



May, 2015



# Village of Chadds Ford Master Plan



# Chadds Ford Village Plan

May, 2015

Prepared for:

**Chadds Ford Township Board of Supervisors**  
under the guidance of the Open Space Committee

Delaware County, Pennsylvania

Prepared by:



and

**McMahon Associates**

Funded by

**Brandywine Conservancy**



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# 1. Basis for the Master Plan

Chadds Ford Village is at the heart of the Brandywine Battlefield National Historic Landmark, home to the Brandywine River School of Art, and for 300 years has been an important focus for commerce, history, housing, and tourism. The Village is also a crossroads for major bike and walking trails in the Brandywine Creek Greenway and part of the Brandywine Valley Scenic Byway. Yet nationally famous Chadds Ford Village is cut in two by U.S. Route 1, making pedestrian, cycling, and vehicle activity challenging. Traffic exceeds posted limits along this stretch of highway and accident rates involving Village intersections are high. Pedestrian and Bicycle routes become disconnected in the Chadds Ford Village business district by Route 1, making negotiating the crossing of the high speed highway the only means of physically meeting neighbors. Motorists travel so fast through town that potential customers never even see museums, shops, and restaurants. Visitors to the Chadds Ford Historic District and Brandywine Battlefield National Historic Landmark are likely to experience a physical and thematic discontinuity between these important historic sites.

A very real threat to the Village of Chadds Ford is that it will lose its vitality if nothing is done to improve its relationship with Route 1. While the rest of the region capitalizes on the cachet of “Chadds Ford” and the “Brandywine Valley”, the Village that began it all could slowly wither and die if the situation is not improved.

A master plan for the Village of Chadds Ford is recommended by the Chadds Ford Township Comprehensive Plan, adopted May 5,

## 1. Basis for the Master Plan

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2010, and by the Brandywine Creek Greenway Concept Plan and the 2013 Brandywine Creek Greenway Strategic Action Plan.

The Brandywine Creek Greenway (BCG) is a regional planning initiative of the Brandywine Conservancy (BC), 24 municipalities, and Chester and Delaware Counties. The initiative has been funded in part by the William Penn Foundation and by the Pennsylvania Department of Conservation and Natural Resources (PADCNR).

The Brandywine Creek flows through Chester and Delaware Counties in Pennsylvania, where development pressures threaten the very landscapes that attracted residents, businesses and cultural institutions. While development often cannot be avoided, municipalities can choose to make resource protection, land preservation, recreation and alternative transportation modes and facilities top priorities in shaping and strengthening their communities.

The 30-mile long Greenway is both land and water based, is generally linear, and varies in width depending upon its locational context. The Greenway's major corridor serves to link various components of the greenway that include 6 hubs that are primary destination points with multiple functions; 8 destination points that feature public events or special functions; 18 gateways that offer orientation portals to the greenway; 26 creek access points; and 230 miles of existing and planned trails.

The 2013 Brandywine Creek Greenway Strategic Action Plan was completed by the BC in 2014. It included specific projects identified by each municipality, outlines entities responsible for each project, and estimates funding required to complete each project. The Concept Plan and the Strategic Action Plan emphasize the natural and cultural resources of the Brandywine Creek corridor, provide ideas and encouragement to municipalities and private land owners dedicated to conserving and restoring the Brandywine watershed, and help to build healthier, more sustainable communities.

Figure 1-1: Historic Architecture in Chadds Ford



Figure 1-2: Brandywine Conservancy Walkway in Chadds Ford

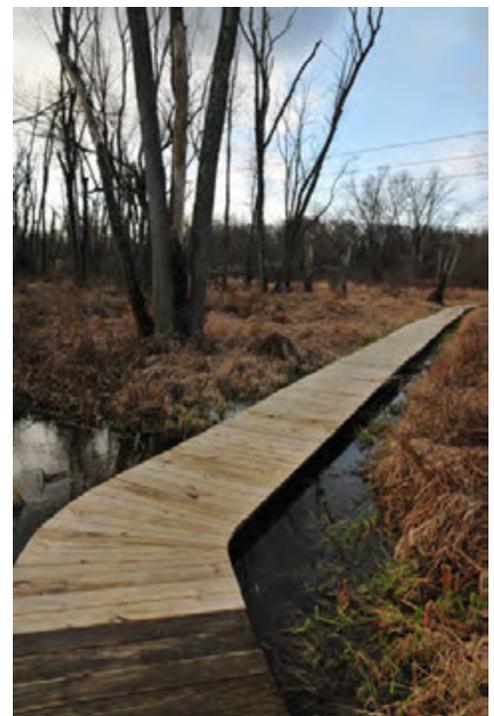


Figure 1-3: Traffic on Route 1 through Chadds Ford Village



The Strategic Plan's 8 major goals:

1. Promote the development of walking, biking, and equestrian routes
2. Conserve Greenway natural resources
3. Promote compatible recreational uses in the Greenway
4. Promote flood control
5. Promote the culture of the Brandywine Valley
6. Enhance the aesthetics of the Brandywine Valley
7. Educate residents about the Brandywine Valley
8. Promote the economic prosperity in the Greenway community

As one of the primary destinations or “Hubs” in the greenway, Chadds Ford is also home to the Brandywine Conservancy & Museum of Art (BC&MA), the Greenway’s principal champion. The Village of Chadds Ford Master Plan is the perfect pilot project for other Greenway Hubs. The Master Plan is intended to address most of the goals contained in the BCG Strategic Plan and implement a recommendation of the Chadds Ford Township Comprehensive Plan.

Figure 1-4: Chadds Ford Historical Society



Recognizing these facts, the Chadds Ford Township Open Space Committee, in partnership with the Brandywine Conservancy, commissioned this Master Plan for the Village of Chadds Ford. Funding to support the master plan development was obtained by the BC&MA.

The Master Plan seeks to address the challenges and celebrate the positive attributes of this unique place in the Brandywine Valley. The original issues and objectives for the Master Plan included:

- *Develop strategies for traffic calming on Route 1 that will slow traffic*
- *Plan for walkways in the Village*

## 1. Basis for the Master Plan

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- *Plan for signage that is historically sympathetic and understandable*
- *Plan for pedestrian crossings of Village roadways at appropriate locations*
- *Create visual and/or tactile cues to motorists that they are entering or are in a village*
- *Develop a concept for a pedestrian component of the Rt. 1 bridge over the Brandywine Creek*
- *Examine parking issues in the Village*
- *Examine the feasibility of creating a common community space in the village*
- *Create concepts for safe pedestrian connections to the Chadds Ford Elementary School*
- *Create connections to existing and planned local and regional trails*
- *Provide for ADA accessibility throughout the Village wherever it can be reasonably accommodated*
- *Develop concepts for Chadds Ford Village “gateways”*
- *Examine the possibility of additional public creek access point(s)*
- *Examine the feasibility of Township, and Brandywine Conservancy & River Museum of Art property uses.*

### *Master Plan Process*

To initiate the master plan process, a first public meeting was held at Chadds Ford Township Building and attended by over 75 residents, business owners, and interested citizens. This three hour “visioning process” produced some consensus regarding the spatial extent of “Chadds Ford Village” and identified the community priorities to be

addressed by the Master Plan. Public comments were categorized under the following headings:

- Goals
- Scope of the study area,
- Enhance the Village Aesthetic
- Traffic
- Improve the Economic Viability of the Businesses
- Observations
- Ideas

Notes from this meeting are located in the appendix of this report as Master Plan –see: “Public comments generated on November 13, 2014 on a Walkable Chadds Ford Village.”

At the conclusion of this initial public meeting, a project study committee was assembled to work with a master planning consultant over the duration of the project. This consultant, Simone Collins, was hired by Chadds Ford Township and BC&MA. The project study committee consisted of property and business owners, museum and historical society staff, residents, members of the Unionville-Chadds Ford School District, the Township manager, Chadds Ford Township Board of Supervisors, PennDOT staff, Chadds Ford Township Open Space Committee, representatives from the Brandywine Valley Scenic Byway Commission, staff from the Brandywine Conservancy, staff from the Delaware County Planning Department, staff from the Chester County Planning Commission and other Village stakeholders. “Membership” on the committee was informal; all study committee meetings were also open to the public. The appendix of this Master Plan contains study committee meeting minutes and attendance lists. Including the first visioning workshop, 3 public meetings, 1 meeting with PennDOT’s Region 6 engineers, and six study committee meetings were held during the Village master planning process.

Figure 1-5 (Following Page): Chadds Ford Village Master Plan Project Vicinity.

Figure 1-6: Chadds Ford Village Master Plan Project Vicinity Aerial.

The consultant team, Study Committee, and Township representatives developed the following schedule for completing the master plan:

<u>Date</u>	<u>Meeting</u>
Thursday, Nov. 13, 2014	<b>Community Meeting #1</b> Introduce project to the community, community brainstorming and discussion
Monday, Dec 15	<b>Study Committee #1</b> Committee kick-off meeting, brainstorming, programming
Friday, Jan. 9, 2015	<b>Meeting with PennDOT District 6-0 staff</b> discuss traffic & circulation in the village
Tues Jan 13	<b>Study Committee #2</b> Review & discuss preliminary concepts
Tues Feb 3	<b>Study Committee #3</b> Review & discuss preliminary concepts
Wed Feb 4	<b>Meeting with senior staff of the Brandywine Conservancy &amp; Museum Art</b> Review & discuss preliminary concepts

# Village of Chadds Ford Master Plan

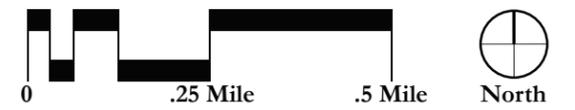
Chadds Ford Township, Pennsylvania

## Project Vicinity Aerial

Figure 1.6



- Municipal Boundary
- County Boundary
- Parcel
- Road



# Village of Chadds Ford Master Plan

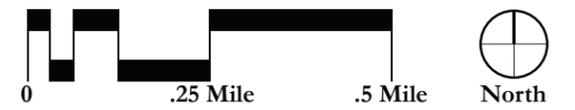
Chadds Ford Township, Pennsylvania

## Project Vicinity

Figure 1.5



- - - Municipal Boundary
- County Boundary
- Parcel
- Road
- - - - - Railroad
- - - - - Baltimore Pike Overlay District
- Historic Overlay District
- State Property
- Municipal Property
- Nonprofit
- Preserved
- Water



<b>Wed March 4</b>	<b>Study Committee #4</b> Preview presentation of draft master plan
<b>Wed March 18</b>	<b>Community Meeting #2</b> Present Draft Master Plan for 30 day public review
<b>Tues April 7</b>	<b>Study Committee #5</b> Review comments on draft plan
<b>Thurs May 27</b>	<b>Chadds Ford Township Board of Supervisors Workshop Meeting</b> Review final changes to Plan
<b>Wed June 3</b>	<b>Chadds Ford Township Board of Supervisors Meeting</b> Present final Village Master Plan

The master plan consultant collected and reviewed a number of previously prepared municipal, county, and other plans and reports to gather background information and to develop a context for the Chadds Ford Village Master Plan. These are noted in this report in Chapter 2, Existing Conditions.

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# 2. Existing Conditions

## *2.1 Regional Setting / Local Context*

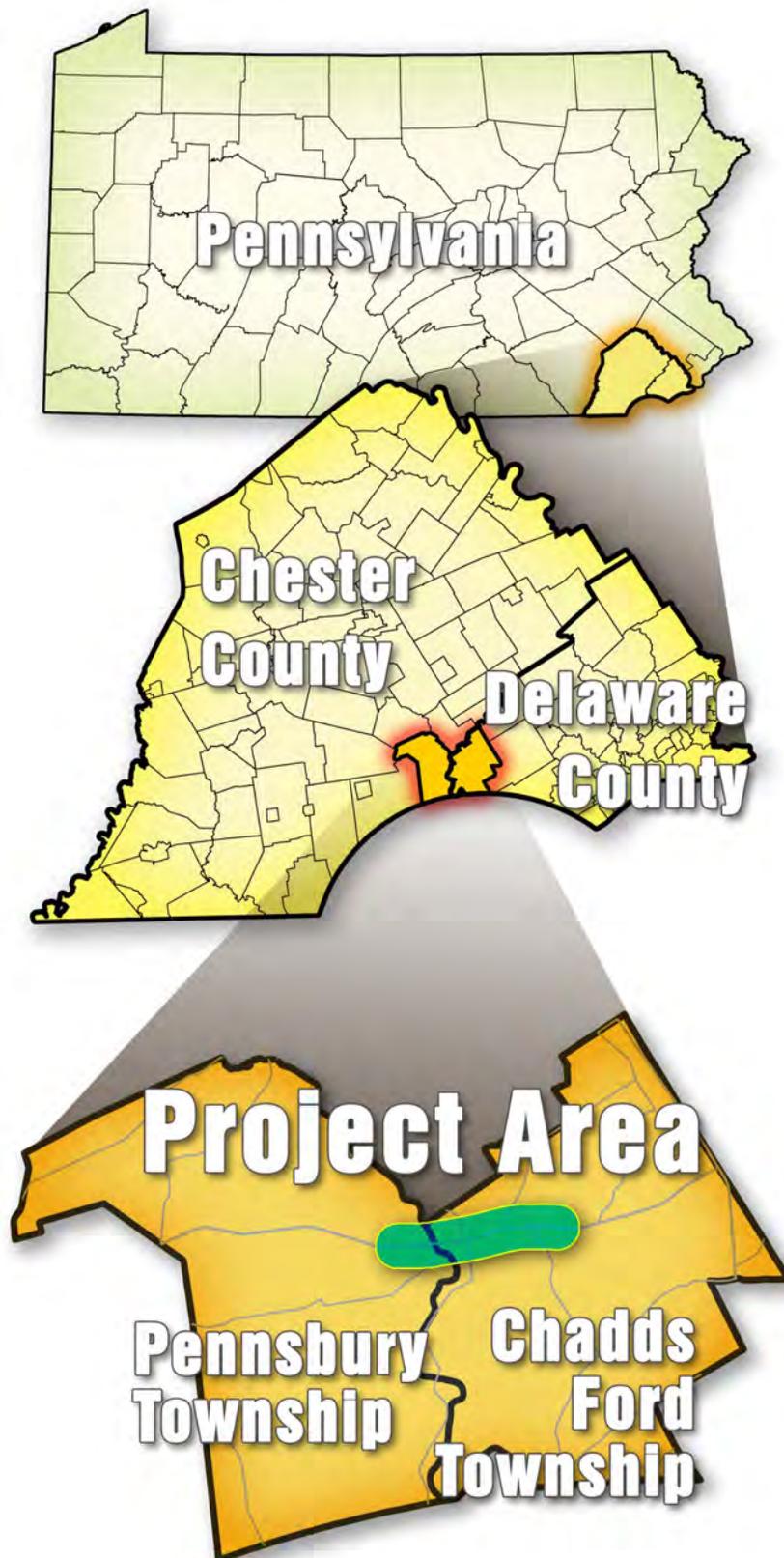
The Village of Chadds Ford is roughly located where Route 1 crosses the Brandywine Creek, extending east to the intersection of Route 1 and Ring Road (Figures 1-5, 1-6). The Brandywine Creek forms the border between Delaware County to the east and Chester County to the west. Chadds Ford Township and Pennsbury Township are the local municipalities.

The extent of Chadds Ford is much larger than the Village. The Chadds Ford zip code—19317—stretches northeast along Route 1 to Route 202 and southwest to Rt. 52 in Pennsbury Township. While this extent far exceeds the Village proper, this larger Chadds Ford area strongly self-identifies with the Village and the Brandywine River Museum of Art. This may prove useful in the marketing and promotional efforts by village stakeholders. See Figure 2-1 for a context map of Chadds Ford. For many residents and visitors, the name “Chadds Ford” evokes American History, great art and artists, and the Brandywine Creek.

## *2.2 The Village*

For the purpose of this Master Plan, it is necessary to define the Village. The Village boundaries were based on community perceptions (see Meeting notes for November 13, 2014 in Appendix), existing land uses, existing development, existing businesses and attractions as well as natural features and roads. The village area was also largely based on community perception as was amply documented in the first November

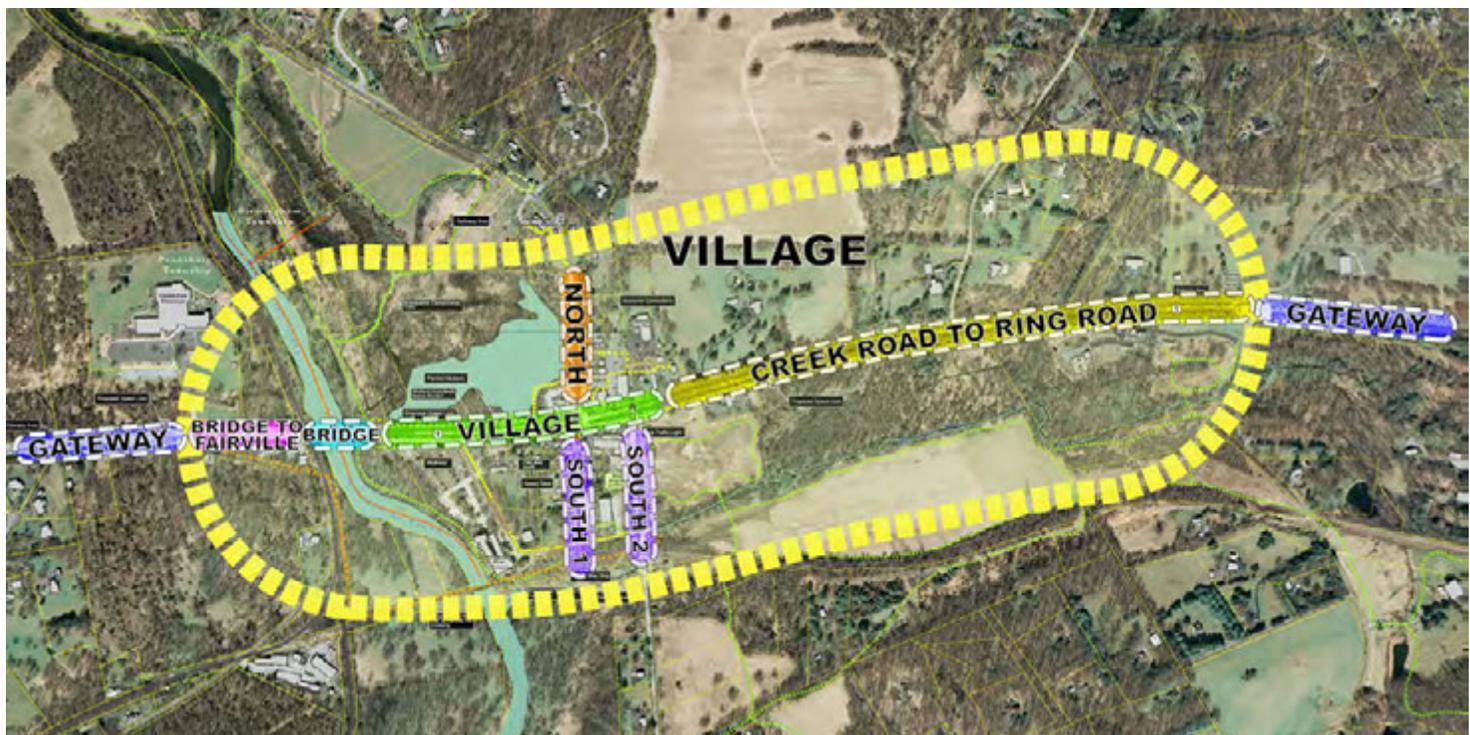
Figure 2-1: Chadds Ford Context Map



13th meeting notes. The majority of attendees felt the Village went from the Battle field to the school. The Village is shown in Figure 2-2.

Along Route 1 the Village extends from Ring Road and the Brandywine Battlefield State Park in Chadds Ford Township southwest to Fairville Road and the Chadds Ford Elementary School in Pennsbury Township. To the north the Village extends along Creek Road to the Chadds Ford Historical Society and to the south it includes Harvey Run and the former Octorara railroad line.

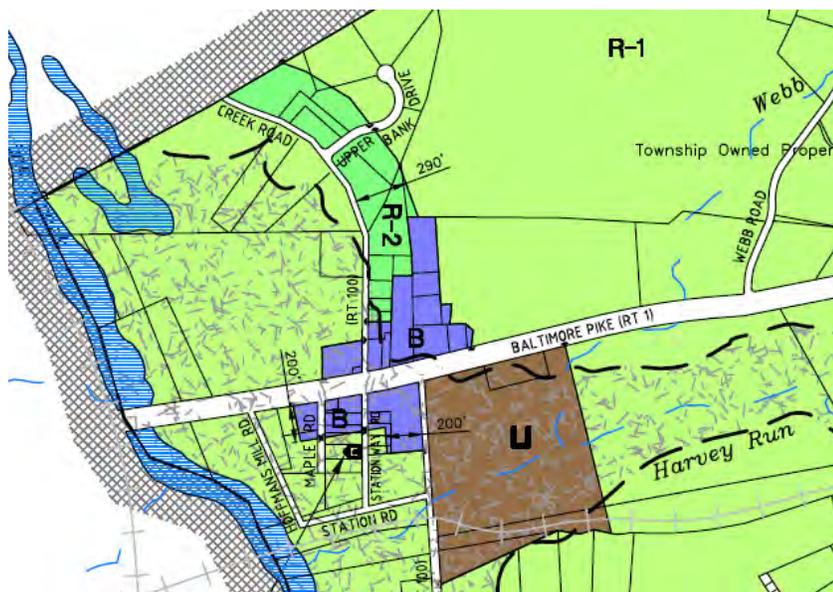
Figure 2-2: Village Map



### 2.3 Zoning - Chadds Ford Township

The zoning in Chadds Ford Township within the Village is a mix of B Business, R-1 Residential, R-2 Residential, and LI Light Industrial Districts (Figure 2-3; Zoning). Chadds Ford Village also has three zoning overlay districts: The F-P Floodplain Conservation District; the H Historic Overlay District; and the BPO Baltimore Pike Overlay District, all of which are briefly described below.

Figure 2-3: Existing Zoning in Chadds Ford Village



The **B Business District** permits a variety of retail, restaurant and similar by-right uses. Conditional uses include hotels or any retail stores over 10,000 square feet (further limited within the BPO zoning overlay to a maximum 5,000 square-foot footprint). Maximum building coverage is 25% and maximum site coverage is 65%. The minimum front yard setback is 75 feet along Route 1 and 55 feet along Station Way and Creek Road. The majority of Village businesses are zoned Business District.

The **LI Light Industrial District** permits offices and light industrial uses. A large rectangle of land at the south-east corner of Route 1 and South Creek Road is zoned LI. This land is owned by the Brandywine Conservancy and Museum of Art, is located in the Floodplain Conservation Zone and has multiple environmental constraints, making LI development highly unlikely.

The **R-1 Residential District** permits single family residences, agricultural uses, farm product sales, Bed-and-Breakfast inns (by Conditional Use) and educational and religious uses (by Special Exception). The R-1 District requires a minimum lot size of 2 acres for new lots.

The **R-2 Residential District** permits the same uses as R-1, but with a required minimum lot size of 1 acre for new lots.

The **H Historic Overlay District** encompasses the entire Village within Chadds Ford Township (Figure 2-4). The Historic Overlay District requires that all major demolitions, restorations, additions, alterations, modifications to structure exteriors, and additions and changes to other historic resources are reviewed and approved by the Township's Historic and Architectural Review Board (HARB). The purpose of the Historic Overlay District is to protect certified historic structures, to encourage historically appropriate settings, and to promote construction in harmony with buildings of historic design. Under this District, permitted uses are specified for each of the underlying zoning districts. Typically, the number of permitted uses is smaller under the Overlay. For example, Bed-and-Breakfast inns, permitted as a Conditional Use in the R-1 District, are not permitted in the Historic Overlay District. Parking is not allowed in the required front yard in the Historic Overlay District. (Note: Because this requirement is coupled with 75 foot minimum front yard building setback in the B Business District, there is no place for new parking in the Business Historic District. A relaxation of this 75-foot front yard setback requirement would be more consistent with the minimal front yards seen in village historic districts, and would allow modern parking needs to occur in the rear of a building that is set closer to the front lot line)

Figure 2-4: Historic Overlay District

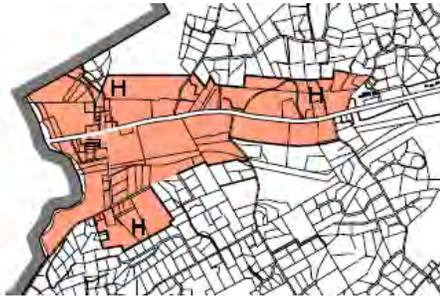


Figure 2-5: Baltimore Pike Overlay District



The **BPO Baltimore Pike Overlay District** also includes the entire Chadds Ford Village (Figure 2-5). The intent of the BPO District is to protect the character of the Brandywine Gateway area, noted for its historic, topographic, architectural, cultural and artistic heritage. Permitted uses in the BPO District are governed by the underlying zoning. An important provision in the BPO District is that "No new buildings shall exceed 5,000 square feet in ground floor area". Several of the existing structures in the Village would not be permitted today if this limitation was in effect when they were proposed for construction, including the Brandywine River Hotel, the

## 2. Existing Conditions

building that houses the Post Office, the Brandywine River Museum of Art, the BC&MA storage / maintenance building, and a few of the larger structures on the north side of Route 1.

The **F-P Floodplain Conservation District** covers most of the Village south of Route 1 as well as the intersection of Route 1 and North Creek Road (Figure 2-6). The F-P Conservation District sets strict guidelines for construction in the 100 year floodplain, intended to limit loss of life, property, water quality, and functioning of natural systems. All of the Brandywine Conservancy & Museum of Art campus is within this Floodplain Conservation District, and is considered a legally conforming use under this zoning. The F-P Conservation District excludes 85% of any floodplain area from the minimum lot calculations. This greatly restricts new development in any floodplain lot and is an important ordinance provision that helps to protect health, welfare and safety.

### 2.4 Zoning - Pennsbury Township Zoning

The zoning in Pennsbury Township (west of the creek) in the Village is a mix of R-1 Residential District and LI Light Industrial District. The Route 1 Corridor and Brandywine Battlefield Overlay District, and the Flood Hazard Overlay District (Figure 2-7) also apply to this same area.

**R-1 Residential District** allows single family uses on a minimum 3 acre lot. Agricultural, municipal, and park uses are also allowed by-right.

**L-I Light Industrial District** uses include office, lab and research, manufacturing, self-storage, warehouse, and other similar uses.

Figure 2-8 (Following Page): Existing Land Use in Chadds Ford Village

Figure 2-6: Floodplain Conservation Zone (within dotted line)

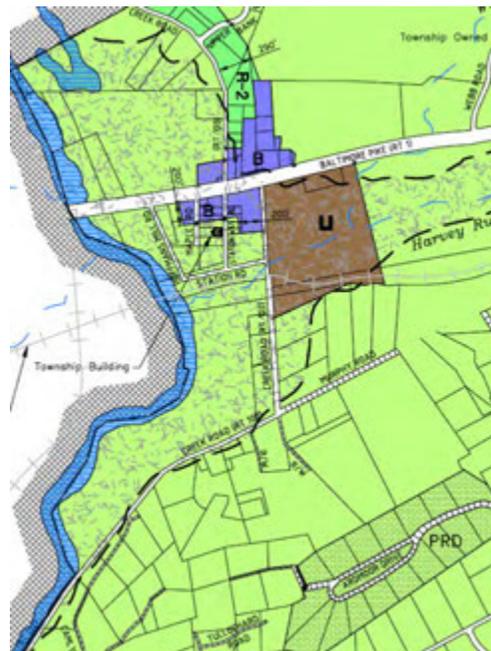
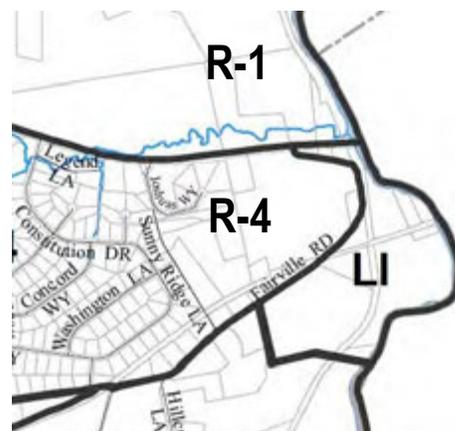


Figure 2-7: Pennsbury Township zoning in the village zone.

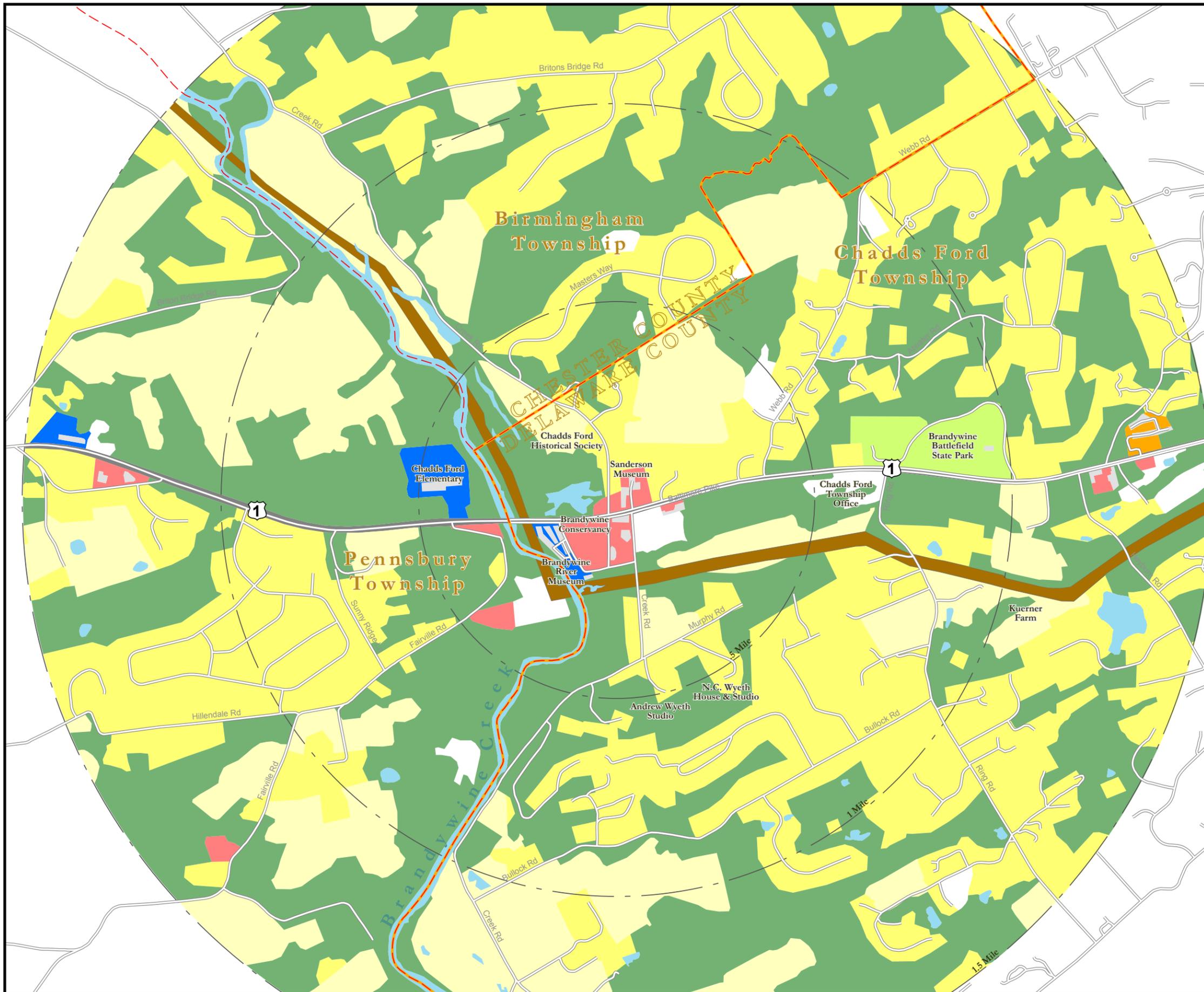


# Village of Chadds Ford Master Plan

Chadds Ford Township, Pennsylvania

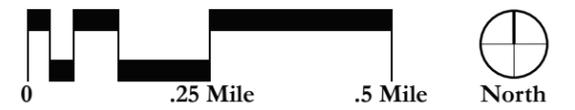
## Existing Land Use

Figure 2-8



- Municipal Boundary
- County Boundary
- Parcel
- Road

- Land Use**
- Agriculture
  - Commercial
  - Community Services
  - Parking
  - Recreation
  - Residential: Multi-Family
  - Residential: Single-Family Detached
  - Transportation
  - Utility
  - Vacant
  - Water
  - Wooded



**The Route 1 Corridor and Brandywine Battlefield Overlay District** was established to encourage the most appropriate use of lands within this important historic and scenic area through a number of strategies. The Overlay District encourages the safe, convenient, and interconnected pedestrian and non-motorized movement. However, it specifically states that pedestrian and non-motorized traffic along the Route 1 corridor are not anticipated nor encouraged (due to high traffic volumes and rates of speed by motor vehicles). This Overlay District also requires enhanced landscaping and protection of riverine areas to maintain and improve water quality.

**The Flood Hazard Overlay District** is minimally applicable in the Pennsbury section of the Village due to relatively steep creek embankments on the south side of Route 1. On the north side of Route 1, the Flood Hazard Overlay District covers a larger area including a small tributary that feeds the Brandywine Creek from the vicinity of Chadds Ford Elementary School.

### *2.5 Land Use*

The existing land uses in the Village generally conform to the zoning with a few significant exceptions. (Figure 2-8) Most of the commercial, retail and restaurant uses are contained within the Business Zoning District. Exceptions include some small businesses that occupy former residences along Station Way Road.

#### *2.5.1 Buildings*

Businesses occupy less than 1% of the Village or 9.5 acres out of about 290 acres. Institutions (Museums, Societies, Schools, Government) occupy 15% of the land or about 42 acres. Open Space occupies 43% of Village land, or about 125 acres. Residential uses take up the balance of about 41% of the Village.

Significantly, BC&MA owns both institutional and open space categories of land totaling about 134 acres. Consequently, almost

## 2. Existing Conditions

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half the land within the Village is owned by a single landowner. The Brandywine Conservancy & Museum of Art buildings, with one small exception, are on lands zoned R-1 Residential. The total size of the BC&MA structures is approximately 70,000 square feet, with the Brandywine River Museum of Art making up about 30,000 square feet of this total.

Figure 2-9: Aerial view of village.



There are several residences on the east side of North Creek Road located in the R-2 Residential zoning district. The combined total of all of the commercial buildings in the Village is approximately 80,000 square feet (See Figure 2-9 for an aerial of the village).

### 2.5.2 Existing Parking

Approximately 350 existing parking spaces exist for all commercial buildings in the Village (Figure 2-10). This equals 1 parking space for each 228 square feet of building, or 4.3 parking spaces per 1000 square feet of commercial space. Such a ratio is reasonable for these types of commercial uses, but the distribution of these business parking spaces is uneven, and many businesses have different peak customer times. Additionally, while it appears that there are some agreements between business owners to share parking, cooperative understandings are not in place for all owners or lots.

Figure 2-10: Chadds Ford Village



Figure 2-11: Brandywine River Museum



The Brandywine Conservancy and Museum of Art (Figure 2-11) offers limited parking for off-site uses on a case-by-case basis, and regularly allows parking for Village-wide events. Parking for Village-wide events also occurs at the parking lot behind the Chadds Ford Historical Society on Creek Road. The Brandywine Conservancy and Museum of Art reports that its on-site parking is completely full during its large events or major exhibits. There are approximately 330 parking spaces on the campus. This translates to 1 parking space for every 212 square feet of Conservancy building or a ratio of approximately 4.7 parking spaces per 1000 square feet.

The parking lot at Hank's Restaurant is private and usually full, and the parking behind Brandywine Prime and Antica Restaurants is very limited relative to the number of businesses. Parking here is also disjointed in its layout. Spaces fill up quickly in the evening. Parking for the Post Office, bank, restaurant, and offices on Station Way is ample when the rear gravel lot is included in the calculations.

A large percentage of Village land south of Route 1 is owned by the BC&MA. Exceptions include a 4,200 sq.ft. real estate office building that fronts on Route 1, and the Chadds Ford Township Building and sewage treatment plant, located just west of Ring Road. North of Route 1, several large privately-owned residential properties are zoned R-1. These properties are very scenic when viewed from the Route 1 corridor, and worthy of preservation, as recommended by the Chadds Ford Township Comprehensive Plan. The eastern end of the Village north of Route 1 is the Brandywine Battlefield State Park.

### *2.6 Environmental Features*

The Brandywine Creek and its floodplain are the dominant environmental features of Chadds Ford Village. The 100-year floodplain has been mapped by the Federal Emergency

## 2. Existing Conditions

Management Agency (FEMA) and the floodplain zoning ordinances in both Chadds Ford and Pennsbury Townships apply to this 100-year floodplain. Flooding is frequent along this portion of the Brandywine Creek, in part due to upstream land development.

The grounds of the Brandywine Conservancy and Museum of Art within the Village include Potts Meadow that has both historical and ecological importance. This is the first ground purchased by the Brandywine Conservancy. It is maintained as a native meadow and native seeds are harvested here. Harvey Run flows east to west, through Potts Meadow, into the Brandywine Creek and a trail along Harvey Run is planned for construction as a joint project of Chadds Ford Township and the Brandywine Conservancy and Museum of Art. A PECO high tension electric line right-of-way also runs east to west on the southern border of Potts Meadow, parallel to Harvey Run.

### 2.7 Previous reports, studies and plans

There are a number of relevant studies and plans that contributed to the Village of Chadds Ford Master Plan. Several of these reports include recommendations that have been incorporated and further developed in this Master Plan. The following is a brief description of those studies and plans.

#### 2.7.1. The Brandywine Creek Greenway Concept Plan

The Brandywine Creek Greenway (BCG) is a regional planning initiative of the Brandywine Conservancy, 24 municipalities, and Chester and Delaware Counties. The BCG was described earlier in the Master Plan under section 1.0.

The Concept Plan (Figure 2-12) for the greenway was completed in May 2013. It establishes a vision, goals, and objectives for the Brandywine Creek Greenway that are embraced by the participating municipalities. Specific strategies and recommendations are contained in the BCG Strategic Action Plan, discussed next.

Figure 2-12: Brandywine Creek Greenway Concept Partial Plan

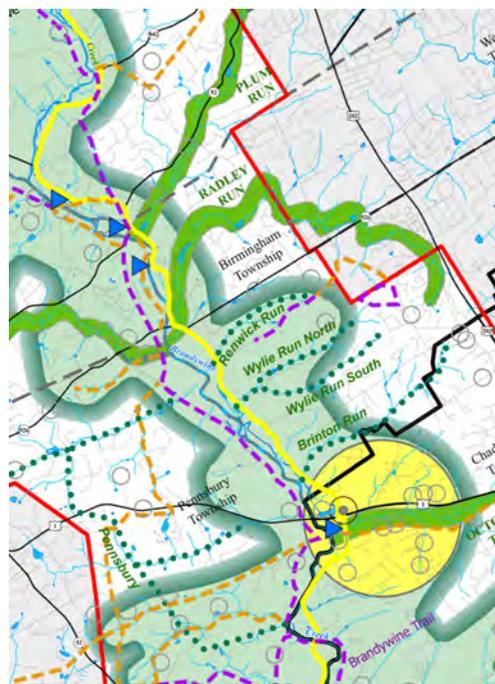




Figure 2-13: Brandywine Creek Greenway Strategic Action Plan

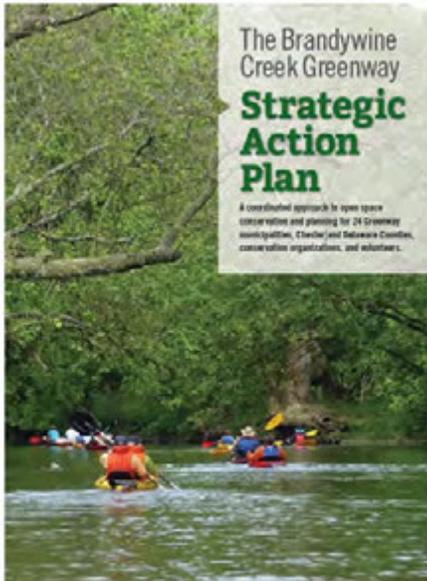
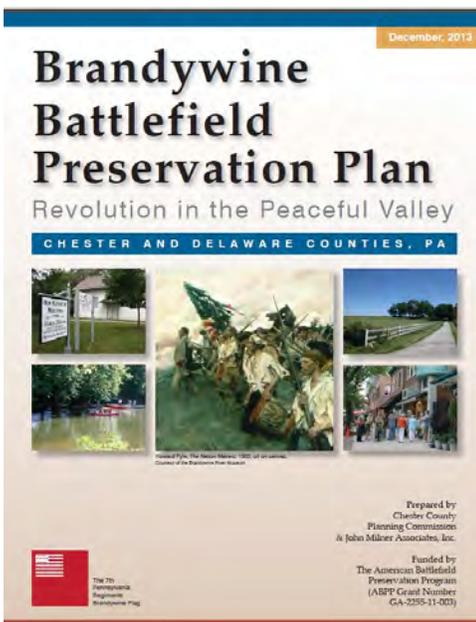


Figure 2-14: Brandywine Battlefield Preservation Plan



### 2.7.2 The Brandywine Creek Greenway Strategic Action Plan

The Brandywine Creek Greenway Strategic Action Plan (SAP) (Figure 2-13) was completed in December 2014. It identifies specific projects for each municipality, outlines entities responsible for each project, and calculates funding required to complete each project. The BCG SAP goals below are fully incorporated into the Village of Chadds Ford Master Plan:

1. Promote the development of walking, biking and equestrian routes;
2. Promote the culture of the Brandywine Valley;
3. Enhance the aesthetics of the Brandywine Valley;
4. Educate the region's residents about the Brandywine Valley
5. Promote economic prosperity in the Greenway communities.

The Brandywine Creek Greenway Plan and its companion Strategic Action Plan provided the momentum for the Chadds Ford Village Master Plan and the Village Plan's goals are inherent in the BCG initiatives.

### 2.6.3 Brandywine Battlefield Preservation Plan

The Brandywine Battlefield Preservation Plan (BBPP) (Figure 2-14) is a comprehensive report that documents the history of the American Revolution and its significance to American independence. Chadds Ford Village is identified by the Plan as a "strategic landscape" and important gateway to the battlefield. The Brandywine Battlefield Park itself is reimagined and visitor interpretation improved, noting the important tourist connections to Chadds Ford Historic District, the Brandywine River Museum, the Historical Society, the Sanderson Museum, Route 1, and Hank's Place. The BBPP recommends that municipalities establish trails

## 2. Existing Conditions

that will heighten citizen interactions with historic and natural resources, using Official Maps to plan trails and coordinate linkages.

### *2.7.4 Pennsylvania's Brandywine Valley Scenic Byway Corridor Management Plan*

The Brandywine Valley Scenic Byway Corridor Management Plan, 2014 (Figure 2-15) specifically addresses the rich historic architecture remaining in Chadds Ford Village (pp. 28-29), Chadds Ford Village as the center of the Battle of the Brandywine, the Chadds Ford presence of the Underground Railroad, and the significance of the Brandywine River School of Art, founded in Chadds Ford. The Plan is very supportive of the goals for the Village of Chadds Ford Master Plan—to celebrate the history, the art, the experience of moving in and around the Village of Chadds Ford, and the need to provide continuity of understanding for visitors and residents alike. A dynamic Corridor Management Plan serves to guide action to provide access to the Byway resources and enhance the traveler's experience, while being sensitive to the needs and values of all stakeholders.

### *2.7.5 The Delaware County Bicycle Plan*

The Delaware County Bicycle Plan (2009) (Figure 2-16) recommends bicycle trails throughout the County, creating an environment where cyclists can safely ride to a variety of destinations in and beyond the County. The recommendations of the plan strongly agree with the Chadds Ford Village Master Plan goals for greater pedestrian and bicycle access and connectivity.

### *2.7.6 Chadds Ford Township Comprehensive Plan*

The Chadds Ford Township Comprehensive Plan, adopted 2010, (Figure 2-17) lists under Goals and Objectives, Section 1;

6. Economic Development:

Figure 2-15: PA's Brandywine Valley Scenic Byway Corridor Management Plan



Figure 2-16: Delaware County Bicycle Plan

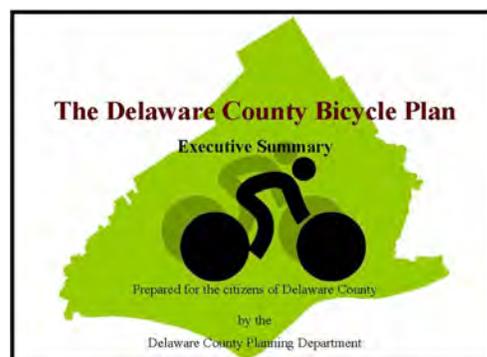
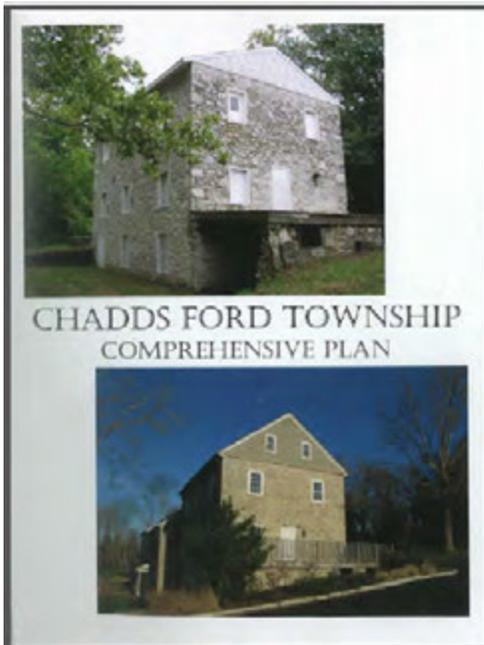


Figure 2-17: Chadds Ford Township  
Comprehensive Plan



Goal: Continue to provide for appropriate commercial activities.

Objective: Improve the streetscape of the U. S. Rt. 1, particularly in the Chadds Ford Village vicinity. And under Future Land Use recommendations, p 2-2, the Plan recommends preparation of a Chadds Ford Village Master Plan, specifically to include (p 2-3):

- A) "A Master Plan including
- A. Retail, office, and residential uses
  - B. Promote shared parking and interconnected vehicular and pedestrian circulation systems.
  - C. Provide design guidelines that promote new development within the context of a pedestrian scale village that complements the Village's historic architecture and development pattern.
  - D. Recommend design improvements along the Village section of Rt. 1 (sic) that accommodate a safe pedestrian crosswalk, slow traffic through the Village, and accommodate sidewalks and street trees. Popular terms for the design schemes include "traffic calming" and complete streets."
  - E. Accommodate development and land use limitation associated with the portions of Chadds Ford Village within the Brandywine Creek floodplain.
- B) Revise the Zoning Ordinance and map to create a new base-zoning district; the Historic Village Mixed Use District. These ordinance and map changes should be based on the recommendations of the Chadds Ford Village Master Plan report."

## 2. Existing Conditions

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The plan's Future Land Use section also recommends a Historic Village Mixed Use area for Chadds Ford Village with residential densities of up to 5 dwelling units per acre and impervious coverage limits for non-residential development of up to 40%.

### *2.7.7 Chadds Ford Township Open Space Plan*

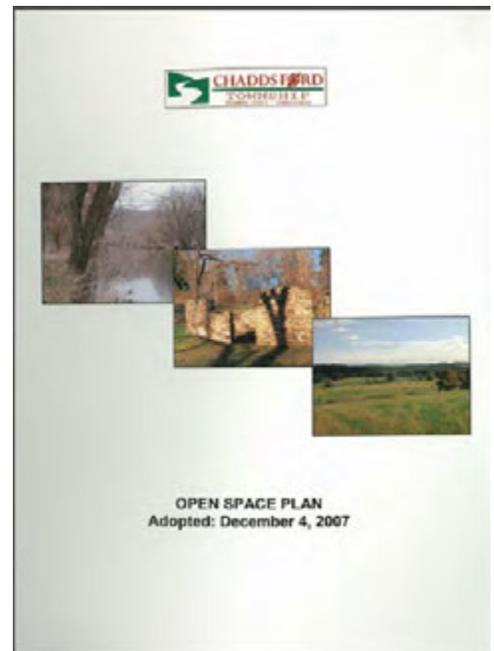
The Chadds Ford Township Open Space Plan (Figure 2-18) was completed in 2007. The plan inventories several categories of resources for the entire Township. Some of the resources located in the Chadds Ford Village include rare plant species near the Brandywine Creek, hydric soils, historic resources (primarily buildings on the north side of Route 1 in the village), visually accessible woodlands, moderate to high archeological sensitivity, and scenic areas on the north side of Rt. 1 and to the west of South Creek Road. The plan includes the Village area in the “open space protection focus area”. The plan notes that additional management may be needed to enhance or preserve the qualities of these lands.

The Open Space Plan contains few recommendations directly applicable to the Village, however the plan does include the development of trails as a high priority

### *2.7.8 Trail Crossings Memo from PennDOT*

In April 2014, the Pennsylvania Department of Transportation, Region 6 (PennDOT), examined the feasibility of establishing crossings at three locations in Chadds Ford Township. Two of those crossings are within the Village: South Creek Road near the southern terminus of Station Way Road; and the intersection of Route 1 and Ring Road. For the South Creek Road location, PennDOT notes that a mid-block crossing was preferred to connect with existing/planned trails on Brandywine Conservancy and Museum of Art owned land. PennDOT provided an appropriate signage plan for this crossing. PennDOT also

Figure 2-18: Chadds Ford Township Open Space Plan



encouraged the Township to continue to work with together with them on crossing improvements. (See appendix for memo.)

At the third crossing at Ring Road and Rt. 1 near the Brandywine Battlefield Park, PennDOT suggested that a pedestrian crossing may be feasible. The intersection would require some physical improvements as well as traffic light changes. These would include adding a pedestrian crossing phase, pedestrian attenuated controls, and associated features.

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# 3. Recommendations

The following recommendations were developed by review of documents, including those previously cited, and by meetings with the following stakeholders: the study committee for the Village of Chadds Ford Master Plan (see Appendix), citizens at advertised public meetings/workshops, Unionville-Chadds Ford School District Superintendent, PennDOT's District 6, Chadds Ford Township Board of Supervisors, Chadds Ford Township Open Space committee, Chadds Ford Business Association, and many one-on-one meetings. Particular consideration was given to the community feedback generated by the November 13, 2014 public workshop (see Appendix). These recommendations are organized into the following categories:

- Transportation/Vehicular
- Transportation/Pedestrian and Bicycle
- Gateways and Medians
- Signage and Wayfinding
- Zoning Updates
- Creation of an Action Committee
- Community Civic Space
- Future Study Plans

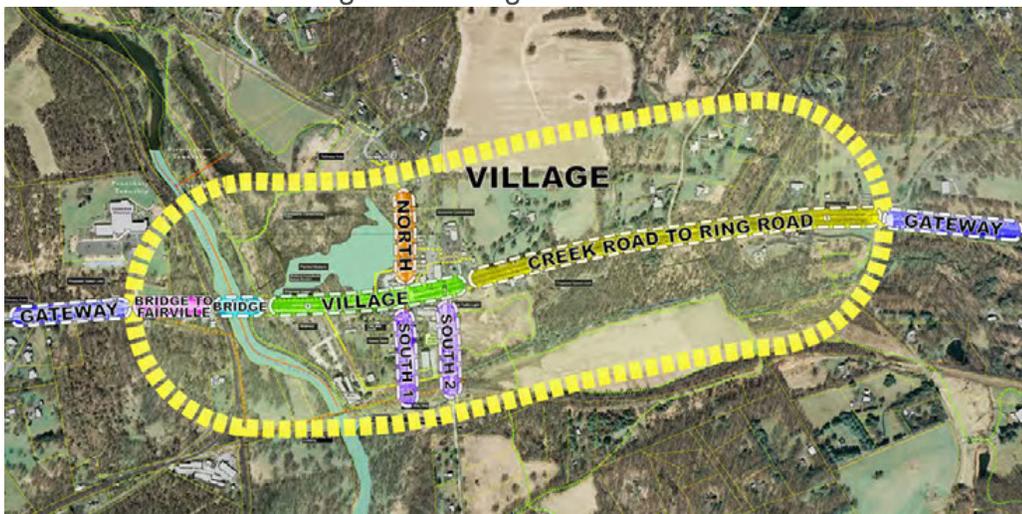
## 3.1 Transportation/Vehicular

This Master Plan's greatest challenge is to slow traffic on Route 1 in order to revitalize the business and institutional community of the Village of Chadds Ford. Despite the posted speed limits through the Village of 45 MPH a significant percentage of the traffic exceeds that speed, often by 20 MPH or more. These speeds make it hard to walk, to ride a bike, hard to see business signs from a car, and difficult for businesses to survive. Slowing the traffic will reinforce the experience of being in a place; the community of Chadds Ford Village.

*3.1.1 Reinforce the motorist's experience of being inside a village and reduce vehicle speeds to create an experience for motorists, pedestrians and cyclists more in keeping with being in a historic village (Figure 3- 1).*

- a) Narrow the vehicle travel lanes on Route 1 from their current width to 11 feet where there are no curbs on the outer edge of the roadway travel lanes. Where curbs exist, the outer travel lanes must maintain a 14-foot width.
- b) Create raised medians in the roadway as described in Section 3.1.6. Add vertical elements just outside the limits of the road

Figure 3-1: Village



Right-of-Way such as trees, vertical identification signs, flagpoles/flags to signal to motorists that they are entering an activity area – Chadds Ford Village – and lower speeds are appropriate. as described here in .

- c) Add colored pavement to shoulders.
- d) Add walkways and/or trails wherever possible and feasible in the Village to provide safe circulation for pedestrians and bicyclists within the Village. The presence of pedestrians and cyclists sends a visual clue to motorists that this is a pedestrian activity area and slower speeds are appropriate.
- e) Add pedestrian-scaled (12-14' tall ), historically compatible pole lighting to provide safe night circulation, and to provide visual rhythm along Route 1 and along North and South Creek Roads in the Village.
- f) Add pedestrian-actuated pedestrian crossing signals and crosswalks at the three intersections along Route 1 in the Village that presently have traffic lights. These are:
  - Route 1 and Ring Road / Brandywine Battlefield State Park Entrance Drive
  - Route 1 and North Creek Road / Station Road
  - Route 1 and Fairville Road / Chadds Ford Elementary School Driveway

The crosswalk surfaces should be differentiated from the road surface by color, texture, pattern or a combination of these.

- g) Make Station Way Road one-way south, “into” the Village from Route 1.
- h) Add a traffic light at Route 1 and South Creek Road to allow full turning movements at this intersection, especially for motorists traveling north on South Creek Road, wishing to turn left on Route 1.

### 3. Recommendations

#### 3.1.2 Vehicle Parking

- a) Expand the existing parking lot behind the Post Office property. (Figure 3-2) Although privately owned, the current owner allows general parking here. A larger lot could accommodate approximately 30-35 parking spaces and would supplement the existing parking for Village restaurants, shops and businesses. A more permanent agreement for such common parking may need to be worked out between the property owner and the Township or other entity in the future. Parking lot design issues to be resolved with an expanded lot should include stormwater management, increased impervious cover, and the fact that the parking lot will be within a regulated floodplain. However, parking is generally viewed as an acceptable use in a floodplain.
- b) Expand and reorganize the parking on the north side of Route 1, behind the Village shops and around the Brandywine River Hotel.

Figure 3-2: Approximately 30 spaces could be accommodated if a parking lot was developed on this site.



- c) Conduct a Village-wide parking study that includes recommendations for additional and shared parking.

## *3.2 Transportation / Pedestrian and Bicycle*

Provide a safe way for pedestrians and cyclists to circulate through the Village. Most of the areas within the Village can accommodate pedestrian and bicycle facilities, and this plan provides flexibility as to their exact locations. Some walkways and/or trails may be best located within the road's right-of-way. In other locations, public access may be sought along property perimeters or in other locations to accommodate walkways. These details will be worked out in later phases of the design, engineering and construction process. Specific transportation improvements recommended for pedestrians and cyclist include the following:

### *3.2.1 Route 1 Corridor*

- a) Build a walkway / multipurpose trail on the south side of Route 1 between Ring Road and South Creek Road (Figure 3-3). This walkway can either be located within the public right-of-way or adjacent to the right-of-way, with landowner agreement. For this walkway section, landowners are primarily the BC&MA and Chadds Ford Township. Trails located outside of the public right-of-way should include a permanent public access easement.
- b) Continuing along the south side of Route 1, from South Creek Road to Station Way Road and all the way to the Route 1 bridge over the Brandywine Creek: provide a walkway that is a minimum of five (5) feet wide (Figure 3-4). The majority of this walkway can be within the Route 1 right-of-way, however, there may be locations where an easement from a property owner may be

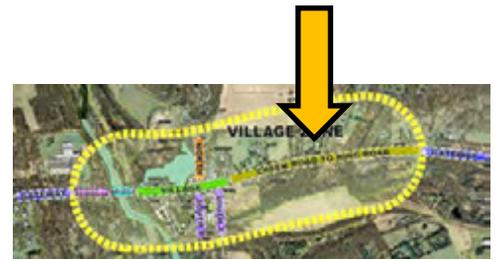
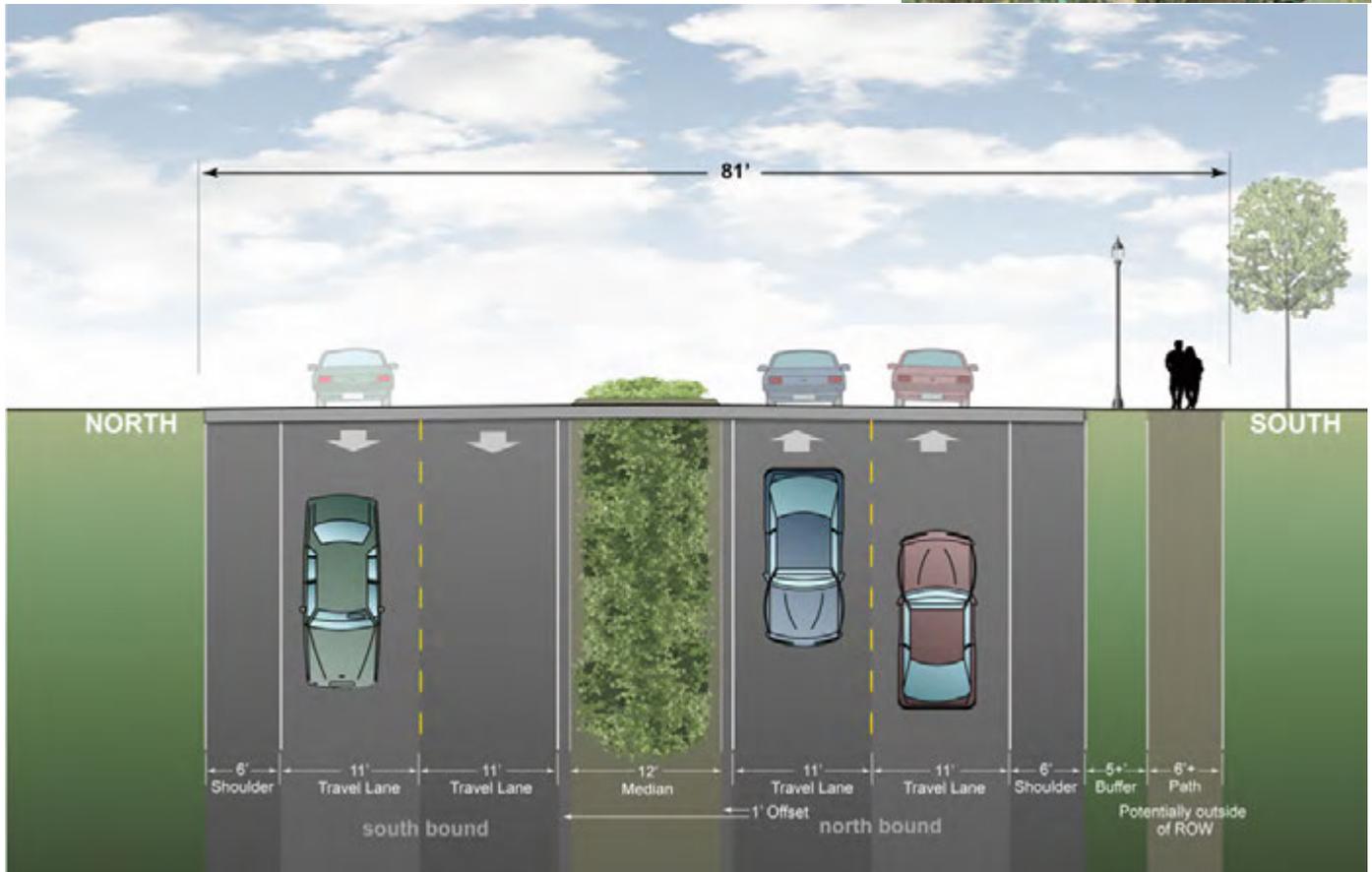


Figure 3-3: Creek Road to Ring Road Elevation/Plan



needed or where the walkway may need to be re-routed while still generally paralleling Route 1.

- c) On the Route 1 bridge over the Brandywine Creek, shift the vehicular travel lanes slightly to the north side on the bridge, narrow the travel lanes to 11 and 14 feet as shown in figure 3-5, and reduce the wide painted shoulder on the north side of the bridge.
- d) Create a ten (10) foot wide pedestrian / bike lane on the bridge's south side, protected from traffic by a masonry wall topped by pedestrian lighting standards. (Figure 3-5).
- e) Between the north end of the bridge and Fairville Road, create a walkway / trail to the intersection of Route 1 and Fairville



Figure 3-4: Village Elevation/Plan

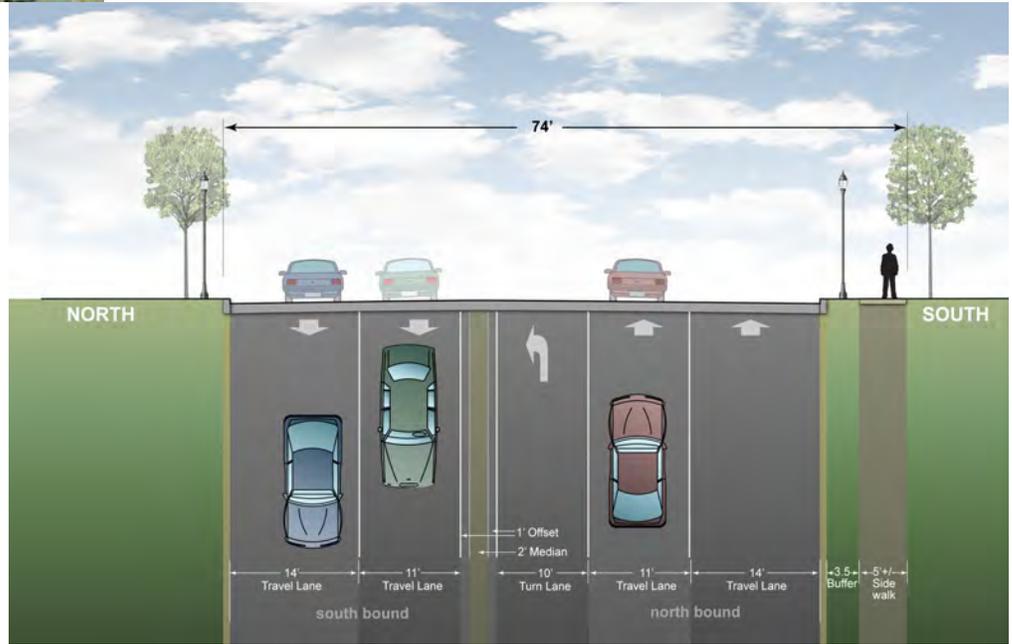
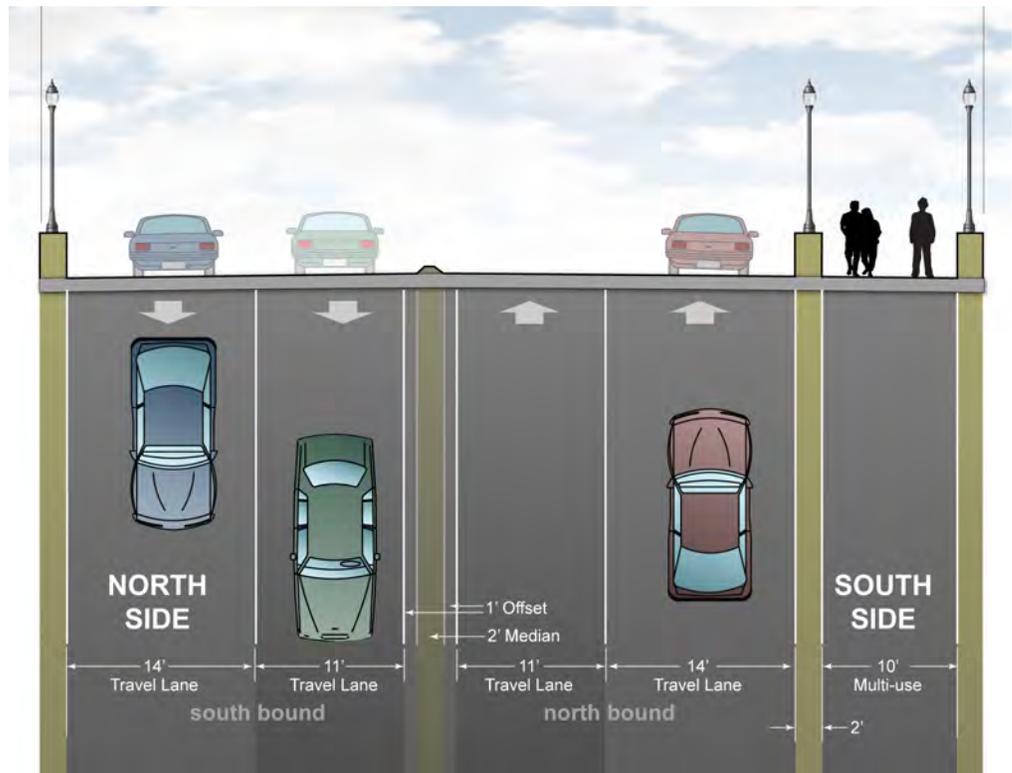


Figure 3-5: Bridge Elevation/Plan



### 3. Recommendations

Road, and the proposed pedestrian crossing (Figure 3-6) of this intersection.

- f) Provide improved shoulders on both sides of the road and install "use full lane" cyclist signage to alert motorists of the possible presence of cyclists.



Figure 3-6: Bridge to Fairville Road Elevation/Plan

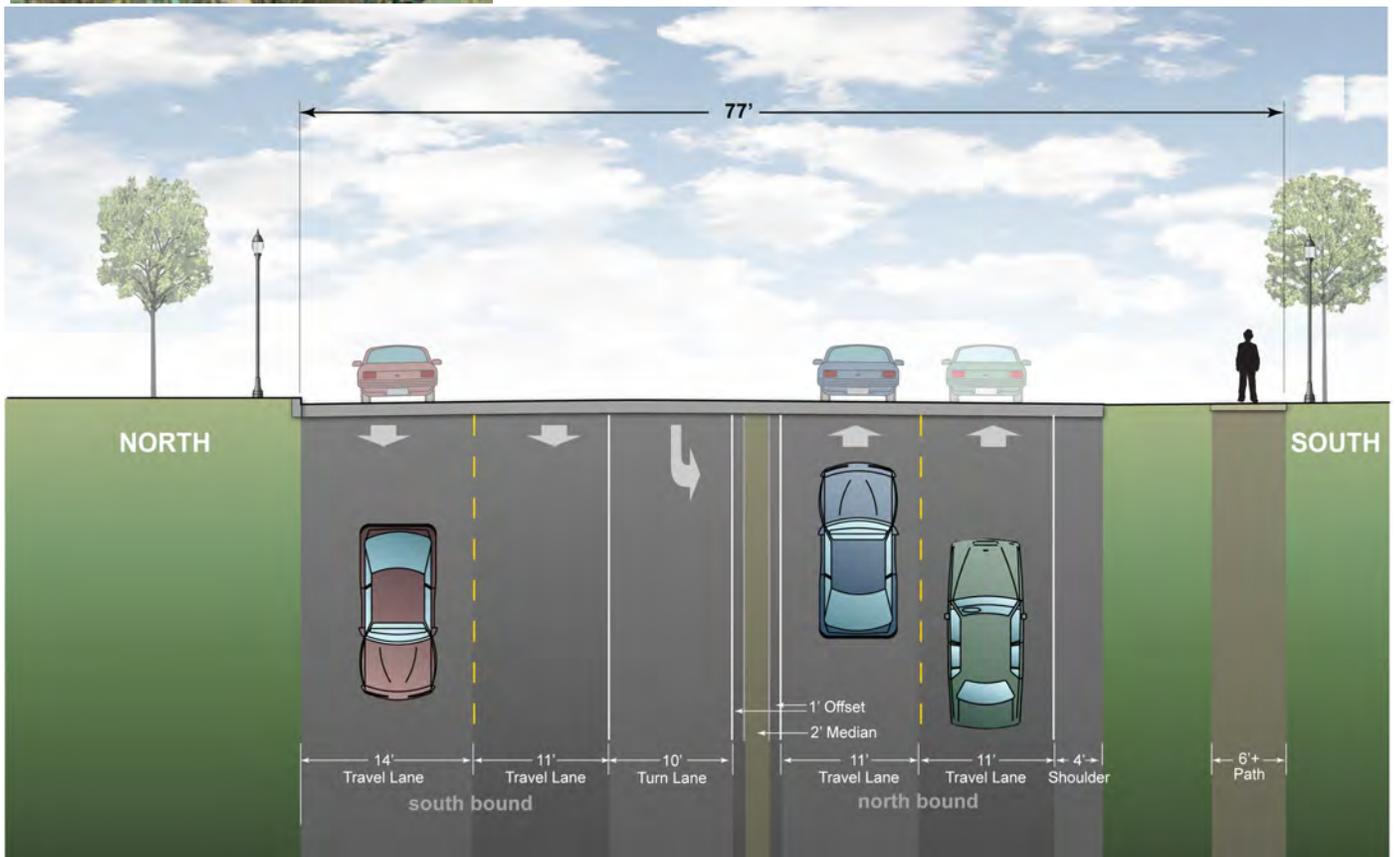


Figure 3-7: Partial Plan: Walkways in Village



### 3.2.2 North Creek Road Corridor

a) Create a walkway from the Chadds Ford Historical Society to the intersection of Route 1 and North Creek Road (Figure 3-7). The walkway is proposed on the west side of the roadway. Since the roadway right-of-way is narrow, the walkway is proposed on properties owned by Chadds Ford Historical Society property and the BC&MA. At the Sanderson Museum, the BC&MA allows the museum 4 parking spaces on the west side of the road. This arrangement can continue even with the addition of a designated walkway, if, in the vicinity of the museum, the walkway becomes a boardwalk, with places to sit and view the pond and wetlands. At the corner of Route 1, at Hank's Restaurant, there may be inadequate room within the roadway right-of-way to create a walkway. Negotiation with the restaurant owners for an access easement or purchase of a small width of right-of-way may be required, keeping in mind that already scarce parking spaces should be preserved here.

b) At the existing Creek Road crosswalk at the Sanderson Museum, the existing sidewalk on museum property, just south of the building, should be upgraded to meet ADA standards to better connect to the many shops and businesses to the east (Figure 3-8).

Figure 3-9: A boardwalk/walkway is proposed around Hank's.



c) Construct a new walkway / boardwalk behind Hank's Restaurant and then parallel to the north side of Route 1 to connect with the existing network of trails on the east bank of the creek (Figure 3-9). While this is a major project itself, it is eventually worth pursuing since it creates a loop trail to the Historical Society via existing trails and boardwalks.

d) Provide and install "use full lane" cyclist signage to alert motorists of the possible presence of cyclists. Creek Road is part of PA State Bicycle Route "L".

Before



Figure 3-8: A walkway is proposed on the west side of North Creek Road from the Historical Society. This “after” illustration shows a boardwalk/walkway around the parking used by the Sanderson Museum.



### 3.2.3 South Creek Road Corridor

- a) Create a new walkway along the west side of South Creek Road from the intersection of Station Way Road, where a 3-way stop is proposed, north to Route 1 (Figure 3-10). This will allow visitors to safely walk from the museum grounds up to the proposed walkways along Route 1 and to the expanded parking lot proposed behind the Post Office property (see 3.51). As discussed for North Creek Road (Section 3.3.7), if the

Figure 3-10: South Creek Road Walkway



existing road right-of-way is too narrow for the walkway, agreements with property owners (BC&MA and private landowners) may be negotiated.

- b) As recommended by the April 24, 2014 Local Transportation Assistance Planning memorandum from PennDOT to Chadds Ford Township, this new walkway can tie into the South Creek Road crossing (Figure 3-11).

Figure 3-11: A trail crossing is proposed on South Creek Road to connect Station Way Road to Conservancy trails.



- c) Provide and install “use full lane” cyclist signage to alert motorists of the possible presence of cyclists. Creek Road is part of State Bicycle Route “L”.

#### 3.2.4 Station Way Road

- a) Install a pedestrian walkway along Station Way Road (See Figure 3-12 for existing conditions). Since the road right of way appears to be narrow, it is likely that a walkway on one side of the street will be sufficient. Subject to Township approval, Station Way Road could be closed occasionally to form a “Chadds Ford Commons”, creating a public Village square for holding community celebrations and events. See “3.7 Community Ford Civic Space” recommendations below. See also 3.1.1, g) for change in traffic direction.

Figure 3-12: Existing Conditions on Station Way Road (looking North)



b) As Station Way Road makes a 90-degree turn east, continue the walkway to the intersection with South Creek Road.

### 3.2.5 Hoffman's Mill Road

This private road serves as the main entrance to the Brandywine River Museum of Art and Brandywine Conservancy offices. A designated pedestrian access walkway / trail should be developed to allow pedestrians to safely walk along this private road or within the BC&MA campus to connect to proposed walkways along Route 1 (Figure 3-13).

### 3.2.6 Other Trails

Brandywine River Museum of Art to Fairville Road at Route 1 (Figure 3-19). This short (1,200 linear feet) section of trail goes from the Museum of Art over the Brandywine Creek via the SEPTA bridge, now inactive, on an East Penn Rail right of way, (crossing

Figure 3-13: A walkway is proposed along Hoffman's Mill Road.

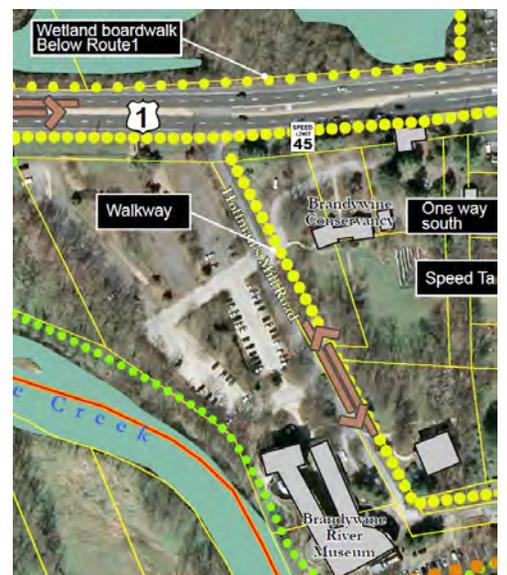


Figure 3-14: Trail Over Brandywine Creek (dotted orange)



BC&MA lands) on the west side of the creek. A study should be made to create a safe walking connection across the active East Penn rail line, to the intersection of Fairville Road and Route 1 (and the pedestrian crossing of Route 1 to the Chadds Ford Elementary School). This walkway should be developed as a high priority off-road trail project. This trail will offer a great view of the creek and allow access to BC&MA land on the west creek bank. It will also create an off-road connection between the Elementary School and the Museum. Use of the inactive portions of the SEPTA bridge and the East Penn rail line would require an easement or acquisition by either the BC&MA or Pennsbury Township, the two most likely entities to develop this trail (Figure 3-15).

Figure 3-15: Rail Bridge over Creek



The Village of Chadds Ford Master Plan's proposed pedestrian and bicycle circulation system will complement the existing and proposed campus trails being developed by the Brandywine Conservancy & Museum of Art. (Figure 3-16).

Figure 3-16 (Next Page): Brandywine Conservancy Trail Concept Plan-showing proposed trails on Conservancy lands.

## 3.3 Gateways and Medians

Gateways into Chadds Ford Village are important branding elements for the Village, also serving other important purposes:

- They add to the traffic calming measures as noted in the recommendations regarding traffic calming.
- They define the limits of Chadds Ford Village in contrast to the larger Chadds Ford area.
- They create visual clues to visitors that they have “arrived” at their destination.
- They help identify the many Village businesses, some of which are far from roads and invisible to motorists.

Four gateway locations are recommended. Each gateway may be different depending on location, nearby landscape and architectural influences, and available land. Despite the individual differences, include unifying gateway elements to link them all, such as a common signage design or logo.

These gateways must show design sensitivity to the historic locations and typical village architecture, as well as the artistic and cultural influences of Chadds Ford. For example, the Wyeth family’s remarkable legacy may provide design clues for these gateways in terms of mood, materials, character and artistic sensibility. Generally, the gateways may be architectural, landscape-based, or signage-based (and perhaps a combination of all three). The gateways should also be lit for night-time visibility. Lights can go off “after hours.”

While it is beyond the scope of this Master Plan to design these gateways, there are several locations where they should be developed.

- North bound Route 1 (gateway transition area to Village,

Figure 3-17).

- South bound Route 1 (gateway transition area to Village).
- South bound North Creek Road (on west side of road on Historical Society property, Figure 3-18)
- North bound South Creek Road (at the old bridge abutments – and if the bridge / trail is restored, a “village” sign might be placed on the pedestrian bridge, Figure 3-19).

Figure 3-17: North Bound Route 1-Simple planting enhancements can greatly add to Village appeal. Providing for maintenance is the key with creating these enhancements.

*Before*



### 3. Recommendations

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*Before*



Figure 3-18: A concept for a gateway on North Creek Road looking South.



*Before*



Figure 3-19: A gateway concept for South Creek Road looking North. If a trail is ever established on the former railroad grade, the pedestrian bridge might be utilized as a gateway.



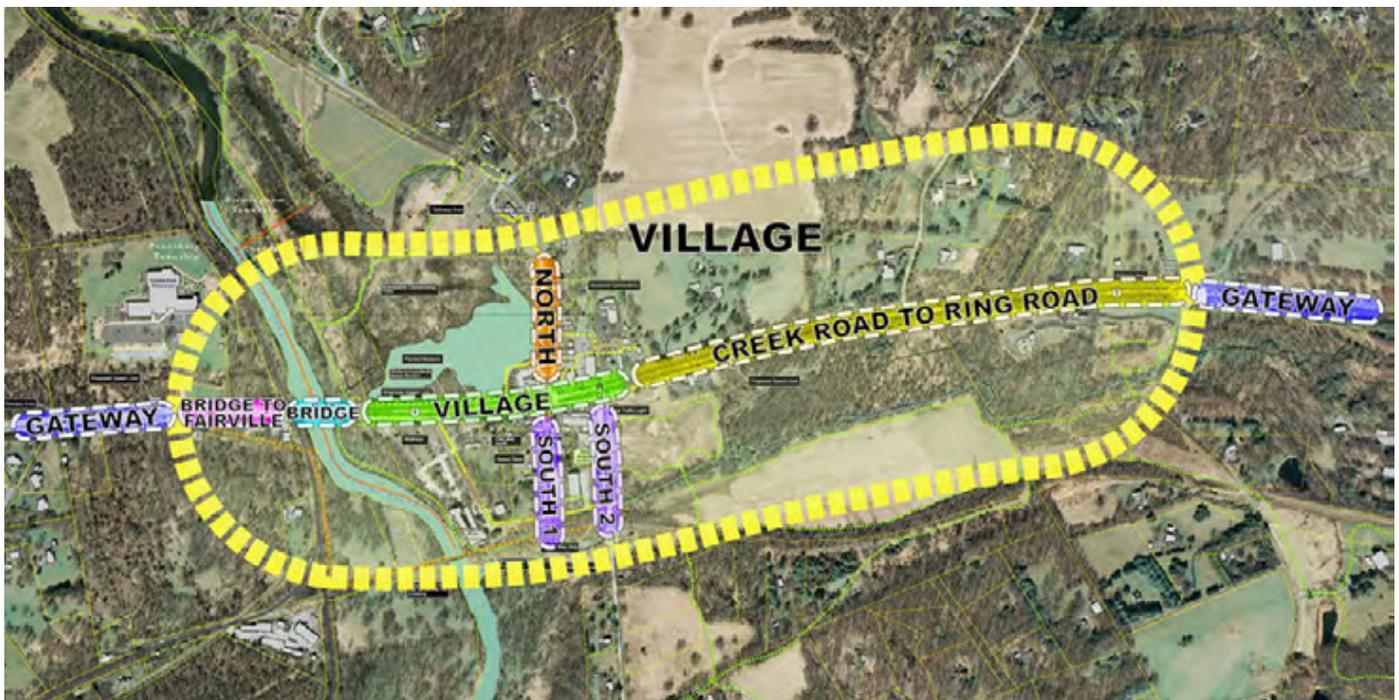
### 3. Recommendations

#### 3.3.1 Transition Areas or Gateways

Gateways are designed to reduce motor vehicle speeds from 45 MPH to 35 MPH on Route 1 before vehicles enter the Village (Figure 3-20). These transition areas are recommended at the following locations:

- a) South-bound Route 1 at Ring Road and the Brandywine Battlefield State Park
- b) North-bound Route 1 at Fairville Road and the Chadds Ford Elementary School driveway.
- c) South-bound North Creek Road at the Chadds Ford Historical Society property.
- d) North-bound South Creek Road at Station Way Road where the old railroad abutments flank the roadway.

Figure 3-20: The Village with Approach “Gateways”



### *3.3.2 Gateway Design*

Determine a consistent and appropriate gateway design for all four gateways. These could consist of trees or other vegetation, signage and/or architectural elements.

### *3.3.3 Traffic Speed*

Reduce speed limits and introduce signs well outside the gateways, alerting motorists that the Village speed limit will reduce from 45 MPH (on Route 1) or 40 MPH (on Creek Road) to 35 MPH within the Village.

### *3.3.4 Lane Widths*

Narrow the travel lanes on Route 1 from the current width to 11 feet (without curbs) or 14 feet (with curbs).

### *3.3.5 Medians*

Create medians in the roadway of Route 1 to: narrow the perception of roadway width; separate north bound and south bound traffic; provide an opportunity for landscape planting in the medians.

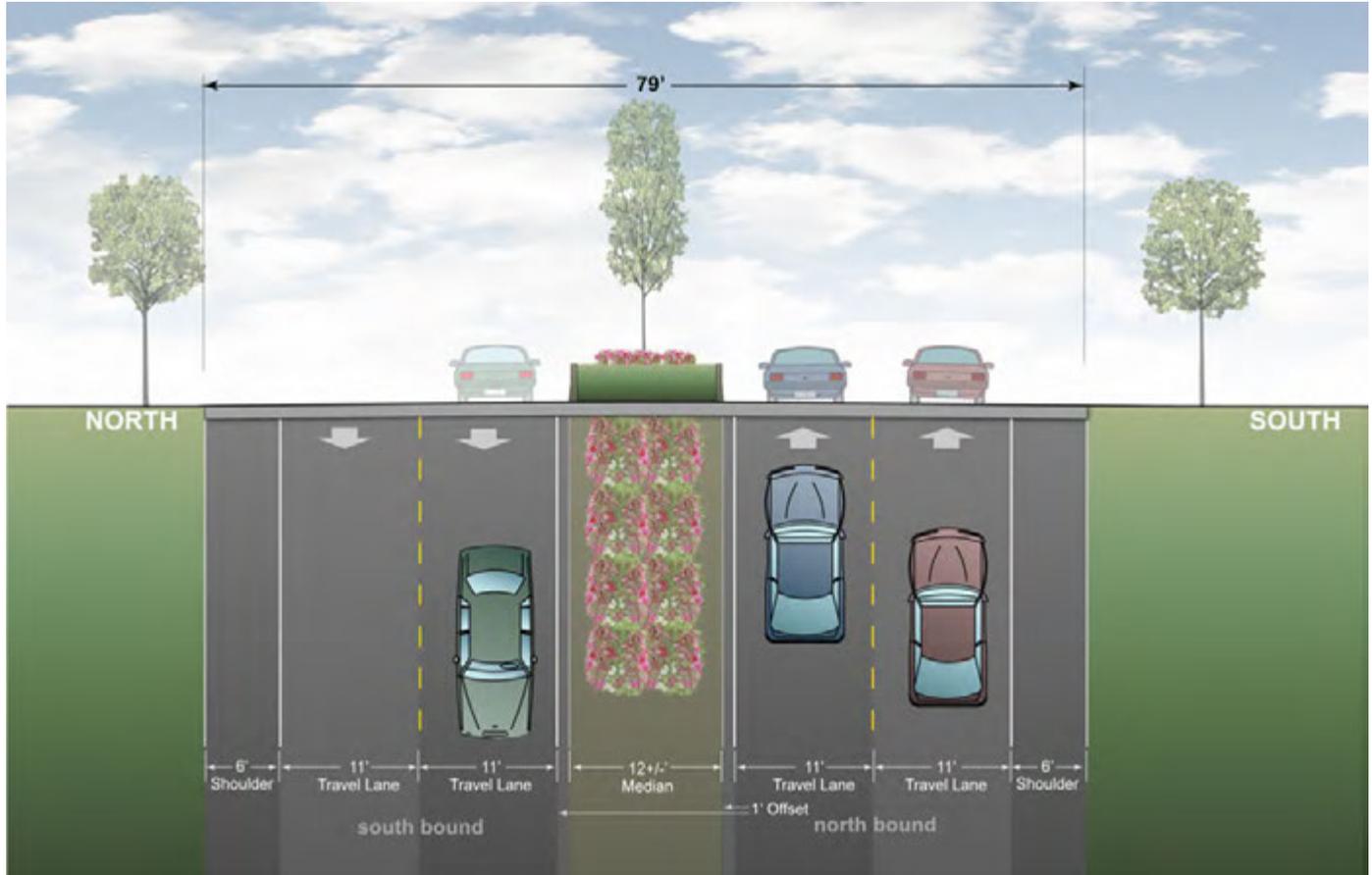
If possible, raise the heights of median islands (Figure 3-21), and establish raised beds for planting. The raised beds might be faced with stone if desired. One rationale for raising the medians is that trees may then be planted here, where the tree trunks pose no collision hazard. This will further narrow the apparent visual width of the travel lanes and slow traffic. The Township or another approved entity would need to commit to maintain the median landscaping since PennDOT will not maintain the planting beds within medians.

### *3.3.6 Vertical Elements*

Add vertical elements just outside the limits of the road right-of-way such as columnar trees, vertical identification signs, banners,



Figure 3-21: Gateway Elevation/Plan



flagpoles/flags, and light poles to signal to motorists that they are entering an activity area – Chadds Ford Village – and lower speeds are appropriate.

### 3.3.7 Surface Treatment

Define any paved shoulder by colored pavement/asphalt to further reduce the expanse of undifferentiated road surface.

Figure 3-22: Brandywine Valley Sign



Figure 3-23: Brandywine Valley Directional Sign



## 3.4 Signage and Wayfinding

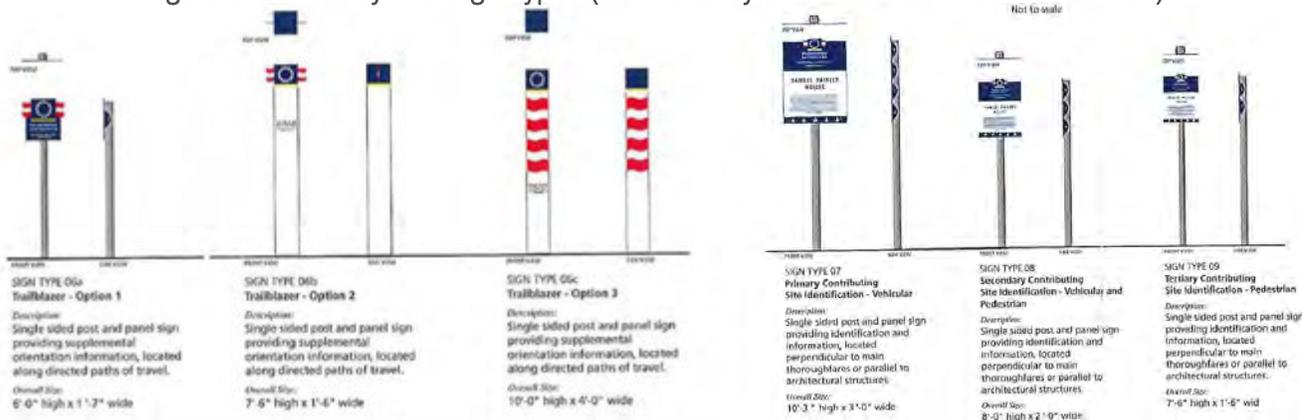
The existing Brandywine Valley signs installed many years ago primarily along Route 1, are dated and showing their age (Figures 3-22, 3-23). While these were excellent at the time, it is time for a new area signage system, and in particular, one that integrates Chadds Ford Village. We recommend that a distinct logo and sign character be developed for Chadds Ford Village to reinforce its distinct identity.

### 3.4.1 Develop new signage & branding for Chadds Ford Village

a) Design signage in keeping with the spirit of local or other regional signage systems, while creating a distinctive and prestigious signature for the Village. This system should work for both local businesses and the Brandywine River Museum of Art in communicating a distinctive brand to the public.

In the 2013 Brandywine Battlefield Preservation Plan (BBPP), a sign system was developed by a consultant to Delaware County for the National Landmark (Figure 3-24). During Village of Chadds Ford Master Plan meetings, it was suggested that Chadds Ford Village signage follow this design standard. The primary identifying graphic for the BBPP sign is a circle of 13

Figure 3-24: Brandywine Sign Types (From Brandywine Battlefield Preservation Plan)



### 3. Recommendations

stars with a red, white, and blue striped background. While these signs are appropriate for the Battlefield and Battlefield-related sites, this Plan suggests a unique graphic design for Chadds Ford Village.

- b) Re-evaluate Chadds Ford sign ordinances with the goal of providing better visibility for Village businesses while still creating signs appropriate to the Historical District. Many shops and restaurants are not easily visible from the road, therefore, business signs are critical to business viability. Several business owners commented that existing sign ordinance requirements preclude good signage visibility.

## 3.5 Zoning

Under Section 2 several observations regarding zoning within the village were identified as significant. They are addressed through the following recommendations.

### 3.5.1 Update Business District

As noted in earlier in this Plan, the majority of the Village that contains existing shops and restaurants is zoned B Business (Figure 3-25). Chadds Ford Township should consider extending the B District north along the east side of North Creek Road on lands that are presently zoned R-2, up to at least Upper Bank Drive. Also, the Township should extend the B District the length of Station Way Road to allow non-conforming uses to become legally conforming under zoning, and to offer new opportunities for Village entrepreneurs. This would allow for the establishment of additional small shops and galleries, and daytime activity along the road. To avoid potential conflicts between new business uses and existing residences, appropriate buffering requirements could be added to the Zoning Ordinance. Additionally, the requirements of the existing Historic Zoning District Overlay (Figure 3-26) will further control

Figure 3-25: Business Zoning in Village Area

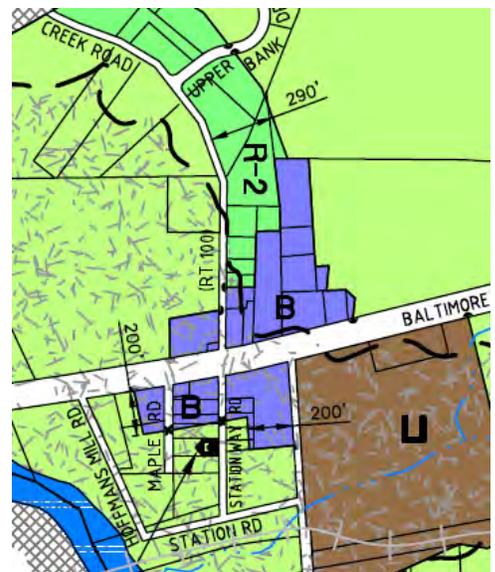


Figure 3-26: Historic Zoning District Overlay

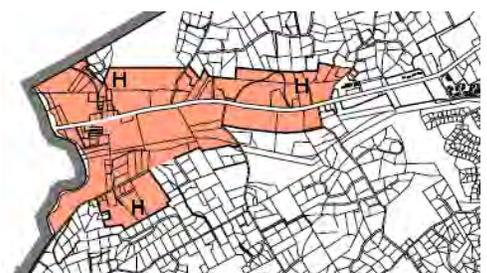
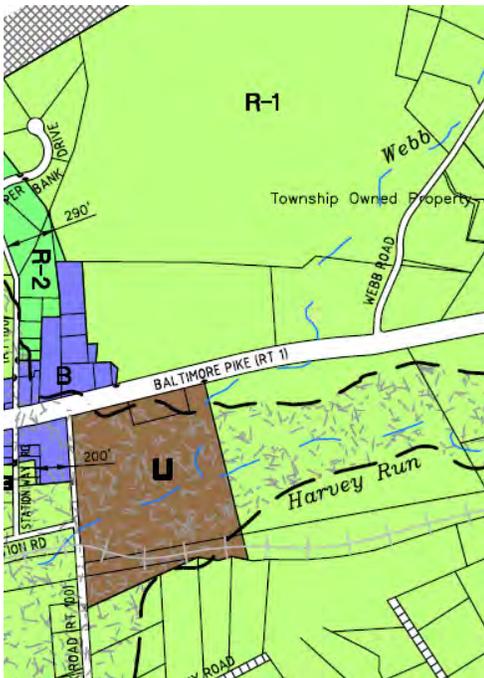


Figure 3-27: Existing Light Industrial Zoning and Surrounding R-1 Residential Zoning



permitted B District uses. In a village as small as Chadds Ford, the addition of one or two businesses may enrich and diversify visitor experiences, provide residents with needed services, and help sustain a small but critical mass of businesses.

### 3.5.2 Update Light Industrial District

The existing LI Light Industrial District at the southeast corner of Rt. 1 and South Creek Road is a historical artifact (Figure 3-27). With the exception of the office building east of South Creek Road on Rt. 1, most of this land is Brandywine Conservancy and Museum of Art, is constrained by wetlands and hydric soils, and any new industrial development here is unlikely if not infeasible. The Township may wish to consider changing the current zoning to the surrounding R-1 District, although this is a low priority need and this zoning change would make the existing real estate office a non-conforming use.

### 3.5.3 Update Area and Bulk Requirements

Consider reducing the minimum required front yard setbacks in the B District. The current 55 foot front yard setback in the B District along Station Way Road ignores the historically appropriate, close building-to-street relationship. While the Historic Overlay District's prohibition of front yard parking is appropriate, a large required yard from the B District makes creation of a sustainable site plan extremely difficult.

Under this option, some private property owners fronting on Station Way with the relatively large front yard setbacks from the roadway to their existing buildings might be willing to permit their front yards to be improved collectively into a park-like, village green setting that will allow visitor and resident use on a daily basis. Ideally, Township zoning or permitting incentives could be offered to landowners at the time of redevelopment in return for dedication (or use) of civic space here that would be a central location for community events. Future reuse/redevelopment of

properties fronting on Station Way, when permitted by Township floodplain ordinances, could also be designed to increase village appeal to residents and visitors, as a local and regional destination.

#### *3.5.4 Update Baltimore Pike Overlay District*

The current prohibition in the Baltimore Pike Overlay - BPO overlay of no new building footprint exceeding 5,000 SF makes creation of a new building (or museum structure) extremely difficult and perhaps impossible. Consider a conditional use or special exception provision to allow a footprint perhaps twice as large as currently allowed to provide for new future development that would still be subject to HARB and other ordinance controls.

## *3.6 Create an Action Committee*

Improve the chances that the Village of Chadds Ford Master Plan will be implemented by appointing an Action Committee. The committee would be responsible to select projects, cultivate partnerships, seek funding, and oversee projects.

#### *3.6.1 Action Committee*

Upon acceptance of the Master Plan by Chadds Ford Township, form an implementation committee small enough to function nimbly, representative of the major stakeholders in the Village, and knowledgeable of funding potentials for Plan projects. This committee should include members of the Township government, the Chadds Ford Business Association, BC&MA, and possibly Delaware County Government and District 6 of PennDOT.

## 3.7 Community Civic Space

While the Brandywine Creek Greenway Strategic Action Plan recommends the creation of a “community green south of Harvey Run off Ring Road”, (Chadds Ford Township #3) this location is far from the action and activity of the heart of the village. While the Ring Road location may serve well as trail head parking, access to Brandywine Battlefield State Park, and public passive recreation green space, it is desirable to create a community civic space in the Village center.

### 3.7.1 Station Way

- a) A community civic space should be considered within Station Way Road right of way. (Figure 3-28) Under this option, some private property owners on Station Way with relatively large front yard building setbacks from the roadway might be willing

Figure 3-28: Station Way Road could be closed for community events & gatherings.



### 3. Recommendations

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to permit their front yards to be improved collectively into a park-like, village green setting that will allow visitor and resident use on a daily basis. Ideally, Township zoning or permitting incentives could be offered to landowners at the time of redevelopment in return for dedication (or use) of civic space here that would be a central location for community events. Future reuse/redevelopment of properties fronting on Station Way, when permitted by Township floodplain ordinances, could also be designed to increase village appeal to residents and visitors, as a local and regional destination.

- b) Since Station Way Road will be maintained as a public road, the road surface can be improved with rich, textured and historically appropriate pavements that can also accommodate periodic events. The new traffic light at South Creek Road and Route 1 will make it possible to temporarily close Station Way Road between Route 1 and Hoffman's Mill Road without adversely impacting vehicle circulation through this part of the village or to and from the Brandywine River Museum of Art.

#### *3.7.2 Civic space alternatives within Village*

Another option, albeit less desirable due to its fragmented nature, is to continue to rely on the Chadds Ford Historical Society property for Village events, and to promote public use of natural trails and paths being planned for lands owned by BC&MA within the Village.

## *3.8 Future Study Plans*

During the Village of Chadds Ford Master Plan process, there was discussion about the amount of commercial activity in the Village, the number of restaurants and shops, and whether or not there is the required critical mass of commercial and retail activity to support a healthy, sustainable, mixed-use Village. During planning

meetings, there was considerable anecdotal information about shops, businesses and stores that had been unable to stay in business. Also discussed was the need for the Village to provide services and goods that are not only attractive to tourists and visitors to the Brandywine Valley, but also to area residents.

#### ***3.8.1 Market Analysis / Gap Identification***

In order to assess the market potential for various businesses in Chadds Ford Village, it is recommended that a market analysis / gap study be undertaken to determine if there are market gaps (needs) for the service area and what those business gaps may be. The results of such a study will inform decisions for area businesses and entrepreneurs, Chadds Ford Township (in relation to possible changes to zoning), and for the Brandywine River Museum of Art in terms of spin-off visits from Village businesses and the long term economic viability of Chadds Ford Village.

#### ***3.8.2 Brandywine Conservancy Campus Master Plan***

Although comprehensive input from Brandywine Conservancy and Museum of Art staff was provided during the Village planning process, a long-range master plan for the Brandywine Conservancy and Museum of Art campus would help the rest of the Village plan in an orderly fashion, consistent with Village of Chadds Ford Master Plan goals. Brandywine Conservancy and Museum of Art owns a significant share of Village properties, and continued growth and development of its art and environmental programs will contribute to how its lands are used and managed over time.

#### ***3.8.3 Resilient Design and Planning***

Much of Chadds Ford Village lies within the 100 year floodplain of the Brandywine and Harvey Run. Chadds Ford Township

### 3. Recommendations

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carefully manages the use of land within its Floodplain Overlay District for a number of important reasons. Nevertheless, it may be desirable for some businesses and institutions to expand slightly, or for new structures or businesses to be added, for the village to remain economically sustainable. A new model of floodplain development is needed; one which preserves the critical physical and environmental functions of the flood plain while allowing a limited amount of built infrastructure.

Resilient Design is one possible approach to enabling a limited amount of sensitive development in flood prone areas. Methodologies range from elevating buildings slightly or dramatically, to a host of other approaches. Resilient Design and Planning strategies should be explored as part of this Plan's implementation, or as part of a future Township comprehensive plan update, to sustain Chadds Ford Village as a historic and cultural destination in the Township, that also has continued economic viability. See Figures 3-29 and 3-30.

Figure 3-29: Elevated Home where the ground floor is above the designated flood elevation.



Figure 3-30: Construction of a new building on stilts for the purposes of raising the residence above the flood elevation. The space below the ground floor could be used for parking.



# 4. Implementation, Priorities & Possible Funding

The projects identified by this Plan are numerous and involve many different participants and processes. This section lists and organizes those projects into a logical sequence and identifies the possible participants for funding, permitting, and construction of physical improvements. Recommendations for ordinance changes, marketing and land use plans, and mapping are also inserted into the sequence as they would be useful.

## *Implementation Partners*

The following is a partial list of partners who can play a role in advancing the Chadds Ford Village Master Plan, including promotion, funding, and/or implementation of projects:

- Chadds Ford Township
- Pennsbury Township
- Delaware County
- Chester County
- State Agencies (DCNR, PennDOT, DCED)
- Brandywine Conservancy & Museum of Art
- Unionville-Chadds Ford Consolidated School District
- Chadds Ford Business Association
- Local property owners, citizens, and businesses
- Chadds Ford Historical Society
- Brandywine Battlefield State Park
- Brandywine Battlefield Preservation Task Force

## 4. Implementation, Priorities & Possible Funding

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- Brandywine Valley Scenic Byway Commission
- Sanderson Museum

Each of these entities should be engaged with the Chadds Ford Village Master Plan improvements. The two townships, the counties, and the BC&MA should partner together to apply for and secure grant funds. State agencies such as DCNR, PennDOT, and DCED will be important sources for design/engineering and construction funding. Private landowners and business owners will be important supporters in the implementation process when their property is included in a proposed project.

### *Implementation Priority Improvements*

While numerous recommendations are set forth in Chapter 3, it is important for the partners to think strategically in terms of which recommendations should be implemented first. The most widely-articulated goal of this Master Plan is to reduce traffic speeds and create a safer environment for motorists, pedestrians, and cyclists in the Village of Chadds Ford. Below is a prioritization of key initial recommendations that begins with traffic calming initiatives and follows with other high priority enhancements and initiatives.

#### *3.1 Traffic Calming*

- Install new traffic signals at Route 1 and South Creek Road
- Install 3-way stop signs at the intersection of South Creek and Station Way Road
- Designate Station Way Road as one-way southbound

#### *3.3 Gateway Design*

- Prepare a consistent and appropriate design for all four gateways
- Build Route 1 gateways on both ends of the Village
- Establish simple welcoming signage on the other two Creek Road approaches to the Village  
( gateways here will follow later.)

### *3.2 Pedestrian and Bicycle Facilities*

- Install pedestrian crossings across Route 1 at North Creek Road, across North Creek Road at Route 1, and across Station Way Road at Route 1
- Establish a safe, temporary walkway along North Creek Road until a future boardwalk is constructed

### *Future Studies*

- Complete a Marketing Study/ Gap Analysis for Village Businesses/Institutions
- Complete a parking study for the Village
- Design and engineer pedestrian facilities along the south side of Route 1 (north bound) from the Brandywine Creek Bridge to South Creek Road
- Design and engineer a walkway between the Sanderson Museum and the Village Shops parking lot
- Design and engineer a trail over the abandoned SEPTA Rail bridge between the Brandywine River Museum of Art and Fairville Road
- Design and engineer a pedestrian bridge over South Creek Road on the abandoned SEPTA rail line between the Brandywine River Museum of Art and Potts Meadow

### *Potential Funding Sources*

Multiple sources fund the projects identified in this plan. Examples of sources are as follows.

#### **Pennsylvania Department of Conservation and Natural Resources (PA DCNR) - Community Conservation Partnership Program (C2P2)**

The C2P2 provides funding to municipalities and authorized nonprofit organizations for recreation, park, trail and conservation projects. Examples of projects include: planning for feasibility studies, trail studies, conservation plans, master site development plans, and comprehensive recreation park and open space and greenway plans; land acquisition for active or passive parks, trails and conservation

#### 4. Implementation, Priorities & Possible Funding

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purposes; and new development and rehabilitation of parks, trails, and recreation facilities. Most of these projects require a 50% match which can include a combination of cash and/or non-cash values.

The Pennsylvania Recreational Trails Program, also through the C2P2 Program, awards grants to federal and state agencies, local governments, non-profit and for-profit organizations to assist with the construction, renovation and maintenance of trails and related facilities for both motorized and non-motorized recreational trail use, the purchase or lease of equipment for trail maintenance and construction and the development of educational materials and programs. These grants require a minimum 20% match, which can include a combination of cash and/or non-cash values.

Grant applications for the C2P2 program are accepted annually—usually in April. More information on this program can be found at the DCNR website: <http://www.dcnr.state.pa.us/brc/grants/indexgrantsinstruct.aspx>

#### **Transportation Alternatives Program (TAP)**

The Transportation Alternatives Program (TAP) is a Federal highway funds set-aside under the Surface Transportation Program (STP) for community-based "non-traditional" projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation's intermodal transportation system. The Transportation Enhancements (TE) funding category, which has historically funded many pedestrian and bicycle supportive projects such as streetscape improvements, was originally established by Congress in 1991 under the IS-TEA transportation authorization legislation, and was most recently affirmed as TAP under the Moving Ahead for Progress in the 21st Century Act (MAP-21).

As administered by PennDOT, TAP funds can only be used for construction; applicants must undertake pre-construction activities, including planning and design, with other funds. The program seeks to provide funding for projects such as construction of on-road and

off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation. Non-motorized forms of transportation include sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990. As of this writing, (spring 2015) the Federal authorization of this fund is about to expire and only temporary and limited authorization is likely. Full reauthorization is not likely until spring of 2017. However, when reauthorized, either the short term reauthorization or long term reauthorization, this will be an important potential source of funding roadway and trail and walkway improvements for Chadds Ford Village. For more information on the PA Transportation Alternative Program, visit the DVRPC website at <http://www.dvrpc.org/TA/>.

#### **Safe Routes To School (SRTS)**

Administered through PennDOT, Pennsylvania's Safe Routes to School (SRTS) program, now subsumed under the TAP funding described above, makes federal-aid highway funds available to school districts, schools, municipalities, county government, and planning partners to address infrastructure projects that provide safer walking and bicycling routes. These funds are intended to benefit elementary and middle school children in kindergarten through the eighth grade.

SRTS funding is only available to municipalities, school districts, individual schools county government, and planning partners. Funding may only be used for infrastructure projects that physically exist within the public right-of-way.

Eligible projects include the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including:

- sidewalk improvements
- traffic calming and speed reduction improvements

#### 4. Implementation, Priorities & Possible Funding

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- pedestrian and bicycle crossing improvements
- on-street bicycle facilities
- off-street bicycle and pedestrian facilities
- secure bicycle parking facilities
- traffic diversion improvements in the vicinity of schools

The next round of SRTS funding has not yet been determined. For more information on the PA SRTS program, please visit <http://www.saferoutespa.org/Funding/Infrastructure-Funding/>

#### **Delaware Valley Regional Planning Commission (DVRPC)**

The DVRPC Regional Trails program with funding from the William Penn Foundation aims to capitalize upon opportunities for trail development by providing funding for targeted, priority trail design, construction, and planning projects that will promote a truly connected, regional network of multi-use trails within the Philadelphia / Camden area. This system is known as “The Circuit.” The proposed trail from the Brandywine River Museum of Art to the Fairville / Route 1 intersection is a small segment of the Circuit. Funding will only be available from this program into 2016, so an application under this program should be made as soon as possible. For information contact the DVRPC grant administrator or visit the program’s website at: <http://www.dvrpc.org/RegionalTrailsProgram/>.

#### **Commonwealth Financing Agency (CFA) - Greenways, Trails and Recreation Program (GTRP)**

Administered through the PA Department of Community and Economic Development (DCED), the Greenways, Trails and Recreation Program (GTRP) provides funding for planning, acquisition, development, rehabilitation and repair of greenways, recreational trails, open space, parks and beautification projects. The program awards up to \$250,000 per project to eligible applicants and required a local match of 15% of the total project cost. Additional information on the Greenways, Trails, and

Recreation Program can be found at <http://www.newpa.com/find-and-apply-for-funding/funding-and-program-finder/greenways-trails-and-recreation-program-gtrp>.

#### **DCED and PennDOT – Multimodal Transportation Fund (under Commonwealth Financing Authority (CFA))**

The Multimodal Transportation Fund provides grants to encourage economic development and ensure that a safe and reliable system of transportation is available to the residents of the Commonwealth. Funds may be used for the development, rehabilitation and enhancement of transportation assets to existing communities, streetscape, lighting, sidewalk enhancement, pedestrian safety, connectivity of transportation assets and transit-oriented development. Grants are available for projects with a total cost of \$100,000 or more and grants shall not exceed \$3,000,000 for any project. A local match of at least 30% of the non-federal project costs is required. For more information please visit <http://www.newpa.com/find-and-apply-for-funding/funding-and-program-finder/multimodal-transportation-fund>.

#### **PennVEST (Pennsylvania Infrastructure Investment Authority)**

PennVEST offers both grants and low interest loans for projects that help to manage stormwater and improve water quality. Several of the proposed walkway routes may be of interest to PennVEST since they could include stormwater infiltration areas / BMPs.

**Maps: Chadds Ford Village Master Plan (Sheets 1– 5)  
Follow.**



-  Proposed Traffic Pattern
-  Existing Traffic Pattern
-  Bridge Connection Trail
-  Proposed Walkway
-  Brandywine Conservancy Trail

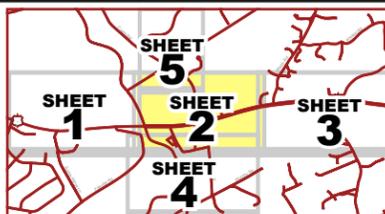




**Village of Chadds Ford**  
**Master Plan**  
 Chadds Ford Township, Pennsylvania

May 2015

- Proposed Traffic Pattern
- Existing Traffic Pattern
- Bridge Connection Trail
- Proposed Walkway
- Brandywine Conservancy Trail



**SHEET 2**

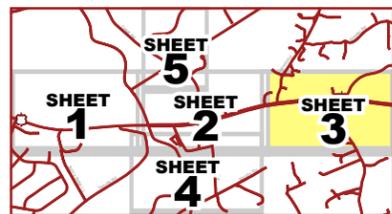


Mapping source: DVRPC, PASDA



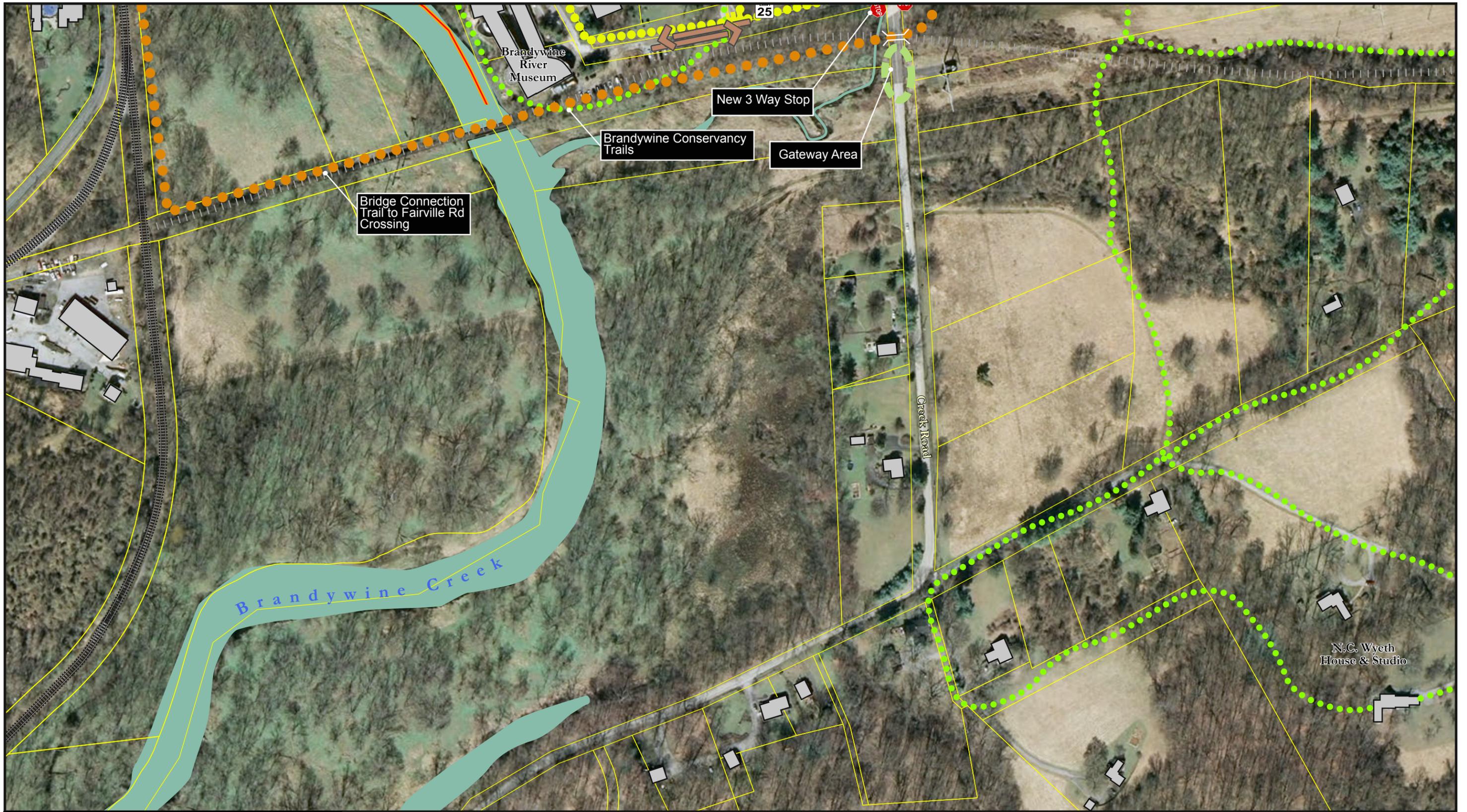
**Village of Chadds Ford**  
**Master Plan**  
 Chadds Ford Township, Pennsylvania  
 May 2015

-  Proposed Traffic Pattern
-  Existing Traffic Pattern
-  Bridge Connection Trail
-  Proposed Walkway
-  Brandywine Conservancy Trail



**SHEET 3**

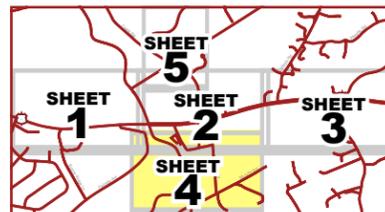




**Village of Chadds Ford**  
**Master Plan**  
 Chadds Ford Township, Pennsylvania

May 2015

-  Proposed Traffic Pattern
-  Existing Traffic Pattern
-  Bridge Connection Trail
-  Proposed Walkway
-  Brandywine Conservancy Trail



**SHEET 4**



Mapping source: DVRPC, PASDA



**Village of Chadds Ford**  
**Master Plan**  
 Chadds Ford Township, Pennsylvania

May 2015

-  Proposed Traffic Pattern
-  Existing Traffic Pattern
-  Bridge Connection Trail
-  Proposed Walkway
-  Brandywine Conservancy Trail

**SHEET 5**



0 50' 100' 200' North  
 Mapping source: DVRPC, PASDA



# 5. Recommendations Chart

Recommendation		Time frame	Responsible Entity	Potential Funding Sources	Costs: Low: <\$100K Medium:<\$500K High:>\$500K
<b>3.1 Transportation / Vehicular</b>					
3.1.1	Reinforce the motorist's experience of being inside a village and reduce vehicle speeds to create an experience for motorists, pedestrians and cyclists more in keeping with being in a historic village.	1-5 years	PennDOT, Townships	TAP, Multimodal Fund, DCED, PENDOT	High
3.1.1 a	Narrowing the vehicular travel lanes from the current width to 11 feet where there are no curbs on the outer edge of the roadway travel lanes. Where curbs exist, maintain outer travel lanes at 14 feet.	1-5 years	PennDOT, Townships	TAP, Multimodal Fund, DCED, PENDOT	High
3.1.1 b	Create medians in the roadway to narrow the perception of roadway width and to provide opportunity for landscape treatments. Add vertical elements just outside the limits of the road Right-of-Way to signal to motorists they are entering an activity area.	1-5 years	PennDOT, Townships, Property Owners	TAP, Multimodal Fund, DCED, Conservancy, Townships	High
3.1.1 c	Add colored pavement to paved shoulders.	1-5 years	PennDOT, Townships, Property Owners	TAP, Multimodal Fund, DCED, Conservancy, Townships	Medium
3.1.1 d	Add walkways and/or trails wherever possible and feasible in the Village Zone to provide a safe pathway for pedestrians who wish to circulate within the Village.	1-5 years	PennDOT, Townships, Property Owners	TAP, Multimodal Fund, DCED, Conservancy, DCNR	High
3.1.1 e	Add pedestrian scaled lighting to provide for safe night-time circulation, to provide visual rhythm along Route 1 and Creek Road in the Village.	1-5 years	Townships, Property Owners	DCED, Conservancy, TAP	High
3.1.1 f	Add pedestrian actuated pedestrian crossing signals and cross walks at the three intersections along Route 1 in the village that presently have traffic lights.	1-5 years	PennDOT, Townships	TAP, Multimodal Fund, DCED	High
3.1.1 g	Make Station Way Road One-way south, into the Village from Rt. 1. Add 3 stop signs at South Creek Road and Station Way road.	1 year	Township	Township	Low
3.1.1 h	Add a traffic light at Rt. 1 and Creek Road South to allow full turning movements at this intersection.	1-5 years	Township	Township	Medium
3.1.2 a	Expand the existing parking lot behind the Post Office property	1-3 years	Townships, Property Owners	Township	Low
3.1.2 b	Expand and reorganize the parking on the north side of Route 1, behind the Village shops and around the Brandywine River Hotel	1-3 years	Townships, Property Owners	Project owners	low
3.1.2 c	Conduct a Village-wide parking study	1-3 years	Townships	TCDI, Townships, Businesses	low

## 5. Recommendations Chart

Recommendation		Time frame	Responsible Entity	Potential Funding Sources	Costs: Low: <\$100K Medium:<\$500K High:>\$500K
<b>3.2 Transportation / Pedestrian and Bicycle</b>					
3.2.1 a	Create a walkway / multipurpose trail on the south side of Route 1 between Ring Road and South Creek Road.	1-5 years	PennDOT, Townships	TAP, Multimodal Fund, DCED	High
3.2.1 b	Continuing along the south side of Route 1, from South Creek Road to Station Way Road and all the way to the Route 1 Bridge over the Brandywine Creek: provide a walkway that is a minimum of five (5) feet wide, and painted/colored asphalt shoulders	1-3 years	PennDOT, Townships	TAP, Multimodal Fund, DCED	High
3.2.1 c	On the Route 1 bridge over the Brandywine Creek, shift the vehicular travel lanes slightly to the north of the bridge, narrow the travel lanes, and create a protected ten (10) foot wide lane for the length of the bridge.	1-5 years	PennDOT, Townships	TAP, Multimodal Fund, DCED	High
3.2.1 d	Create a 10 (ten) foot wide pedestrian / bike lane on the bridge's south side.				
3.2.1 e	Between the north end of the bridge and Fairville Road, create a walkway / trail to the intersection of Rt.1 and Fairville Road and the proposed pedestrian crossing.	1-5 years	PennDOT, Townships	TAP, Multimodal Fund, DCED	High
3.2.1 f	Provide improved shoulders on both sides of the road and install "use full lane" cyclist signage to alert motorists of the possible presence of cyclists.	1-2 years	PennDOT	PennDOT	Low
3.2.2 a	Create a walkway from the Chadds Ford Historical Society to the intersection of Rt. 1 and North Creek Road.	1-2 years	PennDOT, Townships	TAP, Multimodal Fund, DCED	Medium
3.2.2 b	At the existing cross walk from the Sanderson Museum it is recommended that the existing informal walk through the museum property be upgraded to meet ADA standards.	1-2 years	Property Owners	Private	Low
3.2.2 c	A new walkway / boardwalk is recommended around the back of Hank's Restaurant and parallel and below Route 1 up to the Brandywine Conservancy's network of existing trails on the east bank of the creek.	10 years +	Conservancy, Township	DCNR, DCED, Counties	High
3.2.2 d	Provide and install "use full lane" cyclist signage to alert motorists of the possible presence of cyclists. Creek Road is part of state bicycle route "L".	1-2 years	PennDOT	PennDOT	Low
3.2.3 a	A new walkway is recommended along the west side of South Creek Road from the intersection of Station Way Road north to Rt. 1.	1-5 years	PennDOT, Townships	TAP, Multimodal Fund, DCED	Low
3.2.3 b	As recommended by the April 24, 2014 LTAP Memorandum from PennDOT to Chadds Ford Township, link new walkway (3.41) to the South Creek Road crossing to Conservancy Trails.	1-3 years	Township Conservancy	Township Conservancy	Low
3.2.3 c	Provide and install "use full lane" cyclist signage to alert motorists of the possible presence of cyclists. Creek Road is part of state bicycle route "L".	1-2 years	PennDOT	PennDOT	Low
3.2.4 a	Along with the proposed change of the one-way direction of Station Way Road to the south, a pedestrian walkway is also proposed. "Chadds Ford Commons", an intimately design civic commons that can serve as a public space, is also recommended here.	1-5 years	Property Owners, Townships	Township	Low
3.2.4 b	As Station Way Road makes a 90 degree turn east toward South Creek Road, a walkway should be continued to the intersection.	1-2 years	Property Owners, Townships	Township, Property Owners	Low
3.2.5	A walkway or at least a designated pedestrian access walkway / trail should be developed along Hoffman's Mill Road.	1-2 years	Conservancy	Conservancy	Low
3.2.6	Create trail from Brandywine River Museum to Fairview Road and Rt. 1. This short section of trail from the Museum over the Brandywine Creek to Conservancy Lands on the west bank of the creek and on to the intersection of Fairview Road and Rt. Seek design and engineering funding ASAP.	1-2 years	Conservancy, Township	William Penn Foundation, DCNR, DVRPC	High

Recommendation	Time frame	Responsible Entity	Potential Funding Sources	Costs: Low: <\$100K Medium:<\$500K High:>\$500K
<b>3.3 Gateways and Medians</b>				
<p>Gateways into Chadds Ford Village are important branding elements for the Village, also serving other important purposes:</p> <ul style="list-style-type: none"> <li>• They add to the traffic calming measures as noted in the recommendations regarding traffic calming.</li> <li>• They define the limits of Chadds Ford Village in contrast to the larger Chadds Ford area.</li> <li>• They create visual clues to visitors that they have “arrived” at their destination.</li> <li>• They help identify the many Village businesses, some of which are far from roads and invisible to motorists.</li> </ul>	2-4 years	Townships, Businesses, Conservancy	TCDI, Townships, DCED, County	High
3.3.1 a	1-5 years	Townships, Businesses, Conservancy	TCDI, Townships, DCED, County	Medium
3.3.1 b	1-5 years	Townships, Businesses, Conservancy	TCDI, Townships, DCED, County	Medium
3.3.1 c	1-5 years	Townships, Businesses, Conservancy	TCDI, Townships, DCED, County	Medium
3.3.1 d	1-5 years	Townships, Businesses, Conservancy	TCDI, Townships, DCED, County	Medium
3.2.2	1-5 years	Townships, Businesses, Conservancy	TCDI, Townships, DCED, County	Low
3.3.3	1-2 years	PennDOT	PennDOT	Low
3.3.4	5-8 years	Township, PennDot	Multimodal Fund, TAP, PennDOT, Township	High
3.3.5	5-8 years	Township, PennDot	Multimodal Fund, TAP, PennDOT, Township	High
3.3.6	5-8 years	Township, PennDot	Multimodal Fund, TAP, PennDOT, Township	High
3.3.7	5-8 years	Township, PennDot	Multimodal Fund, TAP, PennDOT, Township	High

## 5. Recommendations Chart

Recommendation		Time frame	Responsible Entity	Potential Funding Sources	Costs: Low: <\$100K Medium:<\$500K High:>\$500K
<b>3.4 Signage and Wayfinding</b>					
3.4.1 a	Design signage in keeping with the spirit of local or other regional signage systems, while creating a distinctive and prestigious signature for the village.	2– 5years	Township, Businesses, Conservancy	Township, Businesses, Conservancy	Medium
3.4.1 b	Re-evaluate Chads Ford sign ordinances with the goal of providing better visibility for Village businesses while create signs appropriate for the Historic District.	2– 5years	Township, Businesses, Conservancy	Township	Low
<b>3.5 Zoning</b>					
3.5.1	The Township should consider extending the B zoning district north along the east side of North Creek Road on lands that are presently zoned R-2, up to at least Upper Bank Drive.	1-2 years	Township	NA	Low
3.5.2	The Township should consider a new zoning designation for the LI Light Industrial area at the southeast corner of Rt. 1 and South Creek Road, possibly the surrounding R-1.	1-2 years	Township	NA	Low
3.5.3	Consider reduced front yard setbacks in the H Historic Overlay District.	1-2 years	Township	NA	Low
3.5.4	Consider a conditional use or special exception provision in the BPO overlay to allow a footprint perhaps twice as large as currently allowed to provide for new future development that would still be subject to HARB and other reviews.	1-2 years	Township	NA	Low
<b>3.6 Create an Action Committee</b>					
3.6.1	Upon acceptance of the Master Plan by Chadds Ford Township, form an implementation committee representative of the major stakeholders in the village and knowledgeable of funding potentials for Plan projects.	On-Going	Township, Community	NA	Low
<b>3.7 Community Civic Space</b>					
3.7.1 a	A community civic space should be considered within Station Way Road right of way	2-5 years	Township, Property Owners, DCED	Township, Property Owners	Medium
3.7.1 b	Maintained as a public road, State Way Road surface can be improved with rich, textured, and historically appropriate pavements that can also accommodate periodic events.	2-5 years	Township, Property Owners, DCED	Township, Property Owners	Medium
3.7.2	Another option is to continue to rely on the Chadds Ford Historical Society property for Village events.	2-5 years	Township, Property Owners, DCED	Township, Property Owners	Loq

Recommendation	Time frame	Responsible Entity	Potential Funding Sources	Costs: Low: <\$100K Medium: <\$500K High: >\$500K	
<b>3.8 Future Study Plans</b>					
3.8.1	In order to assess the market potential for various businesses in Chadds Ford Village, it is recommend that a market analysis / gap study be undertaken to determine if there are market gaps (needs) for the service area and what those gaps in what types of businesses there may be.	1-2 years	Township	Township	Low
3.8.2	A master plan of the Brandywine Conservancy's campus would help surrounding land uses proceed in an orderly fashion, consistent with the goals of the Village Master Plan.	TBD	Conservancy	DCNR, Private, William Penn Foundation?	Low
3.8.3	Resilient Design is an approach to the preservation of existing development or new development in flood prone areas. Methodologies range from raising up the level of buildings slightly or dramatically, to a host of other strategies. It is recommended that the Township consider such Resilient Design and Planning strategies in its continued efforts to sustain Chadds Ford Village as a sustainable, historic and cultural destination in the Township.	Ongoing	Township, Conservancy	FEMA, DCED, Counties, Townships	NA