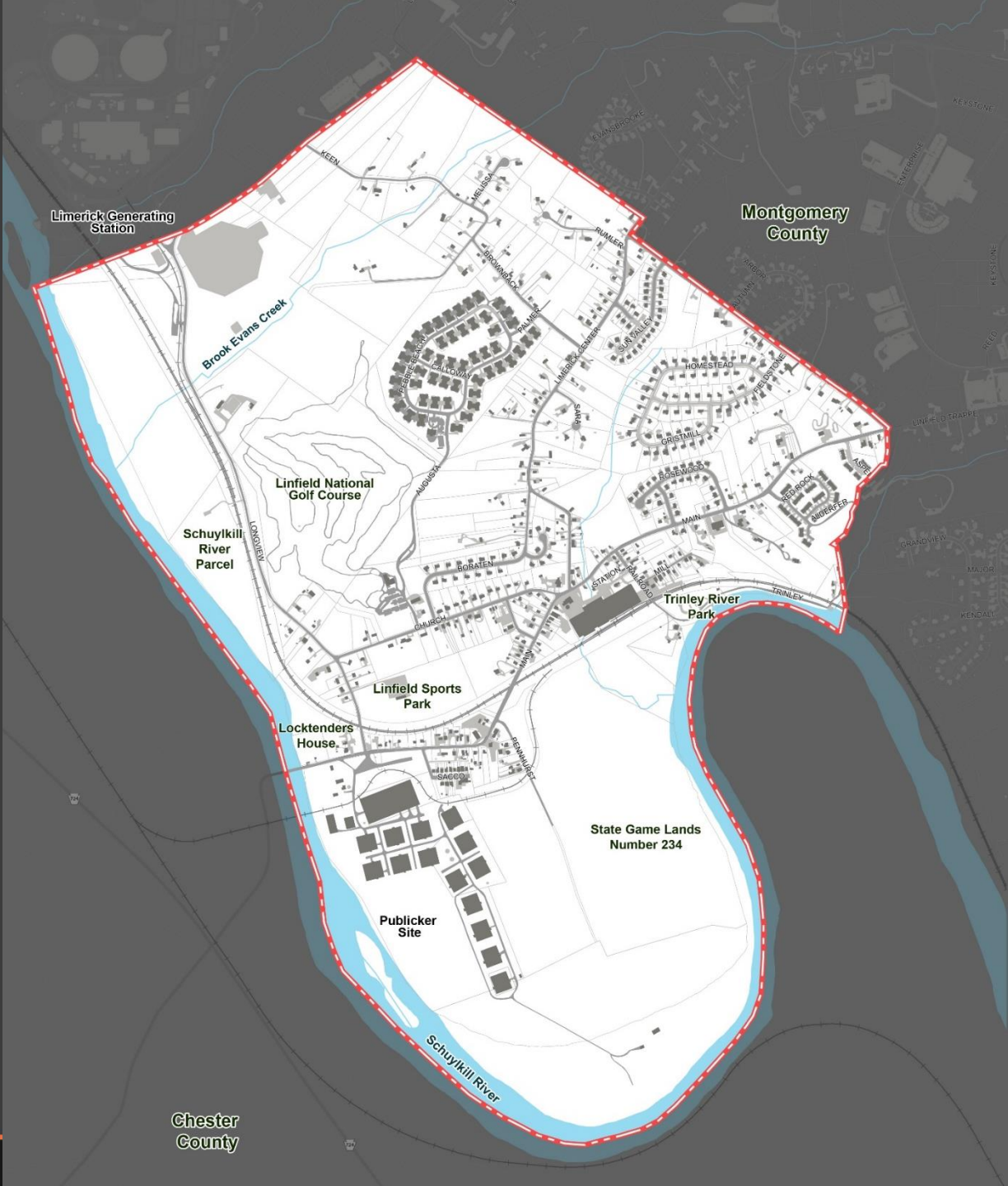
- Streetscape improvements have been discussed / “promised for years
- Streetscape improvements are an investment
- Next few years may be good time for streetscape funding?
- Linfield sports park purchased with bond (does not have to remain open space)
– possible future rail station?
- Redevelopment 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



LINFIELD VILLAGE MASTER PLAN

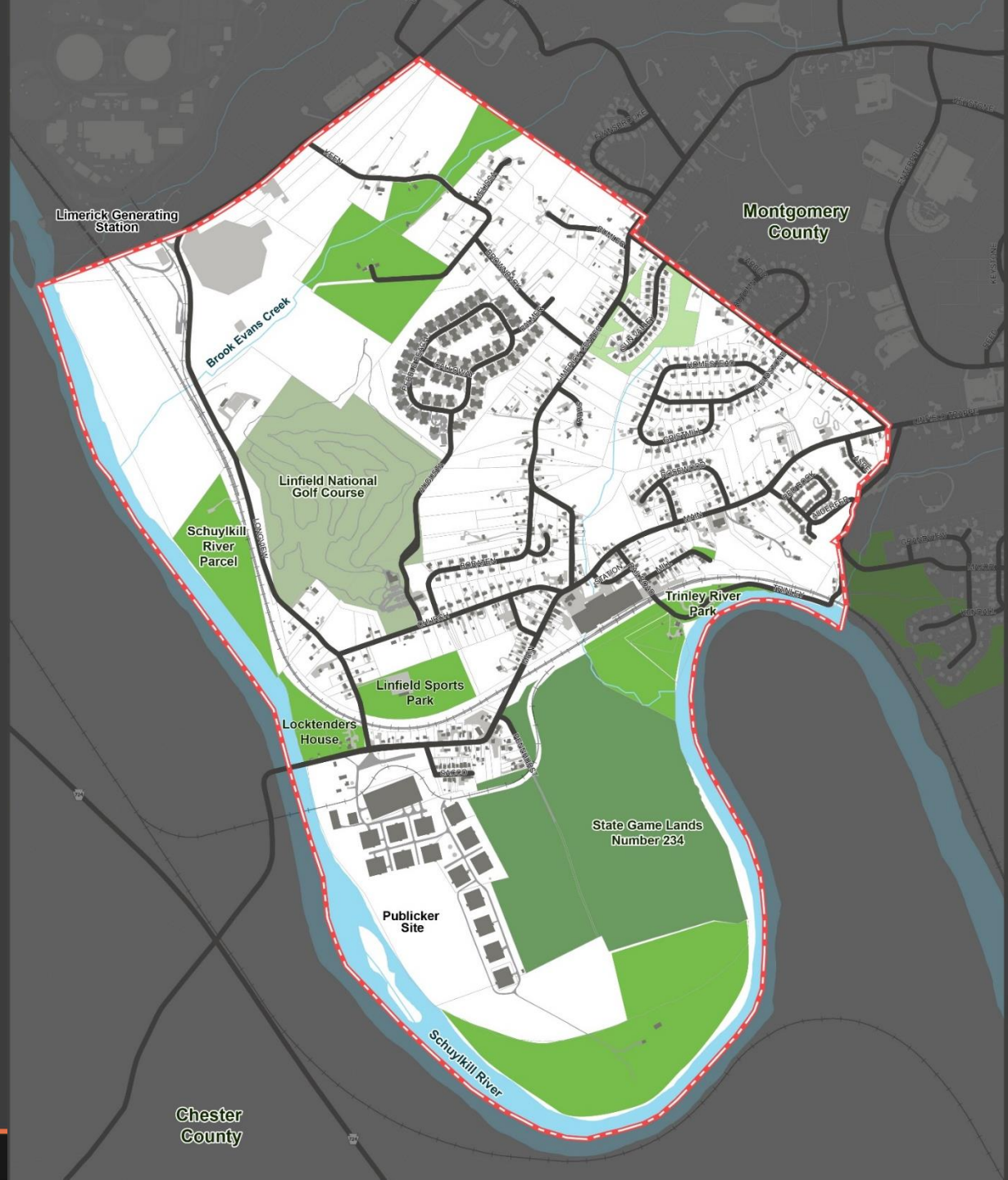
Project Area



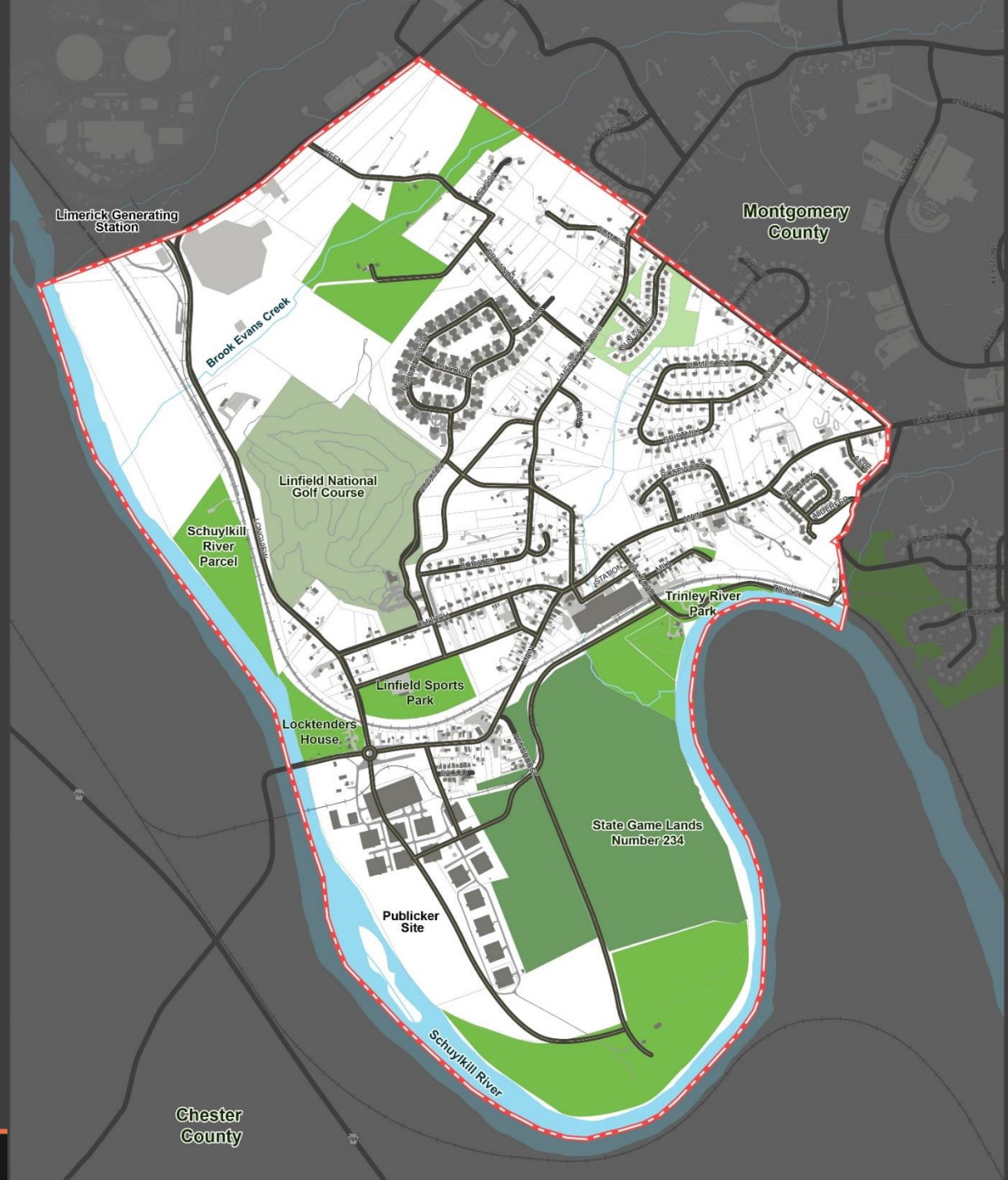
Open Space



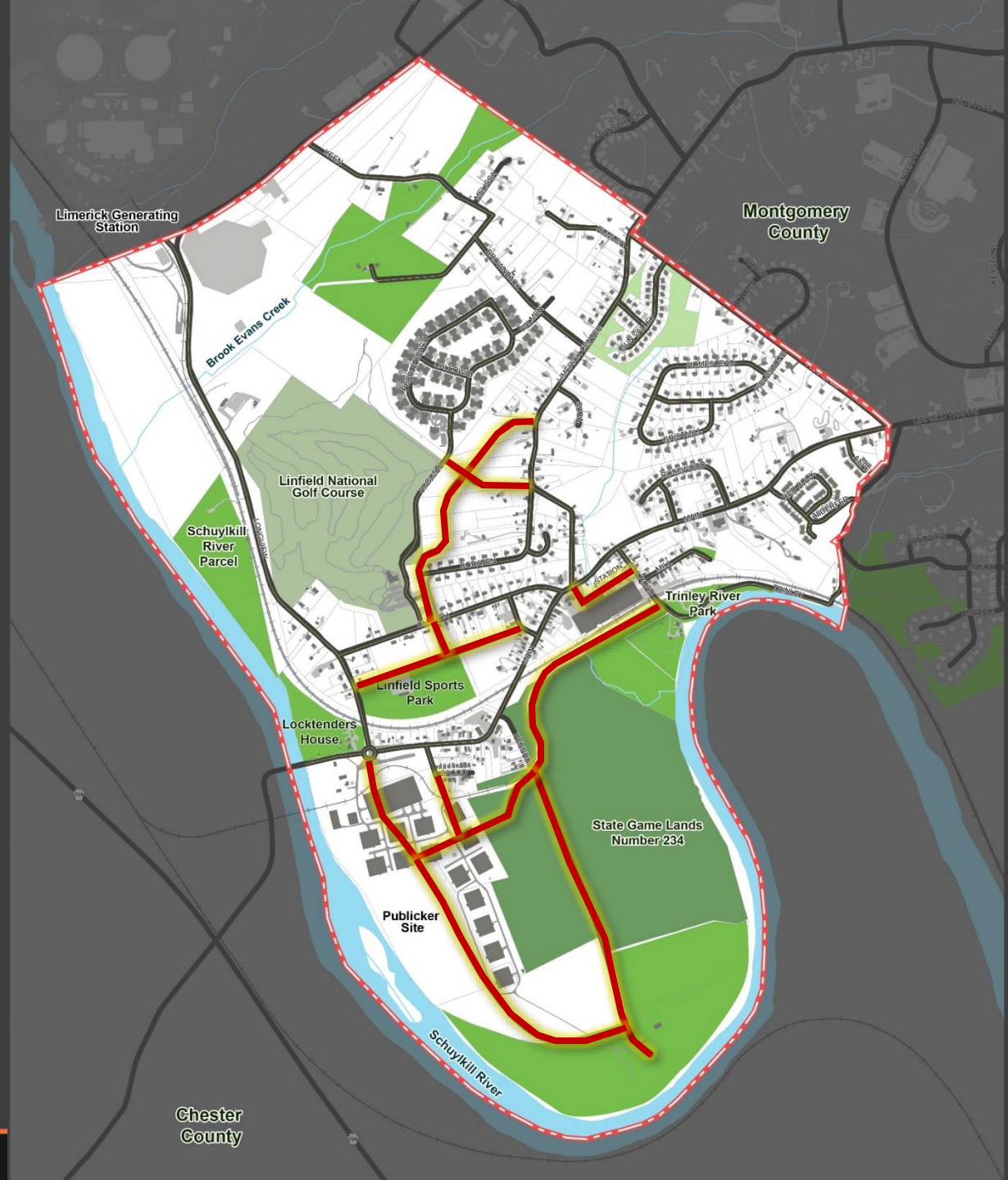
Existing Roads



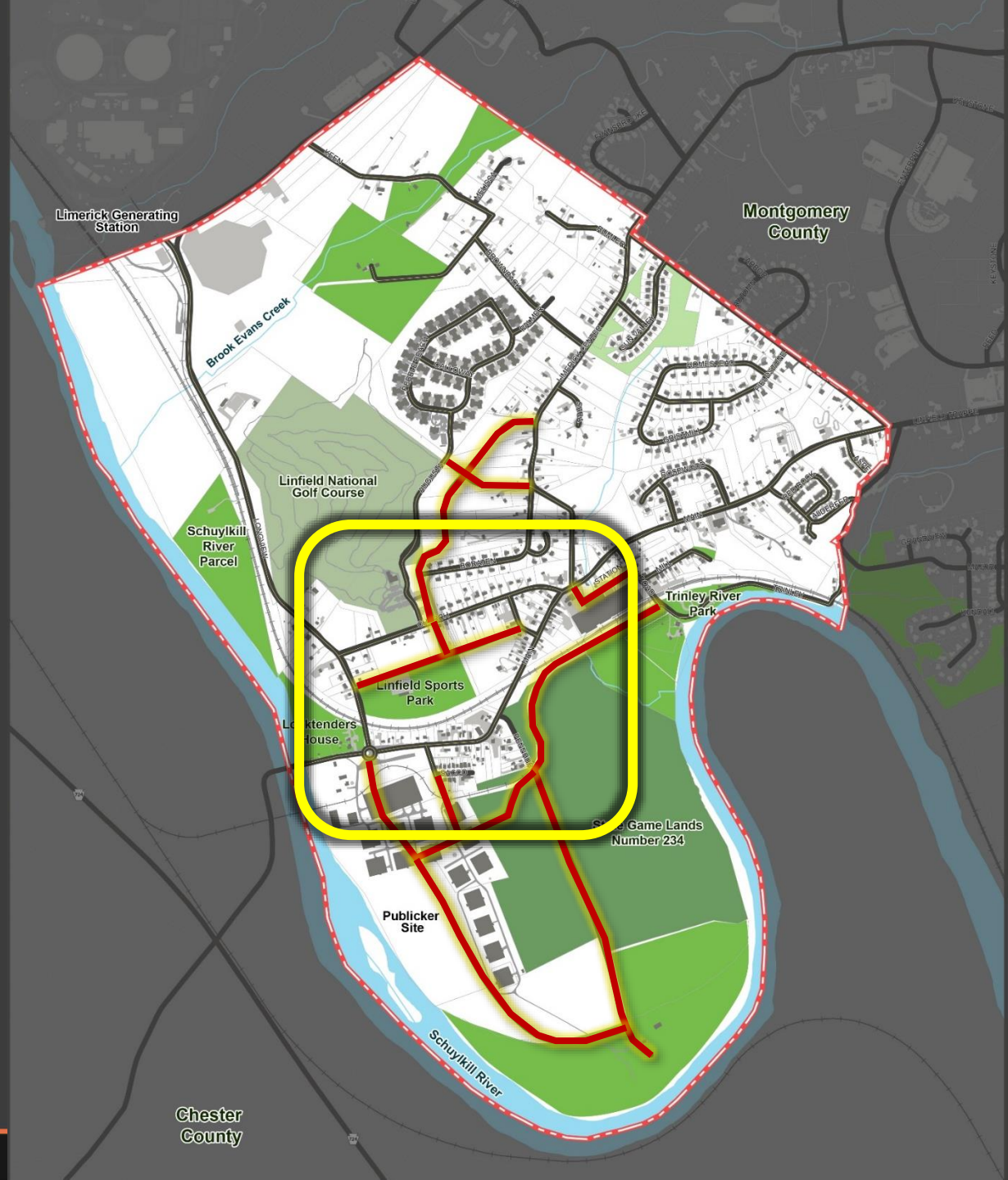
Conceptual Roads



Conceptual Roads



Conceptual Roads



Existing Roads



Conceptual Roads



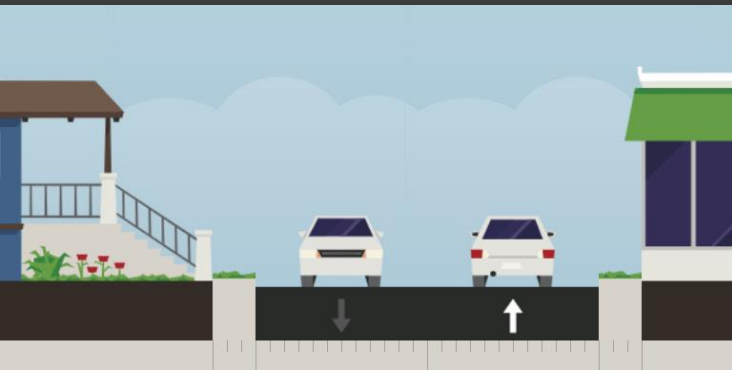
Conceptual Roads



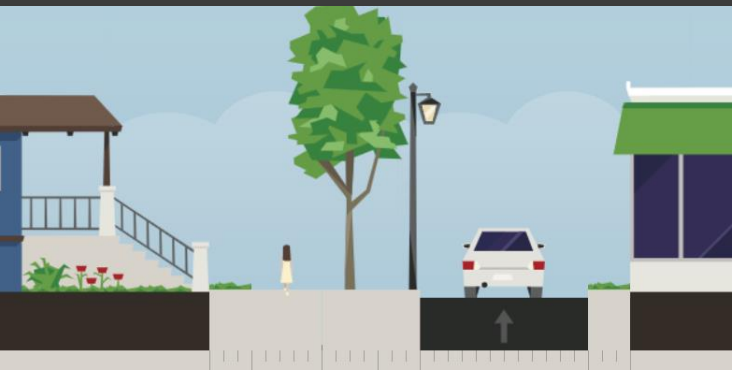
One Way Pair

Opportunities

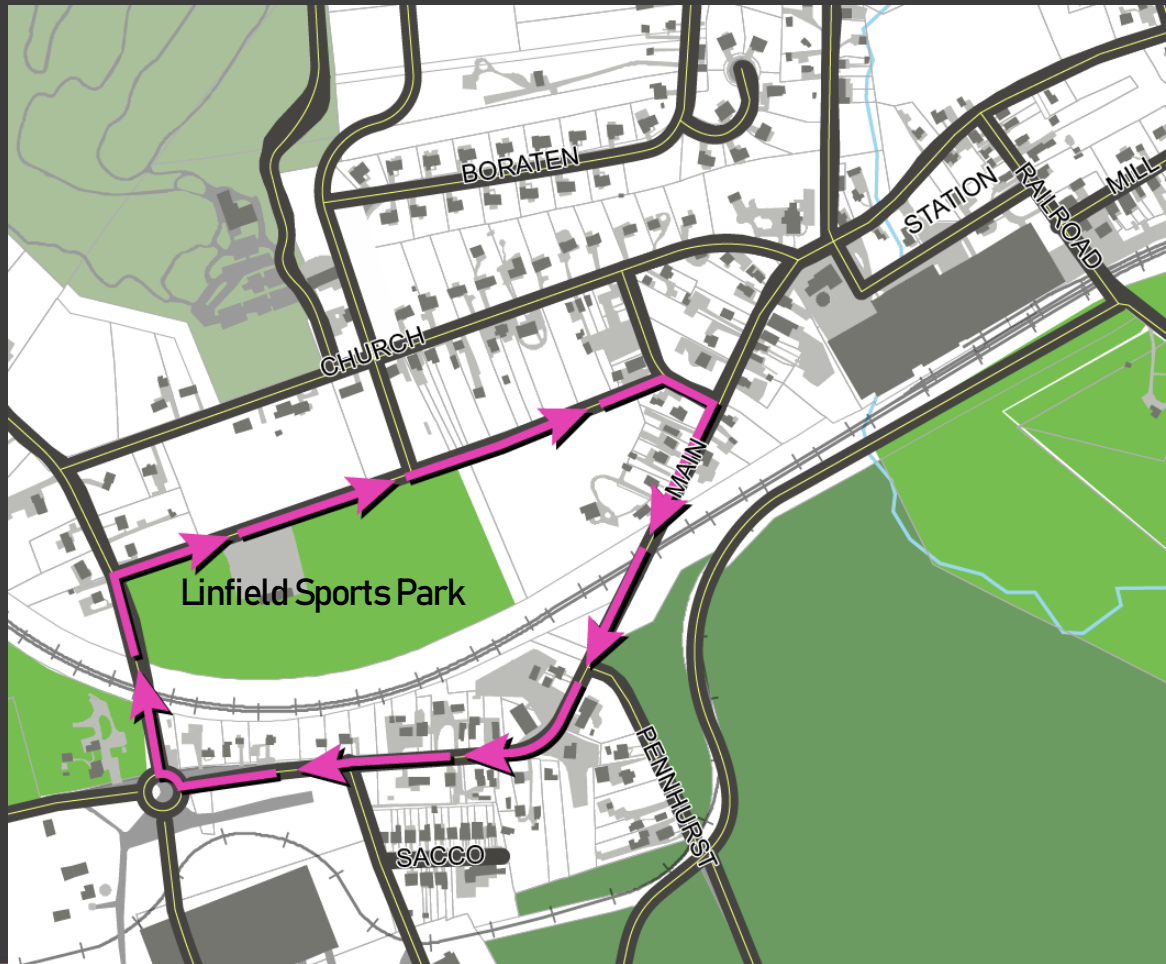
- Chester County eastbound traffic diverted away from Linfield Village, north to Longview Road
- One way system creates more room for streetscape elements such as sidewalks on Main Street



EXISTING



CONCEPTUAL WITH SIDEWALK



Conceptual Sidewalk Network

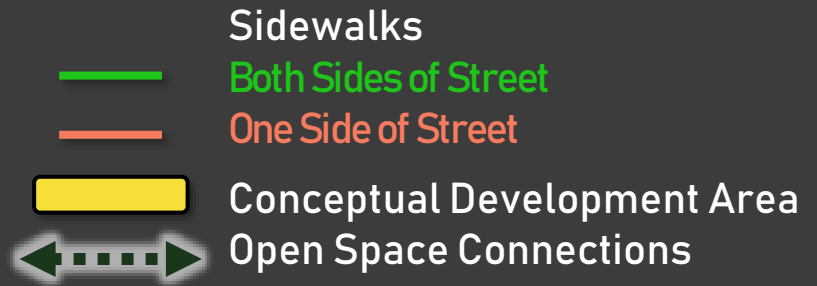
- Sidewalks
- Both Sides of Street
 - One Side of Street



Conceptual Development Alternatives

Alternative A:

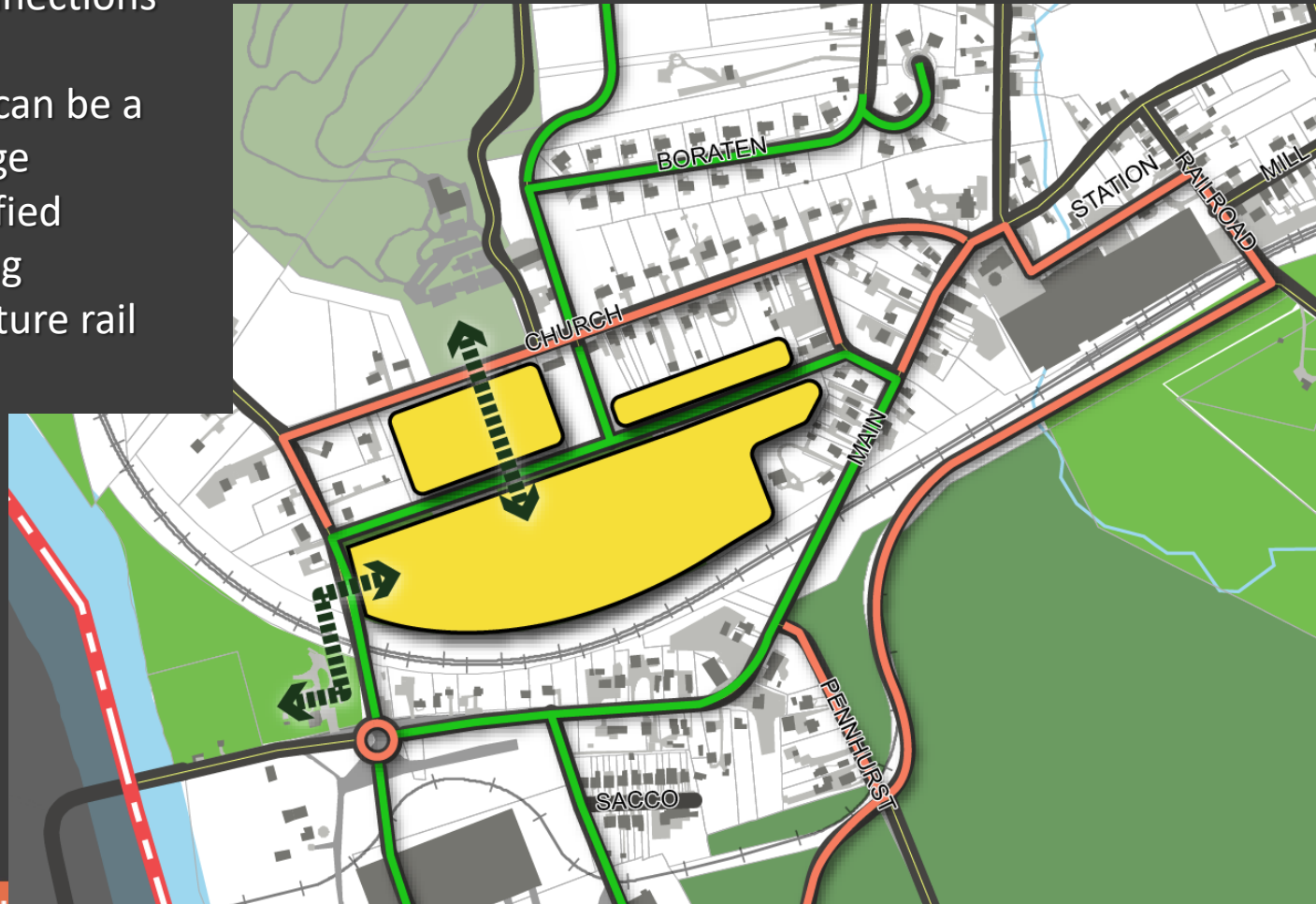
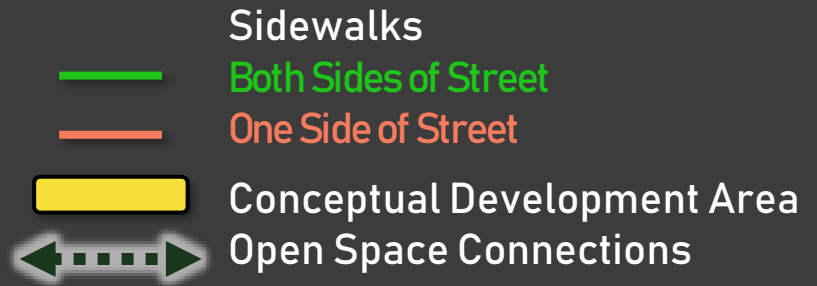
- Linfield Sports Park remains, development occurs along one-way road system
- Development areas can be a combination of village commercial or modified residential R-3 Zoning



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



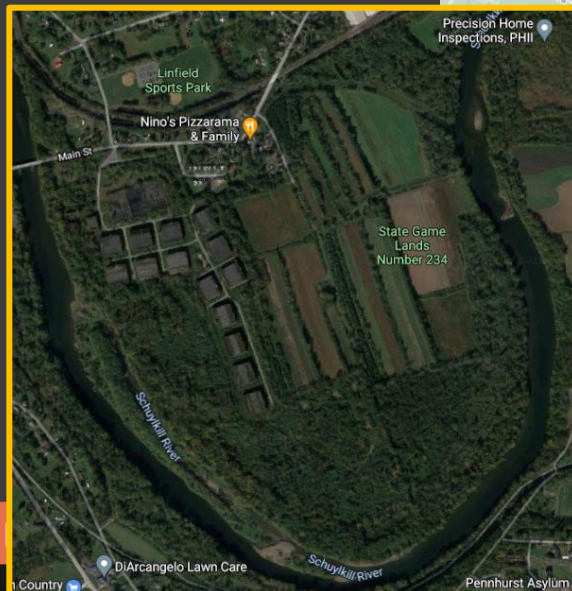
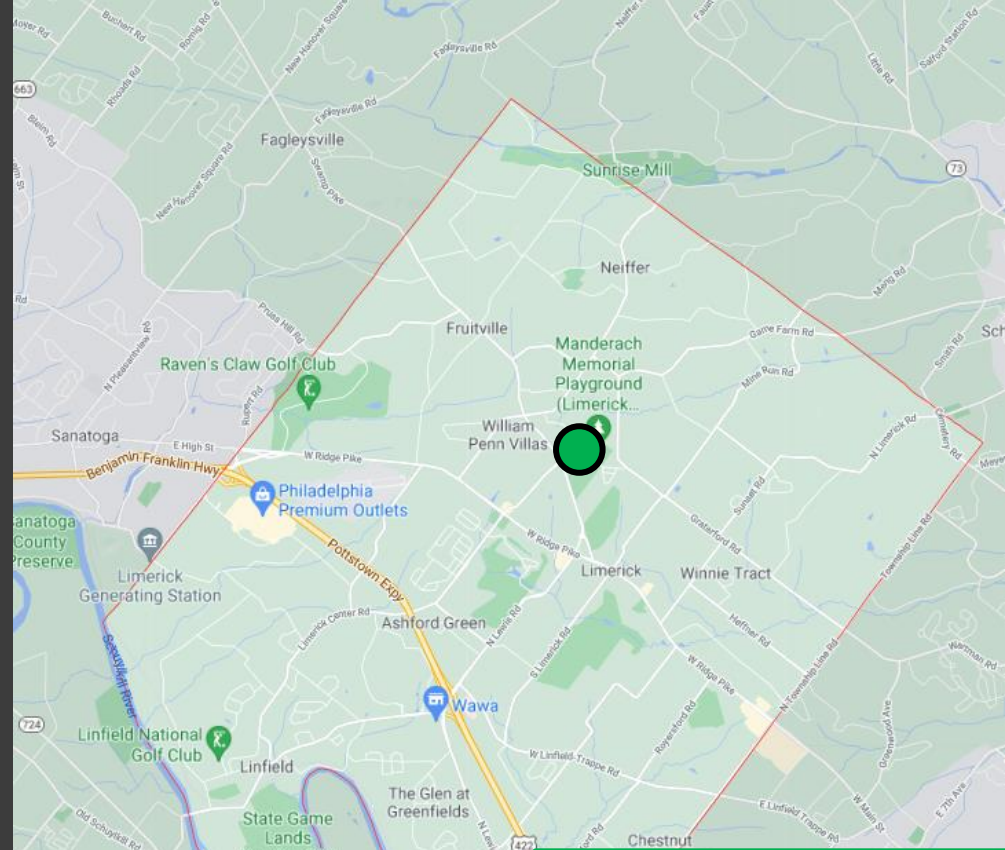
Conceptual Development Alternatives

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)

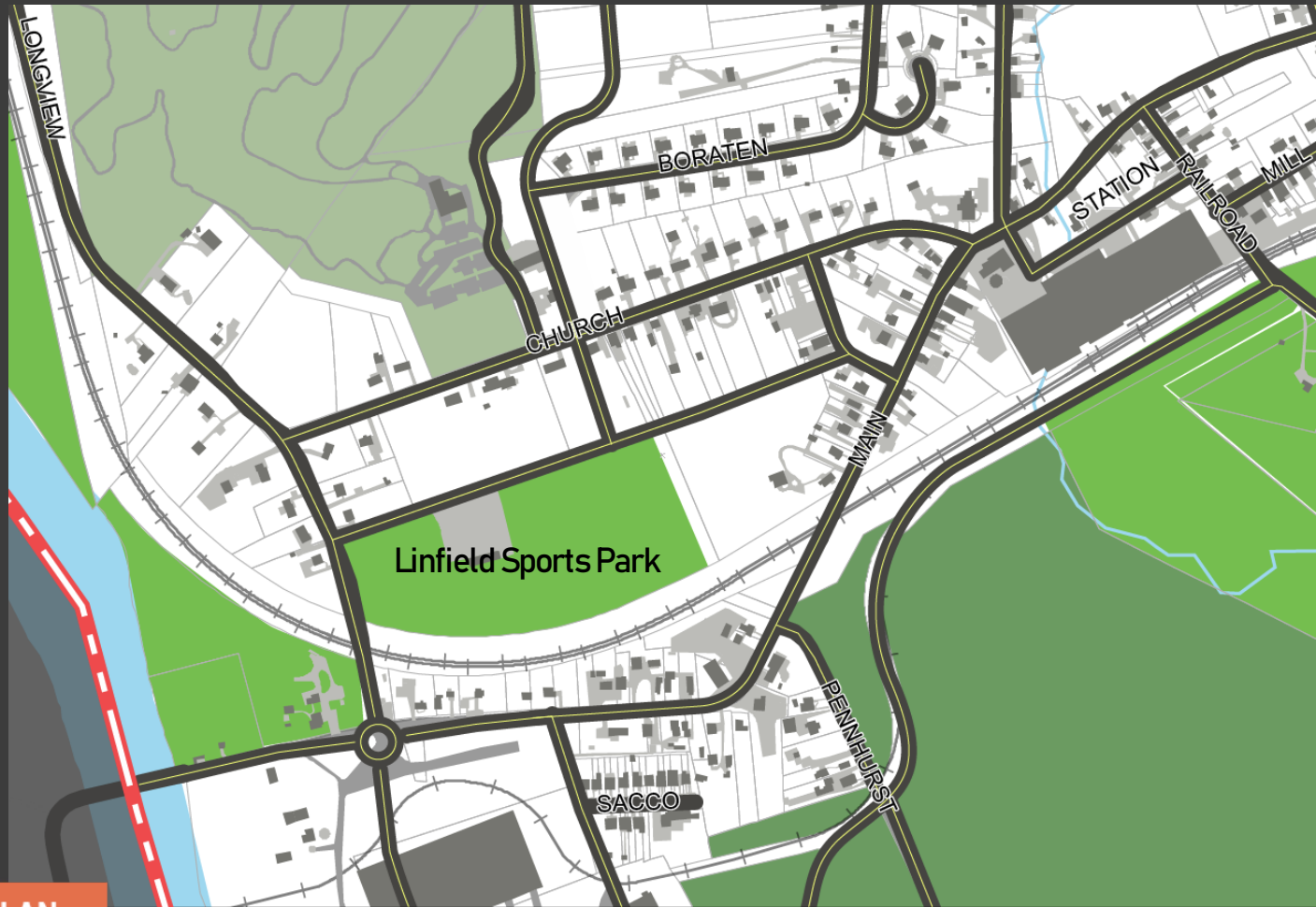
● B. LONG TERM: Publiker Site
Need 90' Baseball Field



Existing Traffic Issues

Traffic concerns in Linfield Village :

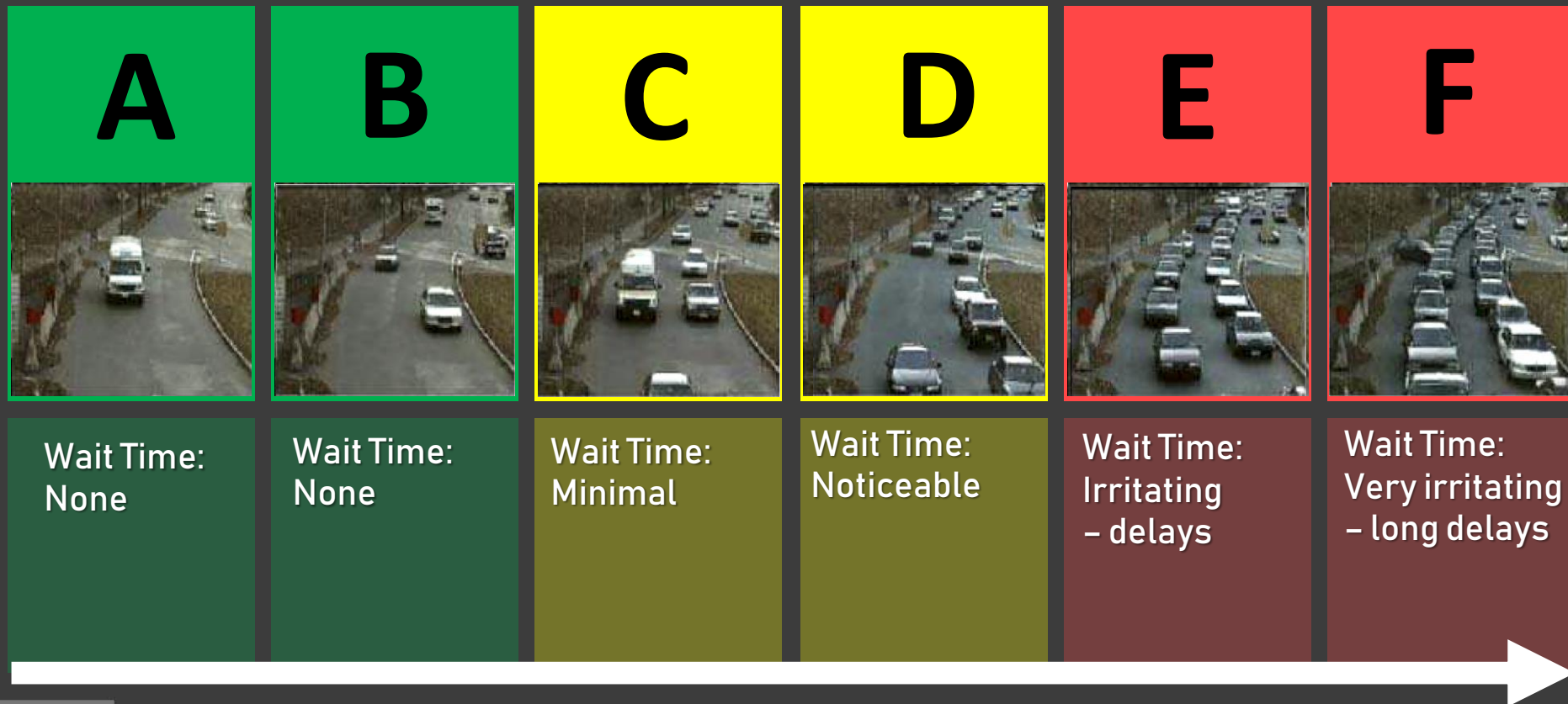
- NOT a roadway capacity or traffic volume issue (8,700 Trips Per Day)
- IS a speeding issue
 - Additional enforcement needed



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:



Conceptual Traffic Impacts

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

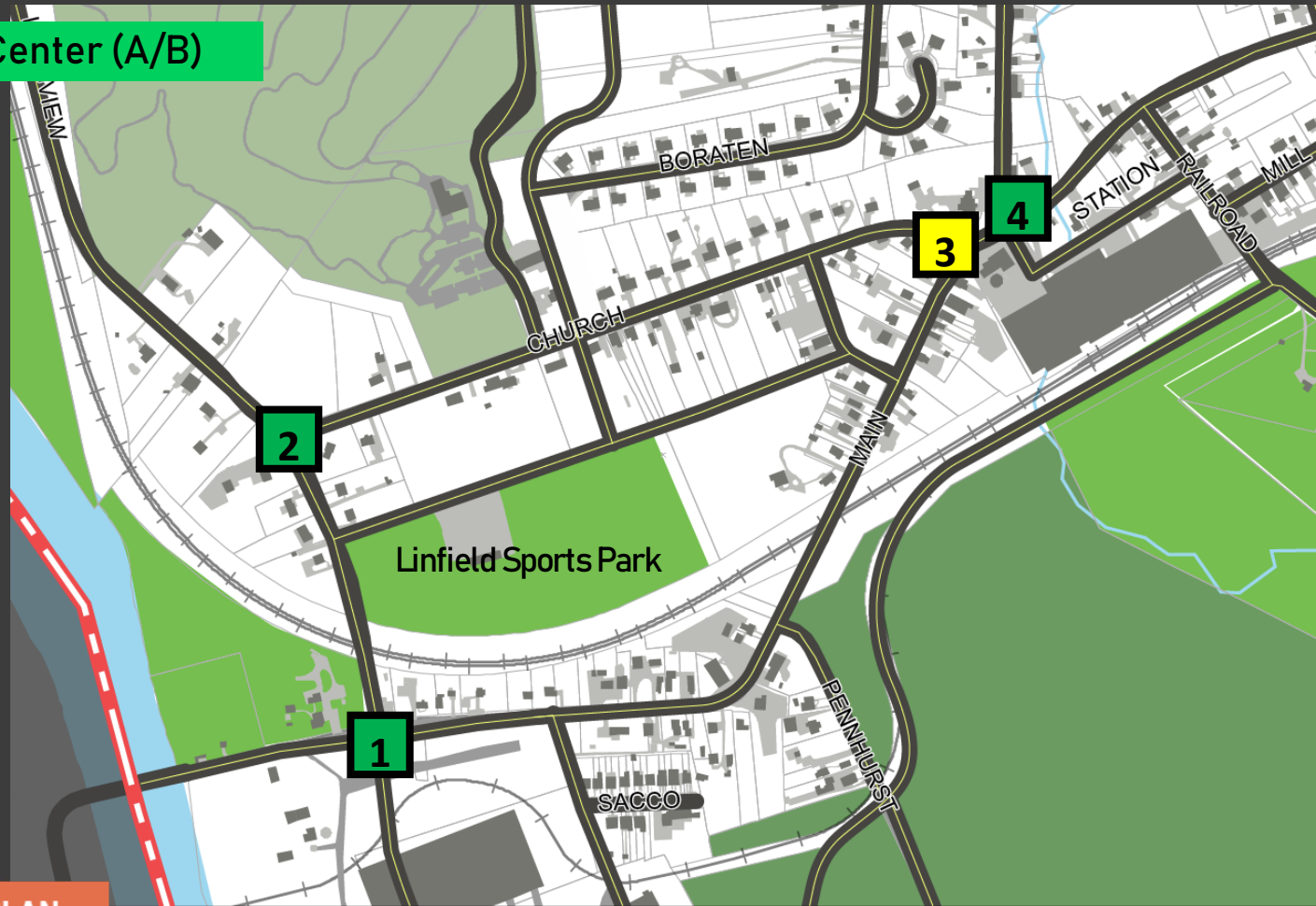
LOS shown for PM Peak Hour. AM Peak Hour will be similar.

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

| | | | | | | | |
|---|-------|--|--|--|--|-----|---|
| Existing network and volumes | -- | | | | | -- | 2019 Main Street ADT - 8700 vpd |
| Base 2040 network and volumes | -- | | | | | -- | 2040 Main Street ADT (projected) - 9210 vpd |
| 250 Homes: Applied to Base 2040 Network | 1,188 | | | | | 11% | |
| 250 Homes: one way pair and All way stop at Main/Longview | 1,188 | | | | | 11% | |
| 450 Homes: Applied to Base 2040 Network | 2,138 | | | | | 19% | |
| 450 Homes: one way pair and All way stop at Main/Longview | 2,138 | | | | | 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 | | | | | 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 | | | | | 25% | **NB Main an F at 67.8 seconds of delay. |
| 650 Homes: one way pair and Roundabout at Main/Longview | 3,088 | | | | | 25% | |
| 850 Homes: Applied to Base 2040 Network with Signal at Main/Longview | 4,038 | | | | | 30% | Includes opposing left turn lanes on Main Street into development site |
| 850 Homes: one way pair and Roundabout at Main/Longview | 4,038 | | | | | 30% | |
| 1050 Homes: Applied to Base 2040 Network with Signal at Main/Longview | 4,988 | | | | | 35% | Includes opposing left turn lanes on Main Street into development site |
| 1050 Homes: one way pair and Roundabout at Main/Longview | 4,988 | | | | | 35% | |
| 1250 Homes: Applied to Base 2040 Network with Signal at Main/Longview | 5,938 | | | | | 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 | | | | | 39% | |
| 1250 Homes: one way pair and Roundabout at Main/Longview | 5,938 | | | | | 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)



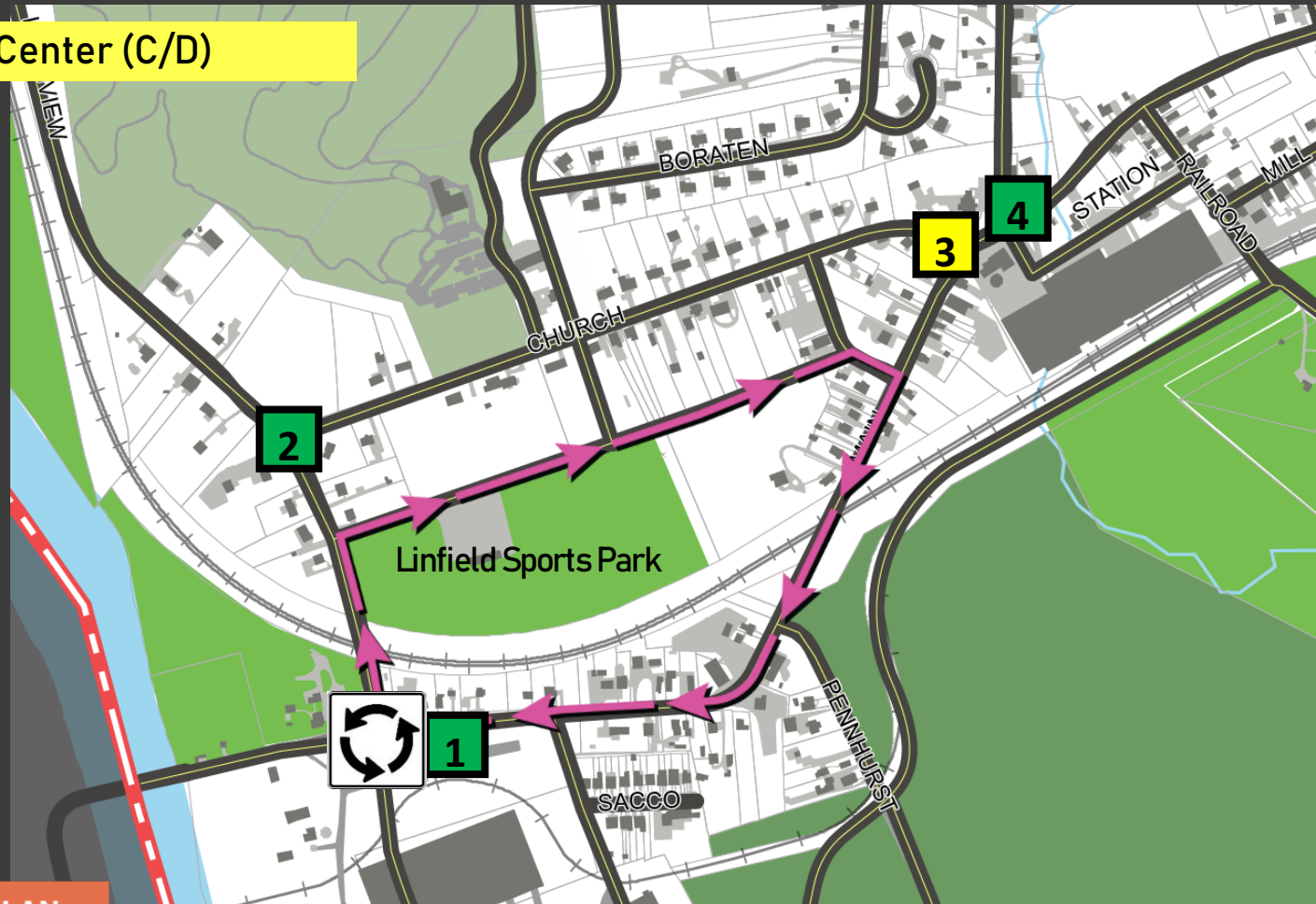
Includes One Way Pairs



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)



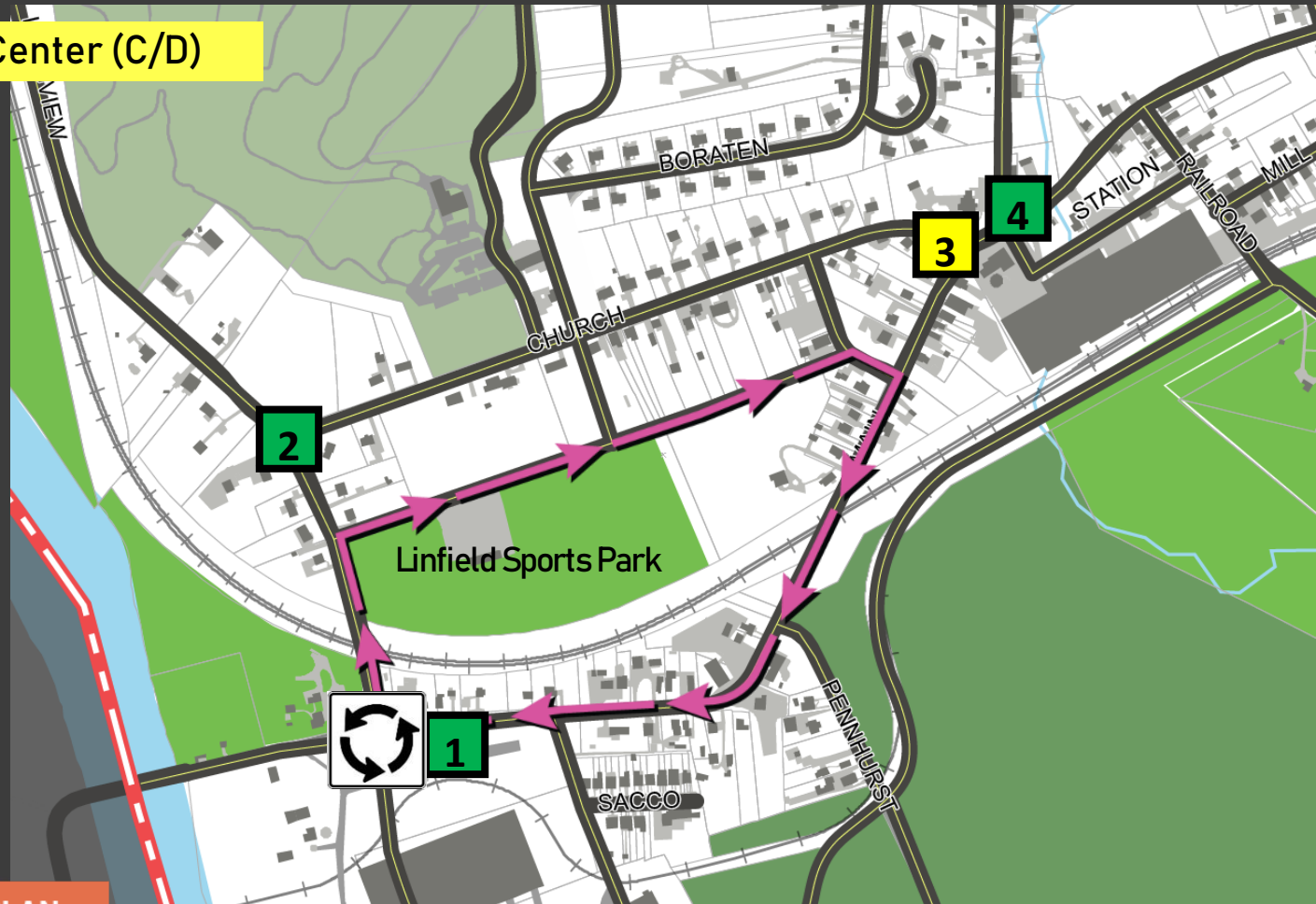
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Level of Service - 2040 Traffic Conditions + 1250 Homes

1 Main at Longview with Roundabout (A/B)

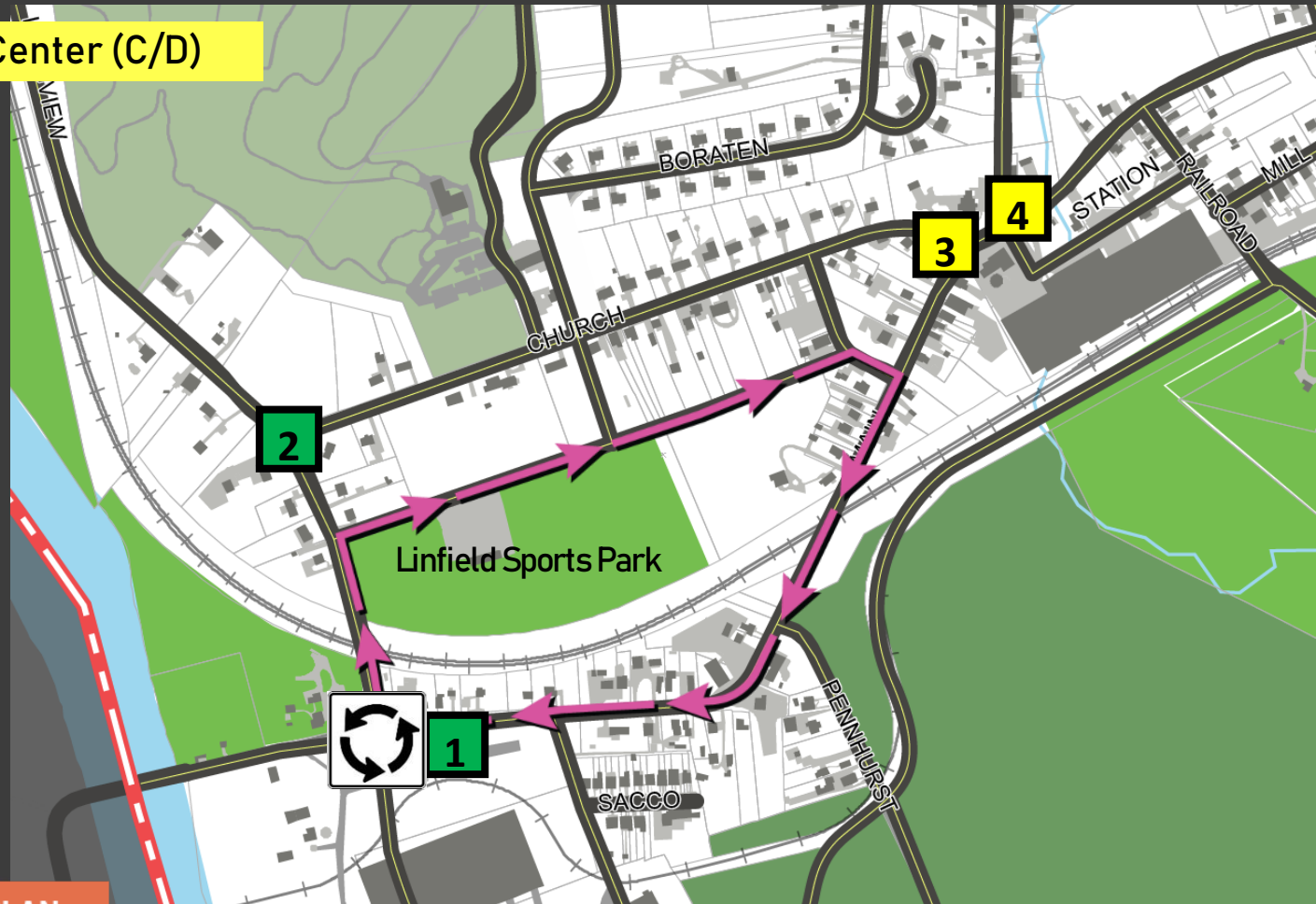


Includes One Way Pairs →

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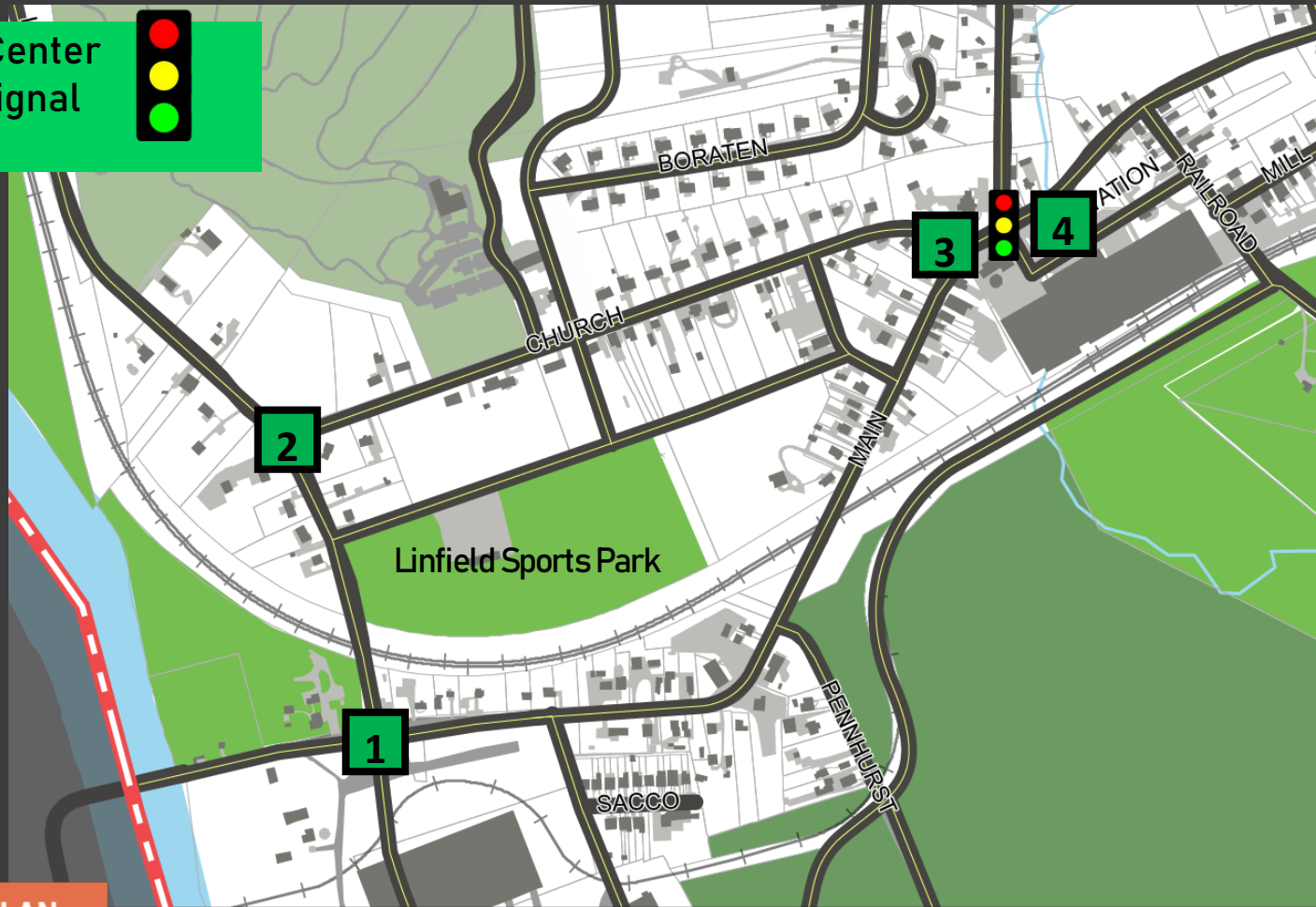
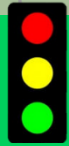
Level of Service - 2040 Traffic Conditions + 1250 Homes

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.

| | | | | | | | |
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Next Steps

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



Thank you!

- **Simone Collins Landscape Architecture**

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