

PAOLI RAIL YARD REDEVELOPMENT TIMELINE OF EVENTS

- 1984:** A concentration of PCBs (Polychlorinated biphenyls) is discovered at Amtrak's Paoli railroad marshaling yard ("rail yard"), leading to its declaration as a federal Superfund site.
- 1994:** Septa decides to move their regional commuter rail system car storage station from the rail yard; AMTRAK (as the landowner) starts to make plans to utilize the vacant property.
- 1996:** Tredyffrin and Willistown Townships, Chester County, Septa, Amtrak, the Delaware Valley Regional Planning Commission, PennDot and the EPA form the Paoli Rail Yard Task Force to monitor the Superfund cleanup and coordinate planning for reuse of the rail yard.
- Consultants complete the "Paoli Rail Yard and Transportation Center Plan" for the Task Force. The Plan recommends relocating the Paoli Amtrak/R5 train station to the rail yard.
- Late 90's:** The Superfund cleanup encounters numerous obstacles.
- 2001:** The Paoli Community Master Plan is adopted by Tredyffrin and Willistown to supplement the 1996 Plan with long range development plans and transportation improvements for the Paoli business district.
- 2005:** The Superfund cleanup is complete.
- 2007:** Tredyffrin and Willistown adopt ordinance amendments to regulate and guide development at the rail yard and surrounding business district.
- 2009:** AMTRAK selects Strategic Realty Investments as the developer of the rail yard.
- 2011:** Bergmann Associates presents a feasibility study for widening Route 252 under the Amtrak bridge by Route 30. All bridge construction alternatives are very expensive, but a number of recommendations are accepted for improving traffic flow around the intersection without altering the bridge.
- Whitman, Requardt & Associates present a bike/pedestrian plan for Paoli. Recommendations will be considered for implementation during design of road improvements and as part of future redevelopment.
- STILL TO COME:** Tredyffrin selects consultants for design of road improvements.
- SEPTA selects consultants for design of a new station and parking structures.
- A lengthy development process for the rail yard begins that will include plans for road improvements.
- Additional funding is pursued for station and road improvements.