

**WEST VINCENT TOWNSHIP PLANNING COMMISSION
TOWNSHIP BUILDING
729 SAINT MATTHEWS ROAD, CHESTER SPRINGS, PA
THURSDAY, DECEMBER 18, 2025, 7:00PM**

CALL TO ORDER at 7:00pm.

ATTENDANCE

George Martin, Chair [X]
Steve Bazil [X]
Jeff Butler [X]
Frank Frederick [X]
Jesse Miller [X]
Barb Mueller [X]
Ted Otteni [X]

ACTION ITEMS

meeting minutes – Chair Martin made a motion to approve the August 21, 2025 Meeting minutes, with two revisions. The motion was seconded by Mr. Otteni.

There was no public comment.

By unanimous vote the motion was approved.

Toll Mid-Atlantic (LD 2025-02) – Mark Zarnowsky, Engineer for the Applicant, provided an overview of a proposed subdivision at South Chester Springs Road and Conestoga Road. Mr. Zarnowsky commented on site conditions, existing improvements, conservatory lots, open space lots, water and sewer service, stormwater management, existing vegetation, steep slopes, riparian buffers, wetlands, infrastructure, and site access to South Chester Springs Road.

There was general discussion as to the Phoenixville Regional Planning Commission review letter dated December 3.

Max Bustos, representative for the Applicant, commented on potential trail locations, trail ownership and maintenance, and a recreational play area.

Julie Bernstein, Counsel for the Applicant, commented on review letter status.

Mr. Zarnowsky commented on existing and proposed landscaping and buffers at the property frontage to South Chester Springs Road. There was general discussion regarding the buffer, property history, trail implementation, possible trail connections, existing structures to remain, and agricultural uses at the property.

Mr. Butler commented on a previous subdivision plan for the property. Ms. Bernstein commented on the title search contracted by the Applicant.

Greg Richardson, Traffic Engineer for the Applicant, commented on the Bowman review letter dated December 5.

Mr. Butler commented on man-made steep slopes.

There was general discussion regarding improvements at the intersection of South Chester Springs Road and Conestoga Road, and on stormwater facilities.

Mr. Zarnowsky commented on street lights, and on lighting at proposed intersections.

John Rice, Counsel for a neighboring property owner, commented on improvements to South Chester Springs Road, heritage trees, site access, stormwater management, on-lot septic systems and replacement areas for on-lot septic systems, and lot elevations.

Stephanie Lindquist, West Vincent Township, commented on site access, heritage trees, light pollution, berm and buffers along the property frontage to South Chester Springs Road, dwelling orientation, and greenway land configuration.

Kate Whitmore, West Vincent Township, commented on trail and recreational play area locations, construction access, and site access.

Ken Alan, Trail Plan Implementation Committee, commented on a recent tour of the property.

Jennifer Farnham, West Vincent Township, commented on site access, pedestrian trails, and equestrian trails.

Kate Franham, Historical Commission, commented on a historical report, property history, and recordation status of a previous subdivision plan for the property.

Open Space Review Board liaison – Mr. Frederick and Mr. Miller expressed interest in serving as the Planning Commission liaison to the Open Space Review Board. Chair Martin noted the appointment is made by the Board of Supervisors.

Chair Martin made a motion to set forth Mr. Frederick and Mr. Miller as candidates for Planning Commission liaison to the Open Space Review Board. The motion was seconded by Mr. Otteni.

There was no public comment.

By unanimous vote the motion was approved.

PUBLIC COMMENT

- There was no additional public comment at this evening's meeting.

ADJOURNMENT

There being no further business, the meeting was adjourned at 8:19pm.

Respectfully Submitted:

Tommy Ryan
Township Manager

DRAFT



TECHNICON

Enterprises Inc., II

200 Bethlehem Drive
Suite 201
Morgantown, PA 19543

Tel. (610) 286-1622

Fax (610) 286-1679

January 8, 2026

West Vincent Township Planning Commission
Attn: Mr. Tommy Ryan, Township Manager
729 St. Matthews Road
Chester Springs, Pennsylvania 19425

Bennett Property Preliminary Subdivision
Prepared by: ESE Consultants, Inc.
Prepared for: Thomas Bennett
Toll Mid-Atlantic LP Company, Inc.
Plan No. 9451
Plan Date: November 19, 2025
TEI File: 4077-122

Dear Mr. Ryan:

This proposal consists of the subdivision of the subject tract of 179.582 acres (gross and excluding land area within West Pikeland Township) into 47 lots for single family detached dwelling construction, 2 lots containing existing farmsteads with dwellings on both, and 3 lots proposed for open space/greenway lands (one of the lots includes an existing farmstead as part of a conservancy lot). The applicant has selected a Tier III subdivision layout with higher density, providing for residential uses and neighborhood greenway land in flexibly designed layouts, which is permitted by right in the R-3 Zoning District. A portion of the tract is located within the adjacent municipality of West Pikeland Township. The proposed lots will be served by a private street system with two separate main access points off of South Chester Springs Road. The subject tract is located in the R-3 – Residential zoning district and the project will be served by onlot sewage disposal and public water supply.

We have reviewed the referenced plan for conformance with the Township Code of Ordinances and offer the following comments:

COMPLIANCE WITH THE WEST VINCENT TOWNSHIP STORMWATER MANAGEMENT & EARTH DISTURBANCE ORDINANCE – CHAPTER 302

1. A financial security for the stormwater-related improvements shall be posted with the Township prior to final plan release. A cost estimate should be provided for review and recommendation to the Board of Supervisors, which will be issued under separate cover. As-built plans must also be provided and secured with the financial security amount.
§302-8 & 31
2. The applicant shall clearly list any requested modifications/waivers at a designated location on the plans and provide separate written justification to the Township prior to consideration. The approval date of the requested modifications/waivers if granted by the Board of Supervisors shall be noted on the plans. §302-9



3. A certification statement should be provided on the record plan for signature and seal by the design professional attesting to the presence/lack of presence of carbonate geology on the site. If carbonate geology is present, additional reporting is required by the Ordinance. §302-13.R
4. NPDES permit approval from the Chester County Conservation District/PADEP is required for the E&S control and stormwater management plan for this project. §302-14 & 15
5. We have reviewed the Township requirements for stormwater management compliance in accordance with these sections and they appear to comply with the performance standards of the ordinance provided all other additional comments are addressed and NPDES permit approval is granted by the CCCD/PADEP. §302-17-21
6. Stormwater retention or detention basins shall be located at least 25 feet from any property boundary or right-of-way. It appears that proposed detention basin #4 is located within 25 feet of proposed property lines surrounding the basin area and would require a waiver as designed. §302-23.A(2)(b)
7. Inlets shall be permanently marked with the phrase "No Dumping - Drains to Creek" with metal medallion style signs or other method approved by the Municipal Engineer. The applicant shall provide a construction detail on the plans addressing this requirement. §302-23.B(15)
8. The notes and signature blocks indicated in this section shall be provided on the plans and signed by the appropriate individuals. §302-25.A(3-5)
9. A final consistency review of all plan information, construction details, notes, O&M plan/responsibilities, etc. will be performed with the final plan submission in accordance with these sections. The applicant should indicate whether the project will be phased or constructed in full. §302-25.B(13), F & 35
10. A Stormwater Maintenance and Easement Agreement will be required prior to final approval of the stormwater plan. Operation and maintenance of the stormwater facilities must also be addressed within the Homeowner's Association documents subject to review by the Township Solicitor and Engineer. A draft of the HOA documents shall be provided for review and comment. §302-36 & 37
11. Persons installing stormwater controls or BMPs for projects that involve more than 2,000 square feet of regulated impervious surfaces shall be required to pay an amount specified by resolution to the Municipal Stormwater Control and BMP Operation and Maintenance Fund to help cover the costs of the Municipal administration of the above referenced inspection program. §302-39.C



12. We have the following general comments related to the stormwater management plan that shall be addressed by the applicant prior to final approval as noted below:
- a. On Sheet 46, it appears that the WSEL information on this plan sheet is slightly different than what is shown in the stormwater report. This information should be revised accordingly.
 - b. On Sheet 47, the detail for basin #2's outlet structure indicates a top of grate/rim elevation of 535.00, however the stormwater management report indicates an elevation of 535.25. This issue must be revised/clarified as necessary. The applicant should also review the WSEL information on this plan sheet and revise as necessary to match the stormwater report.
 - c. On Sheet 48, the detail for basin #3's outlet structure indicates a top of grate/rim elevation (48" x 48") at elevation 479.00, however the stormwater management report indicates a 13.5' long sharp crested rectangular weir at elevation 479.00. This issue must be revised/clarified as necessary. It also appears that the elevation of the emergency spillway and top of berm must be corrected to be 481.25 and 483.00, respectively, although the 100 year WSEL in the stormwater report indicates 481.90 instead of 481.57 as shown on the plans. The applicant should review the values on the plan sheet to ensure that they coincide with the stormwater report information.
 - d. On Sheet 49, the detail for basin #4's outlet structure indicates a 4" orifice at elevation 502.50, however the stormwater management report indicates a 3" orifice at elevation 502.70. This issue must be revised/clarified as necessary.
 - e. The existing storm sewer and inlet system shall be evaluated by the applicant for proposed lot #17 to determine whether the system is adequate for stormwater conveyance or needs to be upgraded to comply with current ordinance requirements. No information is provided on the plans for the structural integrity of the existing storm sewer system, pipe diameter, etc. We reserve the right to provide additional comments pending receipt of this information.
 - f. There are grading efforts shown on the plans for the individual lot construction that are vital to the overall performance of the stormwater management system for the development. We would recommend these grading efforts are bound by easement (or a blanket easement proposed) along with sufficient plan notations detailing that the individual lot grading must not be altered or modified without approval by West Vincent Township.
 - g. Riprap apron information shall be applied to the plans with appropriate details and plan notes for each outlet proposed with the stormwater management plan.



COMPLIANCE WITH THE WEST VINCENT TOWNSHIP SUBDIVISION & LAND DEVELOPMENT ORDINANCE – CHAPTER 315

1. A plan showing the location of the proposed subdivision within its neighborhood context shall be submitted and shall show the relationship of the subject property to natural and man-made features existing within 500 feet of the site. The plans do not provide all information listed within 500 feet of the subject tract. §315-13.C **(Waiver request acknowledged)**
2. For all subdivisions, an existing resources and site analysis plan shall be prepared to provide the developer and the Township with a comprehensive analysis of existing conditions, both on the proposed development site and within 500 feet of the site. The plans do not provide all information listed within 500 feet of the subject tract. §315-13.D **(Waiver request acknowledged)**
3. The locations and dimensions of all existing features, man-made and natural, within the property proposed to be developed or subdivided and within 200 feet of the tract boundaries shall be shown on the plans. The plans do not provide all information listed within 200 feet of the subject tract. §315-13.G(2)(i) **(Waiver request acknowledged)**
4. Signature blocks for the Township of West Vincent Planning Commission, Board of Supervisors, Township Engineer and Chester County Planning Commission shall be provided on the right-hand side of the title plan. It appears that two signature blocks are provided for the Township PC, one of which should be removed. §315-13.G(3)
5. The applicant shall clearly list any additional requested modifications/waivers or deferrals at a designated location on the plans and provide separate written justification to the Township prior to consideration. The approval date of the requested modifications/waivers and deferrals if granted by the Board of Supervisors shall be noted on the plans. The previous conditional use zoning approval/decision shall also be provided on the plans including the approval date and conditions of approval. §315-13.G(4) & 15
6. If land to be subdivided lies partly in another municipality, the applicant shall submit information concerning the project for review by the adjacent municipality (West Pikeland Township). Evidence of approval (or deferral of plan review) from West Pikeland Township should be provided and also noted on the plans (signature blocks, etc.). §315-13.H(10) & 24
7. A sewage planning module completed in accordance with the requirements of the Pennsylvania Department of Environmental Protection and the Chester County Health Department shall be provided with the plan submission. There does not appear to be a planning module submitted for the project. Evidence of approval from the PADEP will be required prior to final plan release. It appears that primary and replacement site testing locations have been included for each proposed lot. §315-13.I(1)(e)(7) & 39
8. The applicant has submitted a traffic impact study as outlined in this section, which has been reviewed by the Township and its transportation engineering consultant (Bowman Consulting



Group). All transportation engineering review comments generated by John Yurick, P.E. of Bowman shall be addressed to his satisfaction. §315-13.I(5)

9. The applicant has provided the greenway ownership and maintenance plan on Sheet 65 of the plan set. The ownership and maintenance, including funding, staffing and related requirements, must also be reflected in the homeowner's association documents. This information must be provided for review by the Township Solicitor in accordance with this section. §315-13.J & 53
10. The applicant shall clarify via plan note or graphically on the plans that lot pins/markers will be installed at all lot corners in accordance with this section. §315-35.B
11. All house numbers shall be assigned by the Township upon recommendation by the United States Postal Service and the Chester County Department of Emergency Services. The site addresses for the proposed lots should be noted on the final plans once provided by the Township. §315-37.G
12. The applicant should clarify via construction detail or plan notations that the first 20 feet of all driveways/access drives are paved from the edge of the cartway in accordance with this section. There are also "grass" access drives proposed to access the proposed stormwater management facilities. We would suggest that the paving requirement applies to these accesses as well. We would also recommend that the access drives are not installed in only a grassed condition after the first 20 feet from the cartway edge. The applicant should consider either paving the accesses in their entirety, utilizing stone base or other commonly acceptable stabilized surface treatment to accommodate maintenance vehicles to these areas. §315-38.B
13. Clear sight triangles shall be provided at all driveway entrances and shall be shown on plans. Within such triangles, no object greater than 3.5 feet in height and no other object that would obscure the vision of a motorist shall be permitted. The legs of such triangles shall be a minimum length in both directions as established in §390-136B of Chapter 390, Zoning, of the Township's Code, measured from a point 10 feet back from the edge of the cartway of the intersecting street. It does not appear that the clear sight triangles are shown on the plans for the proposed driveways along with the required notation. §315-38.J
14. The proposal is utilizing public water connection as the ultimate means of water supply service for this development (with the exception of the conservancy lot). Approval from the appropriate public water utility (Aqua PA) is required for this project and must be provided to the Township (proof of technical review, etc) prior to recording of the plans. The applicant shall verify that lot #17 is adequately being served by a proposed fire hydrant within 600 feet of the structures on that property (all other lots appear to be adequately served). The applicant shall provide a copy of the plans to the local Fire Company/Chief/Marshal for review and comment. Any comments received shall be addressed and incorporated into the final design as part of the approval process. §315-40



15. A list of the applicable utilities and their phone numbers shall appear on preliminary plans submitted for review, and proof of contact shall be presented to the Township prior to final plan approval. It appears that the utilities are listed, however not their contact information as required by SALDO. The applicant shall provide this information on the plans. §315-41
16. The following comments refer to the current and proposed condition of South Chester Springs Road per §315-43:
 - a. As noted in the Bowman traffic study review letter, the applicant is showing South Chester Springs Road as a local access roadway, pending further review of the revised traffic impact study to be submitted by the applicant.
 - b. The minimum right-of-way width for a local access road is 50 feet (25 feet from centerline) and 60 feet for a minor collector (30 feet from centerline). The applicant is providing the required right-of-way width for a local access road, which should be dedicated to the Township as part of the plan approval process.
 - c. In addition, the minimum cartway width of a local access road (and minor collector) is 20 feet (10 feet from centerline). It appears that the existing cartway width is deficient and does not provide this minimum width in its current condition. A waiver is required from this requirement unless the roadway is widened to comply with the minimum width of the SALDO. The Township may wish to consider alternatives to this requirement in order to maintain the existing rural character of the roadway at their discretion (fee in lieu, additional/supplemental improvements, etc.).
 - d. The proposed design is also showing a public water connection within the cartway of South Chester Springs Road. We would recommend that a full wearing course overlay is applied to the full cartway width of South Chester Springs Road, from the intersection of Veronica Drive to the proposed intersection of St. Matthews and new Road C as part of the compliance with this section.
17. The proposed new streets within the development are 24 feet in width, which will not accommodate on-street parking (please note that on-street parking is not required). Therefore, no parking signs shall be provided on the plans and a plan detail included within the plan set. The applicant should also consider providing a widening in the proximity of the proposed intersections to allow a pull over for school bus access to the proposed development. §315-43.B(2)(b & e)
18. The applicant shall provide the centerline curve radii information on the plans for the proposed roadways to confirm compliance with the minimum horizontal curve requirements of the SALDO. §315-43.D
19. As noted in the Bowman review letter, the proposed alignment of the new intersection of Road C with South Chester Springs Road and St. Matthews Road shall be analyzed by the applicant to determine if intersection improvements are possible to address the unusual alignment



created as part of the overall project subject to review and approval by the Township's Transportation Engineer. §315-43.E

20. All cul-de-sac streets shall incorporate an easement area for snow removal and snow stockpiling purposes. Since the proposed streets will remain private, the easement shall run in favor of the entity that is obligated to perform snow removal for the cul-de-sac. The eased area shall be sufficiently marked for snow removal purposes (i.e., through signage and/or delineators) and shall be accessible by way of a curb cut. If parking is generally permitted in a cul-de-sac, signage shall be provided restricting parking along the bulb turnaround portion of a cul-de-sac during periods of snow accumulation of four inches or greater or during a declared snow emergency until all snow is cleared. The applicant shall address all of these issues on the plans via plan notations, details and as necessary in the HOA documents, including maintenance of the private street system. §315-43.F(4)(f) & G(3-4)
21. All new street names are subject to approval by the Township, upon review by the fire company and post office having jurisdiction, the Township Emergency Coordinator, and the Chester County Emergency Services Department. A listing of the proposed street names shall be provided and the approved names noted on the plans. §315-43.I
22. Concrete or paved sidewalks or walking paths/trails shall be required along all streets or within common open space or recreational areas within a subdivision or to provide pedestrian linkage and access to adjacent tracts and developments. There is a proposed sidewalk system shown within the development, however no sidewalks or trails are proposed along the existing frontage of the subject tract. Given the scope of the project, the applicant shall provide these improvements along the existing site frontages unless waived by the Township. We would recommend the Township consider having the applicant provide a proposed trail route along the entire perimeter of the subject tract with connections to adjacent developments and in the portion within West Pikeland. The applicant should coordinate with the Township on the desired final layout/location, dimension and material composition of the trail as part of the review process for the project, subject to final approval by the Township. The maintenance of the sidewalk/trail should be noted on the plans (homeowner or HOA responsibility) and cited in the HOA documentation as necessary. §315-44.C & 48
23. As noted in the zoning comments below, based on our review of the landscaping plans proposed for the development, the landscaping design appears to comply with the requirements and intent of this section. The Planning Commission should further evaluate the impacts onto adjacent properties and determine whether additional landscaping screening/buffering is necessary to address any visual impacts to adjacent existing properties. Vegetative screening shall incorporate earthen mounds or berms, wherever possible, to improve sound as well as visual buffering, and shall be broken at points of vehicular or pedestrian access if determined necessary by the Township. A note shall be included on the landscaping plans indicating that all landscaping and vegetative screens shall be perpetually maintained by the landowner (or HOA if preferred). §315-46



24. The Township may require portions of the subdivision to be set aside for parks, playgrounds or other public uses. There are open space parcels proposed as part of the overall development, however there are no recreational facilities shown to serve the residents of this development or the public. The Township should determine whether the developer should provide recreational facilities (active/passive) to meet the requirements of this section or provide an alternative (fee in lieu) acceptable to the Township. §315-47
25. The identification of buildings and other structures or features to be demolished or removed shall be noted accordingly on the plans. Additionally, the schedule for demolition or removal shall be adequately described on the plan via notations. §315-49

COMPLIANCE WITH THE WEST VINCENT TOWNSHIP ZONING ORDINANCE – CHAPTER 390

1. The applicant is proposing single family detached dwelling development as part of the Tier III subdivision layout, which is permitted by right in the R-3 zoning district. §390-22.A(8)
2. The maximum allowable impervious coverage by buildings, structures and impervious surfaces is 15% of adjusted tract acreage on each lot. The calculation of impervious coverage for the purposes of this provision shall not include impervious coverage attributable to public sidewalks or driveways serving the lot. For this project, the applicant has provided the impervious surface square footage in a tabular chart format on sheet 12. We would recommend that the applicant expand the information to provide the proposed impervious coverage for the theoretical dwelling layouts as shown on the grading plans for each lot along with a separate column showing the remaining impervious coverage possible for future accessory structure or other improvements for each lot. This will enable future residents and Township staff to easily assess zoning compliance for permitting purposes. In addition, it appears that the precautionary slope impervious noted for lot #28 (9,019 SF) shall be revised to match the maximum allowable impervious of 7,000 SF permitted by zoning. It appears that all other area and bulk regulations noted in this section comply with the Ordinance. §390-24.F
3. The maximum height regulations for accessory buildings and structures in the R-3 zoning district shall be added to the plans under the zoning information. §390-24.H(3)
4. Similar to our previous comment regarding impervious coverage, the maximum allowable impervious surfaces permitted in precautionary slope district (15%-25% slopes) is 10% of the adjusted lot area in the R-3 zoning district. A tabular chart has been provided on sheet 12 pertaining to the allowed impervious on the affected lots involved. We would recommend that the applicant expand the information to provide the proposed impervious coverage for the theoretical dwelling layouts as shown on the grading plans for each lot included in precautionary slope area along with a separate column showing the remaining future impervious coverage allowed for each lot within the precautionary slope area to confirm compliance with this requirement. This will also enable future residents and Township staff to easily assess zoning compliance for permitting purposes. §390-98.A(1)(h-i)



5. Streets and roads or stormwater management facilities/storm sewer are permitted in the precautionary slope district (15%-25% slopes) as a conditional use when approved by the Board of Supervisors. Conditional use approval was obtained by the applicant on November 17, 2025 for these improvements. We would recommend the decision order is included verbatim on the subdivision plan in its entirety. §390-98.B(1)
6. The proposal provides three (3) separate lots to comply with the requirements for greenway lands, which appear to comply with the intent of this section of the Ordinance. One of the lots (lot 51) is proposed as a conservancy lot and contains an existing farmstead/dwelling with associated improvements. Lot 49 is proposed as open space/vacant lands with no improvements proposed. Lot 50 contains some existing structures and improvements with no additional improvements proposed. The ownership of each lot must be clearly addressed by the applicant as to whether it will be owned by a homeowner's association, other entity or the Township. There are plan notes on sheet 65 that mention combinations of ownership but not for the specific lots involved so these must be clarified. The ownership and maintenance of the open space areas shall be provided for review and comment by the Township Solicitor and will be subject to a deed restriction from further development beyond what is permitted by ordinance. All other applicable requirements depending on the type of ownership selected must comply with these sections. §390-123 & 125
7. When greenway land borders individual lots within a subdivision, the greenway land shall be marked where it meets the corners of the residential lots with permanent cement markers. It does not appear that any monuments are shown at the lot corners shared with the greenway lands. In addition, the greenway land shall be clearly delineated by a fence, hedgerow other vegetative buffer, trail or other visible demarcation from such lots. The applicant shall address these requirements on the plans. §390-124.F
8. The applicant shall identify all proposed signage on the plans, including traffic control signage, parking restriction signage, development identification signage or other. If a development sign is proposed (one is indicated on the grading plans), the details of such sign should be included on the plans to confirm compliance with the size requirements of the ordinance. §390-128 & 131
9. Based on our review of the landscaping plans proposed for the development, the proposed landscaping appears to comply with the requirements and intent of this section. The Planning Commission should further evaluate the impacts onto adjacent properties and determine whether additional landscaping screening/buffering is necessary to address any visual impacts to adjacent existing properties. Vegetative screening shall incorporate earthen mounds or berms, wherever possible, to improve sound as well as visual buffering, and shall be broken at points of vehicular or pedestrian access if determined necessary by the Township. A note shall be included on the landscaping plans indicating that all landscaping and vegetative screens shall be perpetually maintained by the landowner (or HOA if preferred). §390-139
10. There are proposed streetlights shown on the plans throughout the proposed private street system. It appears that the proposed streetlights comply with this section, however the type



and style of streetlight as proposed on the plans shall be reviewed and found acceptable to the Township. §390-141

11. Through the use of narrative text and visual aids, including but not limited to photographs and architectural renderings, the applicant shall demonstrate the ability to comply with the following visual characteristics when viewed from adjacent preexisting streets as identified on the Visual Resources Map in the Township Open Space and Recreation Plan. This information shall be provided for review by the Planning Commission. The orientation of the rear of the proposed houses to existing roadways should be considered by the Planning Commission and applicant as part of the review of this section. Additional landscape buffering should be considered as part of the visual impact onto existing roadways once the photos and architectural renderings of the proposed homes have been provided for review. §390-143
12. Clear sight triangles shall be shown on the plans at all street intersections in accordance with this section. A plan note shall be included addressing the requirements of this section. §390-169
13. The applicant is proposing the removal of specimen trees as part of the overall development plan and has provided replacement trees as required by Ordinance. The proposed replacement plan appears to comply with this section of the ordinance. Any additional tree removals required to address future comments generated should be addressed as part of the revised land development plan. §390-174
14. There are wetlands located on the subject tract. A copy of the wetland delineation report shall be provided to the Township. It is acknowledged by the applicant that the reports will be submitted to the USACOE (US Army Corps of Engineers) along with a Jurisdictional Determination application package requesting verification of the delineated wetlands. A copy of the submission to USACOE and response from USACOE determination shall be provided to the Township once submitted/received by the applicant. §390-180

GENERAL COMMENTS

1. The applicant should address the review comments from the Chester County Planning Commission as part of the revised submission.
2. Building permits will be required for the proposed dwelling units, streetlighting, and any other structures (retaining walls over 4 feet, etc.) regulated by the UCC. A note to this effect should be provided on the plans. A note should also be included on the land development plans requiring a site inspection by the Township Engineer to verify first floor elevations for the proposed dwelling units and final grading for the individual lots to ensure compliance with the approved plan.
3. Prior to Final Plan release, an Improvements Agreement shall be executed and submitted to the Township along with the required financial security in a form and amount acceptable to the



Township. The Township Solicitor will prepare this agreement for review and signature by the applicant. An opinion of probable cost shall be submitted by the applicant's engineer for all proposed improvements for review and recommendation under separate cover.

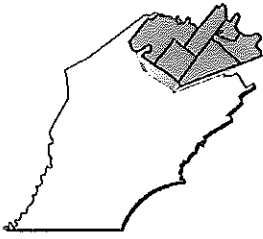
4. We would recommend that the plan is forwarded to the Fire Marshall for review and comment. Any comments generated should be addressed by the applicant.

Any questions pertaining to this review letter should be directed to the undersigned at (610) 286-1622 ext. 101 or via email at mreinert@technicon2.com.

Respectfully submitted,

Michael L. Reinert, P.E.
Technicon Enterprises, Inc. II
Township Engineer

cc: Township Board of Supervisors
David Onorato, Esquire, Township Solicitor
John J. Yurick, P.E., Bowman Consulting Group
ESE Consultants, Inc., 1140 Virginia Drive, Fort Washington, PA 19034
Thomas L. Bennett, 2540 S. Chester Springs Road, Chester Springs, PA 19425
Toll Mid-Atlantic LP, Inc., 1140 Virginia Drive, Fort Washington, PA 19034
West Pikeland Township
TEI File: Municipal/West Vincent/4077-122-ltr01 Bennett Property Subdivision Preliminary.doc



PHOENIXVILLE REGIONAL PLANNING COMMITTEE
Charlestown • East Pikeland • Phoenixville • Schuylkill • West Pikeland • West Vincent

TO: Tommy Ryan, Manager
West Vincent Township

FROM: Phoenixville Regional Planning Committee
Edward A. Theurkauf, RLA, ASLA, APA, Theurkauf Design & Planning, LLC

DATE: December 3, 2025

RE: **Consistency Review – Phoenixville Regional Comprehensive Plan
Bennett Residential Development
Preliminary Land Development Plan dated 11-19-25**

The Phoenixville Regional Planning Committee (PRPC) is a coalition of Charlestown Township, East Pikeland Township, Phoenixville Borough, Schuylkill Township, West Pikeland Township, and West Vincent Township that coordinates efforts to advance regional common interests. The PRPC operates within the parameters of a Regional Comprehensive Plan and Intergovernmental Implementation Agreement to direct growth into the Region's established communities and designated growth areas, to maximize the efficient use of public infrastructure, and to preserve the Region's rural areas. To achieve its purpose, the PRPC works to:

- Protect unique historical, cultural, aesthetic, agricultural and natural resources, and quality of life.
- Promote economic vitality through effective organization and coordination of development, attributes and resources.
- Implement growth management practices to provide for orderly and well-planned new development.
- Preserve open space.
- Develop multi-modal transportation choices for better mobility in and through the Region.
- Encourage walkable communities with a mix of uses and a range of housing options where appropriate.
- Maintain and improve recreation options, including the trail system.
- Address the specific needs and unique conditions of each member municipality.

Overview - The land development plan is for a residential development of (47) single family houses in a cluster/open space plan configuration on a 185.2 acre tract. In addition, two existing farmstead lots are preserved, each containing two existing residences to remain. The plan includes 114 acres of open space configured to retain the existing agricultural viewshed along Route 401 and sensitive environmental resources.

The property has frontage on Route 401 and South Chester Springs Road, and vehicular access for the (47) proposed dwellings is from South Chester Springs Road.

**Consistency Review – Phoenixville Regional Comprehensive Plan
Bennett Residential Development
Preliminary Land Development Plan dated 11-19-25**

December 3, 2025

Consistency with Phoenixville Regional Comprehensive Plan (PRCP) – The plan for the proposed Bennett property residential development is evaluated for consistency with the PRCP as follows:

Land Use Plan

The property lies entirely within the Rural area on the Future Land Use Plan. The Rural land use category is intended to preserve special protection watersheds and the signature farming and natural landscapes of northern Chester County with agricultural and very low density residential use. Where residential development occurs, density shall be 0.3-0.45 dwellings per acre maximum, and in open space design configurations with 40-70% open space provided.

The plan shows (47) proposed new dwellings, plus (4) existing farmstead dwellings to remain, with (2) each on lots 17 and 51. The plan thus includes (51) total dwellings on an adjusted (net) tract area of 157.5 acres. Proposed residential density is 0.32 DU/net acre, which is consistent with the residential density policy for Rural landscapes.

The plan indicates 114.2 acres of the 185.2 acre tract as open space (61.7%). However, lot 51 is described as open space, but it includes an existing 9.7 acre farmstead lot with 2 dwellings to remain. Actual proposed open space is thus 104.5 acres, or 56.4% of the tract area. This is consistent with policy for Rural landscape areas.

The open space is configured to preserve the agricultural viewshed along Route 401, but lots 1, 48, and 28-34 are proposed very close to South Chester Springs Road. In order to protect this essential rural/agricultural viewshed, deeper lot setbacks and heavy vegetative screening including evergreen trees should be provided.

The plan is **generally consistent with** the PRCP Land Use Plan, but improved buffering along South Chester Springs Road is recommended.

Environmental Resources Plan

The PRCP advocates protection for critical environmental resources:

- Special Protection watersheds and streams – The site is within the HQ Pickering Creek watershed and includes headwater springs and first order streams. The plan includes 150 foot buffers along all stream tributaries.
- Wetlands – Wetland areas are within the 150 foot stream buffers and would be protected from disturbance.
- Critical habitats – There are no designated natural heritage areas or supporting landscapes mapped on the property. Although there is potential bog turtle habitat, a report by USFWS-qualified surveyors indicated no presence of bog turtles on site.
- Prime Agricultural soils – There is a sizable contiguous band of USDA Class I/II prime soils along route 401 that is designated as open space. Smaller prime soil areas on the uphill part of the site will be disturbed for development. Overall, about 2/3s of the site's prime soils are proposed to be within protected open space.

**Consistency Review – Phoenixville Regional Comprehensive Plan
Bennett Residential Development
Preliminary Land Development Plan dated 11-19-25**

December 3, 2025

- Woodland Resources – Nearly all of the 21.22 acres of woodlands are on steep slopes and are proposed for protection within open space.
- Steep Slopes – Of the 41.7 acres of slopes exceeding 15%, 1.77 acres are proposed for disturbance. None of the disturbed areas are in slopes exceeding 25%.

The plan is consistent with the PRCP Environmental Resources Plan.

Energy Conservation and Sustainability Plan

The following measures are recommended to promote consistency with the Energy Conservation and Sustainability Plan:

- Buildings and roof pitched should be oriented to support solar photovoltaic systems. Solar energy should be considered consistent with the PRCP objective to increase utilization of renewable energy.
- All proposed units should include hookups for electric vehicle (EV) charging stations.

Housing Plan

The housing plan asserts a Region-wide priority to diversify the housing stock and promote affordability. The development would further increase the supply of high cost single family housing in a region where the type is already prevalent. Although the development would not address these Regional housing objectives, there is no inconsistency with the PRCP Housing Plan.

Community Facilities Plan

The PRCP advocates stormwater mitigation through increased use of impervious materials, and dispersed green areas and decentralized infiltration features to contribute to groundwater and stream base flows.

The plan indicates impervious road, parking, and walking surfaces and directs stormwater to large centralized infiltration basins. Basin plantings are selected for low maintenance rather than ecological benefit.

Plan refinements to promote water quality, infiltration, and habitat are recommended for greater consistency with the Community Facilities Plan.

Parks, Recreation, and Open Space Plan

PRCP implementation Strategy PRO-4 promotes implementation of Regional and municipal trail plans. The PRCP Open Space and Recreation map and the 2022 Township Trail Plan both show a proposed trail along the southwest tract boundary and along South Chester Springs Road to connect area neighborhoods (including Twin Hills in West Pikeland) to Evans Park and the Fellowship Trail. The plan indicates no trail accommodation.

**Consistency Review – Phoenixville Regional Comprehensive Plan
Bennett Residential Development
Preliminary Land Development Plan dated 11-19-25**

December 3, 2025

In addition, in accordance with PRCP implementation Strategy PRO-9, all new development shall include open space and recreation accommodation. The plan shows copious open space, but there are no proposed active recreation assets.

The plan **requires revision for consistency with** the Parks, Recreation, and Open Space Plan.

Transportation Plan

The Transportation Plan identifies Conestoga Road as a Scenic Road, for which enhanced setbacks and design standards are advocated to preserve the rural viewshed and visual quality. The 800 foot residential lot setback and screening of the development behind existing woodlands to remain are consistent with this policy.

Among the goals of the PRCP Transportation Plan is the provision of roadway improvements for public safety and to relieve congestion. The proposed development indicates access for 49 dwellings to South Chester Springs Road, a 16 foot wide country roadway with stop sign controlled intersections at either end. According to the ITE Trip Generation manual, the development will contribute 50 pm peak hour vehicle trips to this road. A traffic study should be conducted to assess roadway safety and capacity and specify any necessary improvements, including safety and function of the following intersections:

- South Chester Springs Road and Route 401
- South Chester Springs Road and St. Matthews Road
- South Chester Springs Road and Eagle Farms Road

In addition, there is a planned closure of substantial duration of Route 401 near Anselma for bridge repair. Impact on traffic flows for construction vehicles and development traffic should be considered and scheduled around this work.

A traffic impact study is **required to demonstrate consistency** with the Transportation Plan.

Cultural Resources Plan

The Cultural Resources Plan promotes the identification and preservation of essential heritage landscapes. The deep setback and screening of the development from Route 401 together preserve a signature Chester County rural viewshed that includes a historic farmstead.

However, the agricultural landscape along South Chester Springs Road would be largely and irrevocably altered. **In order to achieve greater consistency** with the Cultural Resources Plan, a deeper lot setback and additional evergreen screening should be provided along the lots to protect this viewshed.

**Consistency Review – Phoenixville Regional Comprehensive Plan
Bennett Residential Development
Preliminary Land Development Plan dated 11-19-25**

December 3, 2025

Conclusion - The Bennett Property residential development requires revision for consistency with the Phoenixville Regional Comprehensive Plan as follows:

- **Planned Regional and local trail connections should be facilitated**
- **On site recreation amenities should be provided**
- **A Traffic Impact Study to determine any need for roadway and intersection improvements**

In addition, the following changes are recommended to advance policies of the PRCP:

- **Solar PV panels on houses**
- **EV charger hookups in residences**
- **Permeable pavements and dispersed greenway/infiltration areas**
- **More robust setbacks and screening along South Chester Springs Road**

cc:

PRPC Governing Representatives

Richard Kirkner
Hugh Willig
Rusty Strauss
Danielle Jouenne
Steve Costa
Dana Alan

Planning Commissioners/Alternates

Amanda Irwin
Mike Richter/Bill Westhafer
Ron Hoinowski
Andrew Jacob/Martha Majewski
Lisa Lacroix
George Martin

Municipal Managers

Jean Krack
Linda Csete
Kimberly Moretti
Laurie Getz
Joe Romano
Tommy Ryan

Catherine Anne Porter, Smith & Porter, PC
Kevin Myers, Senior Urban Planner, Chester County Planning Commission
Chris Patriarca, Senior Community Planner, Chester County Planning Commission

Bowman

December 5, 2025

Mr. Tommy Ryan
Township Manager
West Vincent Township
729 St. Matthews Road
Chester Springs, PA 19425

RE: Bennett Property | Traffic Review
West Vincent Township, Chester County
Bowman Project No. 310452-25-002

Dear Mr. Ryan:

Bowman Consulting Group (Bowman) has completed a traffic review of the Land Development Application for the proposed residential community located southwest of the South Chester Spring Road and Conestoga Road intersection (known as the Bennett Property). The plan proposes 47 new single-family detached dwellings with internal roadways and two estate lots. Access to the site is provided via two local road intersections along Chester Springs Road. Internal roadways are proposed to remain Private roadways. No access to the property frontage along Conestoga Road (Route 401) is proposed. This review is based on the following documents:

- Preliminary Subdivision and Land Development Plans – Bennett Property, prepared by ESE Consultants., dated November 19, 2025.
- Bennett Property Residential Development Transportation Impact Study, prepared by TPD, dated August 5, 2025.

Based on our review of the above documents, we offer the following comments for the consideration of the applicant and Township.

Trip Generation

Traffic volumes to be generated by the proposed 47 new single-family homes and two estate lots were prepared based on trip generation data compiled from numerous studies contained in the Institute of Transportation Engineers (ITE) publication, *Trip Generation, 12th Edition*. **Table 1** presents the anticipated vehicular trip generation for the proposed development.

Table 1. Vehicular Trip Generation

Land Use	Size	Daily	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Single-Family Homes ⁽¹⁾	49 Lots	661	10	28	38	31	19	50

(1) ITE Land Use Code 210 for Single-Family Detached Housing. The applicant must confirm the number of new versus existing/remaining units/lots.

Transportation Impact Study

1. A transportation (traffic) impact study was submitted for the proposed residential development, as required by SALDO 315-13.I.(5). The study was generally completed in accordance with our recommended scope (previously coordinated with the applicant's traffic engineer) and standard practices accepted by PennDOT; however, our office has several technical comments that must be addressed by the applicant's engineer in order for the study to be considered acceptable. Also, the number of proposed new homes/lots versus existing homes/lots to remain, should be clarified in the traffic study report and addressed with any new trip generation calculations, site access trip distribution, and traffic analyses.
2. At this time, the major findings and recommendations of the applicant's study are as follows:
 - a. Conestoga Road (Route 401) and Chester Springs Road – provide additional traffic counts conducted when schools are in session to confirm the results of the study. No traffic impacts or modifications to the intersection were initially identified in the study.
 - b. Conestoga Road (Route 401) and St Matthews Road – provide additional traffic counts conducted when schools are in session to confirm the results of the study. No traffic impacts or modifications to the intersection were initially identified in the study.
 - c. Chester Springs Road and Site Accesses – provide adequate turning radii for ingress and egress, as well as stop sign control on the new site access approaches. Acceptable traffic operations and adequate sight distance will be provided at the site access intersections. Also, no auxiliary turn lanes will be warranted at the site access intersections based on projected traffic volumes.
 - d. Chester Springs Road Site Frontage – the applicant should work with the Township to provide adequate pedestrian and bicycle facilities along the site frontage to promote safe and efficient travel.

The above results and recommendations are subject to change based on the traffic review comments herein, including but not limited to Comment 5.

3. Based on our review, the results of the study indicate that the peak hour traffic impacts of the proposed development at the study intersections will be mitigated. Further, all study intersections will operate at acceptable overall level-of-service (LOS) D or better during the weekday morning and afternoon commuter peak hours with the traffic generated by the development. It is noted that several individual intersection levels of service will operate at LOS E (i.e., the eastbound Route 401 approach to St. Matthews Road during the weekday morning peak hour and the westbound Route 401 approach to Chester Springs Road during the weekday afternoon peak hour). However, the increase in delay for these movements based on the additional traffic generated by the development will be less than 10 seconds, and therefore, PennDOT's mitigation requirements are met.

4. The current configuration of the Conestoga Road (Route 401)/St Matthews Road intersection is not fully modeled by the traffic analyses software since eastbound and westbound Conestoga Road traffic typically do not travel through the intersection simultaneously like other all-way stop intersections due to the alignment and bridge abutments. As such, the reported levels-of-service and queues will be worse than reported by the analyses for this intersection during existing and future conditions. We suggest the applicant explore ways to better model or simulate the intersection operations to the extent possible.
5. The traffic counts at the study intersections were completed in June 2025 when school was not in session. Although the study adjusted the traffic counts to reflect non-summer traffic volumes, we continue to recommend the traffic count must be completed during a typical school day to verify the result of the analysis (and as recommended in the applicant's study). Due to the proximity of West Vincent Elementary School, the Route 401 intersections with St. Matthews Road and Chester Springs Road, at minimum, should be recounted. Traffic volumes along other study roadways should be balanced with the updated peak hour traffic data, as appropriate, and all study intersections should be reanalyzed. The traffic impacts of the proposed development on the vehicular queues and levels of service at the study intersections will be re-examined based on the updated traffic counts.
6. The trip generation shown on Table 6 of the study is based on the Institute of Transportation Engineers publication Trip Generation Manual, 11th Edition. Since completion of the traffic study, a more recent version of this manual (Trip Generation Manual, 12th Edition) has been published. Based on our review, and as shown in Table 1 of this letter above, the proposed 49 single family homes will generate approximately 137 more daily trips, approximately one fewer weekday morning peak hour trip, and approximately one fewer weekday afternoon peak hour trip as compared to the trip generation shown in the traffic study. This change will be negligible to the results of the peak hour traffic analyses.
7. Based on the land development plans it appears that the proposed site access locations assumed in the study have shifted. The study must be updated to reflect the current site access locations, including the traffic operations and sight distance analyses.
8. Since completion of the traffic study, we note that the proposed development program of the Lionville Station Road Industrial development assumed as background traffic growth has changed. This other area development proposal now includes 326 age-restricted carriage homes, 231 age-restricted single-family homes, 30 market-rate single-family homes, and a 74,000 s.f. natatorium. This revised development program will generate fewer trips than the previously proposed industrial development plan. We suggest the revised analyses reflect the current proposed plan for this other area development.
9. As indicated in Table 1 above, the proposed residential development will generate approximately 661 daily trips (total inbound and outbound) and based on the proposed site access configuration most of these trips will travel along Chester Springs Road between Conestoga Road and St Matthews Road. Based on an assumed daily traffic volume today of approximately 440 daily trips¹,

the future daily traffic along this section of Chester Springs may double in volume (to approximately 950 vehicles per day). As such, we recommend that the revised study provide an existing daily traffic count along Chester Springs Road and address the potential daily traffic increases as it relates to a potential roadway classification change, roadway design criteria from a Local Road designation, and the need for centerline roadway striping (typically required above 400 vehicles per day), pedestrian/bicycle facilities, and other safety measures, etc.

10. We concur with the recommendations of the study that the applicant should continue to work with the Township to provide adequate pedestrian and bicycle accommodations/facilities along Chester Springs Road. In addition to potential accommodations/facilities along the Chester Springs Road frontage, a pedestrian connection to the sidewalk along Veronica Drive is recommended.
11. Relative to the schedule roadway improvements noted in the study, we do note that the PennDOT 12-Year Plan does contain a bridge replacement along Conestoga Road (Route 401) to the east of the study area. The project will replace the existing structure over the Pickering Creek.

Land Development Plans

12. SALDO Section 315-43.B.2.h – The plans propose a consistent 25-foot half-width right-of-way along the Chester Springs Road site frontage, which meets the Township’s requirements for a local access road. It is noted that the site also provides frontage to Conestoga Road (Route 401), a State roadway, and the plans indicate dedication of approximately seven feet of additional right-of-way. However, we note the following:
 - a. The Township should determine whether these rights-of-way should be dedicated as part of this application, or whether the proposed rights-of-way will be offered as future ultimate right-of-way for dedication in the future.
 - b. Depending on the findings of the revised traffic study (see Comment 9), we note that the required right-of-way for a minor collector is 60 feet thereby a 30-foot half-width right-of-way would be required for Chester Springs Road.
13. SALDO Section 315-43.B.2.h – The plans indicate that Chester Springs Road currently provides an approximate 17 to 18-foot cartway along the site frontage, which does not meet the Township’s required cartway of 20 feet for a local access road (or a minor collector road). As such, we note the following:
 - a. Chester Springs Road is required to be widened to meet the required 10-foot half-width cartway requirement at a minimum. If widening is not provided, a waiver should be requested, including engineering justification.
 - b. It is recommended that any widening plan consider the need for pedestrian/bicycle accommodation, the potential widening impacts to site frontage features, as well as the increased traffic volumes along Chester Springs Road, as noted herein.

14. SALDO Section 315-43.B.2.c – The plans propose a 24-foot wide curbed cartway within the site. Although this road width would not allow for on-street parking, it is not required for this development due to the driveway length (over 50 feet) and lot size (over one acre). The plans should be revised to provide “No Parking” signs within the community on both sides of all internal streets. Consideration should also be given to the need for widened cartway widths in the vicinity of the proposed access(es) due to school bus activity (i.e., temporary parked vehicles) to reduce potential blockages. It is noted that school buses do not typically travel within private roads, and therefore, the school bus stop will likely be at one or both of the proposed site access intersections and parents may drive students to/from the school bus stop.
15. SALDO Section 315-43.D – The plans should be revised to clearly label the centerline curve radii and PC/PT station for all horizontal curves along Roads A, B, and C. The centerline curb radii should be a minimum of 150 feet.
16. SALDO Section 315-43. E – As currently designed, the alignment of the westbound Road C approach lane and the westbound St. Matthews Road departure lane are slightly offset at the Chester Springs Road/Matthews Road/Road A intersection, which will cause awkward movements through the intersection. The applicant should explore options for improving this alignment for through movements, including shifting the Road A centerline to the south, or widening the mouth of St. Matthews Road.
17. SALDO Section 315-44.C.1 – Sidewalks may be required along the site frontages to provide pedestrian linkages, if deemed necessary by the Board of Supervisors. As with many roadways within the Township, Chester Springs Road is utilized by pedestrians despite the lack of sidewalk. As noted in Comment 9, the daily traffic generated by the site will effectively double the existing daily traffic along Chester Springs Road, and we would support installation of separate pedestrian facilities (e.g., sidewalk, roadside trail, etc.) along the site frontage. If such pedestrian accommodations are not provided, the applicant should provide justification.
18. SALDO Section 315-48 – As noted above relative non-vehicular travel activity on local roads and Chester Springs Road as well as local and regional planning efforts, consideration to provide trails within/along the site and connections to open space (internal to the site) and/or other destinations should be given.
19. Separate intersection details at 25-scale must be added to the plans for the site accesses to demonstrate positive drainage, constructability, and proposed grading. Provide a grading plan with 1-foot contours and spot elevations along the edge of pavement (bottom of curb) with 10' spacing along radius returns.
20. PROWAG – The applicant should ensure that all proposed pedestrian facilities located within the proposed public right-of-way are designed to meet the U.S. Access Board's Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG). The applicant should verify that the pedestrian facilities will comply with PROWAG and municipal standards. The detailed curb ramp designs shown on Sheet 51 should be revised to include the following information:

- a. Please provide spot elevations at all proposed grade breaks, all four corners of all rectangular DWS, the front and back of the depressed curbs, and all four corners of all proposed turning areas.
 - b. All distances and slopes should be labeled for ease of review.
 - c. The curb ramp type for each ramp should be labeled.
 - d. Sheet 51 should include a note referencing PennDOT's RC-67M last revised 2-19-2021.
 - e. The spot elevations for the curb ramp on the northeast corner of the Chester Springs Road/Road C intersection appears to indicate the depressed curb is not flush with the adjacent pavement. The grading design of this ramp should be revised to show the depressed curb is flush with the adjacent pavement.
 - f. The location of all proposed curb ramps should be revised to occur closer to the mid-point of the curb radii at the Chester Springs Road intersections with Roads A and C, as well as the Road B intersections with Roads A and Road C.
 - g. The plans should be revised to provide at least one pedestrian crossing of Road A at the Road A/Road B intersection, and one pedestrian crossing of Road C at the Road B/Road C crossing. These crossings should be marked with a crosswalk, and each crossing should provide separate curb ramps for each pedestrian crossing (i.e., we do not recommend diagonal curb ramps).
 - h. The plans show four-foot wide sidewalk throughout the development. We recommend the sidewalk within the development should be a minimum of five feet wide since there are no existing constraints. However, if the four-foot wide sidewalk is to remain, the current design includes five-foot by five-foot pedestrian passing areas in some locations generally consistent with the PROWAG requirement, but there appears to be sections of sidewalk that are longer than 200 feet without a passing area, especially along both sides of Road B between Sta 1+00 and 6+00. If it is proposed to include the individual residence driveways as part of the passing area, the applicant must demonstrate that a five-foot wide area that has a cross slope of 2.0% or less is provided across the entire driveway (not just within the four-foot wide sidewalk crossing of the driveway), since many of the driveways show a slope of over 2.0%.
 - i. SALDO Section 315-44.B(5) – The applicant proposes belgian block curbing, which is permitted along public streets. It is noted that the depressed curb at all proposed pedestrian curb ramps must be flush with the adjacent pavement in order meet ADA/PROWAG requirements for the curb ramps. As such, we recommend the curb transition to standard concrete curb at pedestrian curb ramps (landing area and flares) to ensure that the depressed curb and the pavement are flush and meet ADA requirements.
21. The plans propose several 10-foot wide grass access roads to each of the storm water management basins located along Road A at Sta 5+30, within the turnaround area along the Road A cul-de-sac,

and within the turnaround area along the Road C cul-de-sac. We question whether these accesses are proposed to include a stabilized surface treatment (such as grass pave) to accommodate maintenance vehicles.

22. Sheet 67 includes sight distance profiles for the two site access intersections, as well as the two internal intersections. Based on the sight distance profiles, it is proposed to regrade along the Chester Springs Road site frontage south of Road C to achieve the required sight distance for traffic exiting the site looking to the left. Although we do not object to this embankment clearing, we question whether it is proposed to also modify the traffic control at this intersection to remove the existing all-way stop control in favor of only providing stop signs along St. Matthews Road and Road C. If the existing all-way stop control is proposed to be removed, the traffic study must be revised to provide a full evaluation of the implications of changing the traffic control, including an evaluation of the sight distances for all movements at the intersection.
23. The plans proposed to install the stop signs on the same post as the road name signs. Due to the location of the existing stop bars at the site access and internal intersections, the road name signs may not be readily visible to approaching traffic, and we recommend the road name signs should be placed closer to the intersecting road, and the stop signs should be placed on a separate post adjacent to the stop bar.
24. ZO 390-141 – The plans propose ornamental streets at site access and internal intersections as well as a few additional street light fixtures along internal roadways (nine fixtures in total). Our office has not conducted a detailed lighting review at this time; however, we do note the following based on our cursory review of the proposed plans relative to traffic/pedestrian safety:
 - a. The ordinance lighting illumination criteria do not appear to be satisfied for the intersections/crosswalk locations. It is recommended that the applicant's engineer provide the lighting analysis results and that the required values be fully satisfied within each of the intersection areas.
 - b. At crosswalk locations, we recommend two streetlights be provided that are located on the vehicle approach side of the crosswalk (approximately 10-20 feet in advance, where feasible) to provide better visibility of pedestrians within the crosswalk and not create glare or adverse lighting conditions.
25. The pavement restoration associated with the proposed water main connection along Chester Springs Road between Veronica Drive and Road C shall be restored to the satisfaction of the Township. Also, the applicant shall be responsible for repairing any damage to local roads attributable to construction vehicles. The applicant shall also take reasonable measures to limit construction vehicles (and construction debris) along local roadways and restrict such traffic along St Matthews Road (immediately to the west) and Chester Springs Road (immediately to the south).

Upon resubmission, the applicant's engineer should compose a response letter that describes how each comment has been addressed and where any revisions are located. Additional comments may follow upon receipt of future submissions.

If there are any questions or if additional clarification is required regarding any of the above comments, please do not hesitate to contact our office.

Sincerely,



John J. Yurick, P.E., PTOE, PTP
Senior Project Manager

JJY/jdg

cc: Michael Reinert, PE, Technicon, Township Engineer
David Onorato, Esquire, Township Solicitor

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¹ The two-way weekday afternoon peak hour traffic volumes along Chester Springs Road at its intersection with Route 401 (44 vehicles) would be expected to represent about 10% of the daily traffic. Accordingly, Chester Springs Road is estimated to carry approximately 440 daily trips (44 peak hour trips / 0.1 = 440 daily trips). Furthermore, the traffic study assumes that 77% of the site traffic will travel to and from the north along the section of Chester Springs Road between the site accesses and Route 401, which represents an increase in daily traffic of 510 daily trips (661 daily site trips * 0.77 = 510 daily trips), for a total future daily traffic volume of 950 daily trips (440 existing daily trips + 510 future daily trips = 950 future daily trips).



West Pikeland Township

November 25, 2025

West Vincent Township
Attn: Tommy Ryan, Manager
729 St. Matthews Road
Chester Springs, PA 19425
Via Email: manager@westvincentwp.org

Subject: Traffic Impact Study Review – Toll Mid-Atlantic Development

Dear Mr. Ryan,

I am grateful for the opportunity to have reviewed the Transportation Impact Study (TIS) for the proposed Toll Mid-Atlantic development. West Pikeland Township has identified a concern that would benefit from clarification or revision, specifically the *Omission of PennDOT Rt 401 Bridge Closure Impacts in TIS Analysis*.

- The TIS, under "Scheduled Roadway Improvements", did not evaluate impacts of the PennDOT Route 401 (Conestoga Road) over Pickering Creek Bridge Replacement Project (see atch), which will require a full closure of Route 401 between Route 113 and Byers Road o/a 3-28-2027. Detour traffic volumes and diversion patterns must be analyzed and incorporated into the study. Without proper mitigation measures, this closure will lead to long-term safety hazards and create a cascading effect of transportation inefficiencies that directly affect community well-being.
- *Project Description: This PennDOT project involves replacing the bridge that carries Conestoga Road (Route 401) over Pickering Creek in West Pikeland Township. The proposed construction includes replacing the existing bridge with a slightly longer and wider structure on the same general alignment, along with replacing guide rail and end treatments, resurfacing pavement on the approaches, and installing updated signing and pavement markings.*

West Pikeland Township values the opportunity to participate in the review process. We encourage you to consider the aforementioned concern, as addressing it is essential for the Transportation Impact Study to be considered complete. We appreciate your cooperation and look forward to continued collaboration.

Respectfully,

JOSEPH L. ROMANO III
Manager

Atch: PennDOT Project Detail Report ID 98042

Cc: Supervisors, West Pikeland Township



**West Vincent Township
Historical Commission**

January 15, 2026

Mr. Tommy Ryan, Manager
West Vincent Township
729 Saint Matthews Rd.
Chester Springs, PA 19425

RE: Toll Mid-Atlantic Preliminary Subdivision and Land Development Plan for the Bennett Property

Dear Mr. Ryan:

The Historical Commission (HC) has reviewed the Preliminary Subdivision Plan and the Pennsylvania Historic Resource Survey Form (HRSF) for 2542 S. Chester Springs Rd. The HC appreciates the submittal of the HRSF and the opportunity provided by the Applicant to visit the subject property on 12/16/2025.

The Applicant intends to subdivide the property, currently consisting of two farmsteads, to create 47 new single-family residential properties with access roads, public water, and on-lot septic. The HC understands that the Applicant intends to retain the existing stone primary dwelling, springhouse, Pennsylvania bank barn, and carriage house at 2542 S. Chester Springs Rd. on a larger parcel, but the existing twentieth-century secondary/tenant dwelling, equipment shed/garage, horse stable, and associated structures would be demolished to construct a road and new residences. The Applicant states that the farmstead at 2000 Conestoga Rd. will be treated as a "conservancy lot" and no development activities are currently proposed at that location, aside from potential landscape alterations to mitigate wetlands development on the upland portion of the overall property.

The HC offers the following comments:

Pennsylvania History Code/Section 106

The Applicant's historic preservation consultant stated at our December 10, 2025 commission meeting that the HRSF for 2452 S. Chester Springs Rd. is to be submitted to the Pennsylvania State Historic Preservation Office (PA SHPO) for review and a determination of eligibility. The HC requests a copy of any review letters/comments provided by PA SHPO.

The Applicant's consultant also stated at the December 10, 2025 HC meeting that the proposed Area of Potential Effects (APE) for the project includes only the farmstead at 2542 S. Chester Springs Road where intensive project work is proposed. Per federal definition, an APE is "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if such properties exist. The area of potential effects is influenced by the scale and nature of the undertaking and may be different for different kinds of effects caused by the undertaking." It is anticipated that changes in land use per the current project plans might include both direct impacts to resources within the property and visual, audible, or atmospheric changes that extend beyond the property being developed. Given that the proposed project might cause both direct effects from construction and new uses of the property, as well as indirect effects like changes to road width, roadside landscaping, viewsheds, and traffic levels on S. Chester Springs Road, the HC recommends that the project APE be expanded to include adjoining properties within 500 feet of the Bennett parcels, including those along S. Chester Springs Road.

Per PA SHPO records, prior to the current project, the two farmstead properties within the proposed development at 2542 S. Chester Springs Rd. and 2000 Conestoga Rd. had not been formally evaluated for National Register of Historic Places (NRHP) eligibility. A draft HRSF and evaluation was provided for the farmstead located at 2542 S. Chester Springs Rd. No HRSF was provided for the second farmstead located at 2000 Conestoga Rd., which is also part of this development proposal but intended to be a conservancy lot and sold off separately. The HC



believes that since both farmsteads are part of the larger subdivision plan, both properties should be formally evaluated with HRSFs, as well as any adjacent properties in the APE potentially affected by the proposed project.

HRSF Evaluation

The HRSF for 2542 S. Chester Springs Road is a complete document prepared by qualified professional historic preservation consultants and includes a property description, a historic overview, and a detailed evaluation of the property using NRHP criteria as well as the PA SHPO's registration requirements for historic agricultural properties. The documented property is a farmstead containing fields, pastures, a farm pond, and seven buildings dating from the late eighteenth/early nineteenth century to the 1960s. The HRSF's integrity statement indicates that the seven aspects of integrity are present, but evaluates the property as not eligible for the NRHP due to lack of integrity and not meeting the state agricultural context registration requirements.

Although the HRSF was well-researched and prepared by the Applicant's consultant, the HC strongly disagrees that the property is not potentially eligible for the NRHP. We believe the property is eligible for the NRHP under Criterion A (agriculture, 1780-1870 as well as its twentieth-century "gentleman's farm" history); Criterion B (person of importance - Architect Robert Ballinger, who owned the property in the 1950s, was a major Philadelphia architect; his company that his father started was a major firm in Philly and NY in 1900s and continues to construct large institutional buildings for universities, medical centers, etc. today).

The HC notes that the building identified in the HRSF as a "carriage house" was probably originally a wagon shed, and the building identified as a "garage" is an equipment shed with an open front elevation, used for sheltering farm vehicles and equipment as well as cars. Also, a circular silo or corncrib foundation west of the equipment shed, likely representing evidence of twentieth-century dairying, is not mentioned in the report.

NRHP Criterion A: The property was evaluated using PA SHPO's agricultural context worksheet/registration requirements. The HRSF states that the property does not meet the registration requirements for the 1780-1870 period, because the barn postdates 1870 (it was rebuilt in 1878 to replace an older barn). However, the requirements state that to meet registration requirements for 1780-1870, the property must have "a barn typical of the period." The 1878 barn is a Pennsylvania Barn that differs little from Pennsylvania Barns of the 1780-1870 period, and if not for the datestone, could easily be assumed to date from the pre-1870 period. The barn was also reportedly the largest in the township at the time of its construction, and may still be among the largest. Despite the documented extremely high agricultural production levels and presence of all the other registration requirements for this period, the property is being evaluated as non-eligible under the agricultural context for the 1780-1870 period on a technicality.

NRHP Criterion A: The property was acquired by coal executive Joseph Berta in 1936 and used to raise prize cattle, possibly in a gentleman farming situation. Subsequently, architect Robert Ballinger of Philadelphia purchased and updated it in 1950 to run a "state-of-the-art" dairy farm, again most likely a gentleman's farm. In 1959, it was sold to the Cheston family of Philadelphia, who updated the property as a secondary residence for equestrian and foxhunting pursuits. There was a historic trend in Chester Springs and Chester County, beginning in the early twentieth century, of wealthy urban residents purchasing and updating area farms as rural retreats specifically for equestrian pursuits, hunting, hobby farming, or other pastimes requiring land in a rural setting. Although the PA SHPO has not yet formally developed a historic context for this trend or the related gentleman's farming trend as part of its agricultural context, it is a known local phenomenon that affected many historic farms in the area and requires further exploration. There are existing examples of HRSFs that cite gentleman's farming as part of a property's historic context. The HRSF should consider and discuss whether this property might have significance as representative of this trend, or whether it has other significance outside the parameters of the PA SHPO's existing agricultural context.

NRHP Criterion A: The HRSF mentions iron ore mining on the property, an important local industry in the 1880s, but does not indicate or evaluate whether physical evidence of such activity was located on the property.

NRHP Criterion B: The HRSF does not provide adequate information on Robert Ballinger (see above) or the local importance of the Mosteller family, locally prominent in the township and county as farmers and merchants who founded the first department store in West Chester. Early owner Benjamin Sheneman, recorded in census records as a millwright along with his brother-in-law John Rice, also may have been associated with nearby Anselma Mill, now a National Historic Landmark.

NRHP Criterion C: The HRSF states that the primary dwelling and barn are “undistinguished” examples of their type and do not embody the distinctive characteristics of their period. The barn, although restored, appears to be an intact and recognizable example of a nineteenth-century Pennsylvania Barn exhibiting key distinctive characteristics of its type. As stated, it was reported to be the largest in the township at the time of construction and may still be among the largest extant examples we have. The primary dwelling, barn, and springhouse, while not outstanding examples of their types with highly distinctive characteristics, are recognizable vernacular examples of their time and place, and do possess the key distinctive characteristics and construction techniques of typical buildings of their era. Vernacular farm dwellings and outbuildings of this period were often utilitarian in appearance, and one of the key characteristics was that they lacked high artistic values.

NRHP Criterion C: The HRSF does not discuss many of the landscape features present on the property or whether they contribute to the significance to the property. For example, tree lines are mentioned but not whether they are historic or modern features, and there is no mention of the stone walls along the driveway or below the dwelling and barn. The main driveway from S. Chester Springs Rd. and the north-south lane within the two adjoining farm properties are remnants of a historic road leading from Conestoga Road through the property to the intersection with S. Chester Springs Rd. and Saint Matthews Rd.

NRHP Criterion D: The HRSF does not evaluate archaeological potential for the property. The Applicant’s consultant stated that this would be considered at a future date in consultation with PA SHPO.

Our historic preservation ordinance (390-194, Standards for Rehabilitation, states that, under (8), “Every reasonable effort should be made to protect and preserve archeological resources affected by or adjacent to any project.” The HC requests a Phase IA assessment of archaeological sensitivity for those parts of the property where ground-disturbing activities are proposed.

The HC also requests that an Inadvertent Discoveries Plan be made part of the project specifications in the event that project activities disturb previously undiscovered archaeological resources.

West Vincent Township Chapter 390 Zoning, Article XXV. Historic Preservation Overlay District
Regardless of the PA SHPO’s opinions on property eligibility, the HC considers the subject property to be a historic resource.

Section 390-195 of the Ordinance requires the Applicant to complete a Historic Resource Impact Study (HRIS) for all historic properties in the Historic Preservation Overlay District within 500 feet of the proposed development activities. Via email communication with you on December 5, 2025, the HC requested that the Applicant prepare and submit a HRIS for its review, and you stated you would convey this request to the Applicant. We verbally mentioned and reiterated the request to the Applicant at our meeting on 12/10/2025. To date this has not been received.

Per our records and our discussion with the Applicant’s historic preservation consultant at our December 10, 2025 meeting, we determined that in addition to 2542 S. Chester Springs Rd. and 2000 Conestoga Rd. within the Bennett property (both Class II), there are at least eight additional Class II and III properties in the Historic Preservation Overlay District within 500 feet of the boundaries of the proposed development. If the project entails related improvements or alterations along the existing trajectory of S. Chester Springs Rd. or its intersections with Conestoga Rd. and Saint Matthews Rd., additional historic properties may fall within the 500-foot buffer and should also be included in the HRIS.

Address	Tax Parcel(s)	Class
2140 Conestoga Rd.	25-7-110.2	II
2145 Conestoga Rd.	25-7-111.2	II
2211 Conestoga Rd.	25-7-107	II
2395 S. Chester Springs Rd.	25-7-106	II
2440 S. Chester Springs Rd.	25-7-110	III
2447 S. Chester Springs Rd.	25-7-90	III
2455 S. Chester Springs Rd.	25-7-90.1	II
2563 Veronica Dr.	25-10-1	II

It should be noted that in addition to buildings and structures, historic properties may contain historic-period landscape features that contribute to the property's significance, and the HC requests that these be considered in impact evaluations. For example, the circulation patterns, driveways/lanes, stone walls, manmade slopes, plantings, allee of trees along the main entrance, and other features of the property at 2542 S. Chester Springs Road may contribute to its significance and may not have been sufficiently evaluated by the HRSF. Significant historic features of adjacent properties should also be considered; for example, 2563 Veronica Drive contains a significant heritage tree.

Plan-Specific Comments

The proposed development would adversely impact the existing farmstead at 2542 S. Chester Springs Rd. by demolishing part of the building complex and many landscape features, altering the existing setting of the historic stone dwelling and outbuildings, changing land use from its historic agricultural/equestrian use to suburban residential, and constructing new houses and infrastructure within close view. We would prefer a plan for fewer houses on larger lots that is more consistent with the surrounding rural area. If by-right development proceeds, we request that the Applicant consider the following:

- Create a significantly larger parcel (10+ acres) for the farmstead at 2542 S. Chester Springs Rd., which would retain viewsheds of and from the dwelling complex, retain the springhouse as part of the farmstead, possibly preserve the horse stable and pasture land currently proposed for demolition, and retain sufficient land to enable equestrian and/or agricultural use by future owners.
- Could the road northeast of the farmstead (lot 17) be "bowed" outward and away from the farmstead?
- Relocate the stormwater retention basin #4 proposed below the stone dwelling/barn to a less conspicuous place in the neighborhood, as this location would disrupt the historic surroundings of the dwelling/barn, and would greatly alter the primary viewshed looking south across the pond, making this lot less attractive to future owners seeking a historic farmhouse. The view from the farmstead across the pond is a historic and highly desirable attribute of the property that should be protected from modern intrusions.
- Preserve the current historic access drive and tree plantings/stone walls between the farmstead and S. Chester Springs Rd.
- Preserve/consolidate historic farmland as open space to the maximum extent to enable continued agricultural use by our local farmers.
- Vegetative screening with native trees/shrubs/hedgerows appropriate to a rural/farming area should be provided between the farmstead tract and the surrounding neighborhood, and on the perimeter of the development along S. Chester Springs Rd.

- Numerous new trees are proposed in the area near the pond. This is an important viewshed from the historic road trace through the property, and should be left open.
- Provide a larger buffer between new houses and S. Chester Springs Rd in addition to providing vegetative screening.
- The houses proposed for lots 1 and 48 at the eastern road entrance are too close to S. Chester Springs Rd. and should be removed to provide a larger buffer.
- Provide road access from Conestoga Rd. which would protect the existing character and traffic levels on S. Chester Springs Rd., which is a narrow and well-preserved rural road essential to the historic character of the township. While we understand the need to avoid steep slopes/ridgeline (the stated reason for where the roads are placed in the plan), disrupting topography on the interior of the property seems less adverse than disrupting the adjacent street and neighborhood, additional historic properties, and the existing character of S. Chester Springs Rd.
- Existing and planned roads should be made to resemble the country lanes that characterize our township and farms as much as possible, and any entrance signage, walls, or curbing that disrupts the current historic landscape (aside from temporary signage for the development) should not be part of this plan.
- Remove street lighting from the plan, or reduce it to minimum (at interior intersections only) and make it dark-sky compliant. This is a rural area and street lighting is not historically appropriate, necessary, or present in most of the Township, including some newer subdivisions. Night lighting enhances visibility of the development from adjacent roads and properties and would represent a significant visual change for our landscape.
- Consider using the historic road trace from Conestoga Rd. through the property to the farmstead as a future public trail or park space, perhaps with a small gravel parking area accessible to local residents and maintained by the HOA near Conestoga Rd., and interpretive signage about the history of these farms, similar to what is being placed at Opanie Park.
- We would like reasonable conservation easements or restrictive covenants to protect the open space and “conservancy lot” farm at 2000 Conestoga Rd to prevent future development by new owners.
- The HOA should properly preserve any historic buildings/landscape features that are part of open space.
- The HC encourages high quality design standards and compatibility with local historic architecture; as such, we would like to review the proposed house designs.
- We request that the Applicant utilize historic names associated with the property as neighborhood (Larking Hill Farm) or street names (Mosteller Lane, Rice Lane, Shenemen Lane).
- Application checklist (p. 5 under Existing Resources & Site Analysis Plan) states that plans are to show “historic districts and resources on this or any abutting tract.” Although the box for this item is checked and Class II properties are shown as markers on parcels, the plans do not show Class III historic properties on abutting tracts.
- Application checklist (p. 6 under Preliminary Improvements Construction Plan, marked up by the Applicant as “Overall Site Plan/Grading & Utility Plan/Road Profiles”) states that “historic resources” are to be shown on plans. They are not.

Other Reviews

The HC reviewed the letter from the Phoenixville Regional Planning Committee dated 11/26/2025. It concurs with the committee’s statement in the last paragraph on p. 4 that the proposed plans for the areas along S. Chester

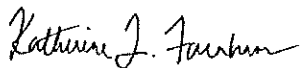
Springs Rd. would be inconsistent with the Cultural Resources Plan, and that deeper lot setbacks and additional vegetative screening should be provided on lots adjoining this road.

The HC also reviewed the letter from the Township Engineer dated 1/8/2026, and notes the following:

- Stormwater Compliance #6: Detention basin #4 is too close to property lines. As stated above, this basin is also problematic due to affecting the historic setting of/views from the primary farmhouse.
- Stormwater Compliance #12.d: Insufficient information on existing stormwater system at the 2542 S. Chester Springs Rd. farmhouse. More information on this would help us as any necessary upgrades may affect the historic setting or archaeological resources.
- West Vincent SALDO #1-3: Existing conditions on surrounding properties are not provided in the plans (waivers requested). Providing such information should be required and waivers should be denied, given the potential for the project to affect surrounding roads and properties.
- West Vincent SALDO #16: S. Chester Springs Rd. has a deficient cartway width and would require widening or a waiver. The HC objects to widening the road.
- West Vincent SALDO #21: Road Naming. The HC has provided the following road name suggestions: Mosteller Lane, Rice Lane, Shenemen Lane.
- West Vincent SALDO #25: Buildings to be removed. The HC concurs with this request to clarify buildings, structures, and features proposed for removal in the plans.
- West Vincent Zoning Ordinance #7: Demarcation of greenway areas vs. private lots. If fencing is to be installed, the HC recommends split-rail wood fencing.
- West Vincent Zoning Ordinance #13: Specimen Tree removal/replanting. The HC requests retention of historic/heritage specimen trees, hedgerows, and plantings wherever possible.

Please let us know if you have questions or comments regarding this letter.

Respectfully submitted,



Katherine Farnham, Chair, on behalf of the
West Vincent Township Historical Commission

Cc:
West Vincent Township Board of Supervisors
West Vincent Township Environmental Advisory Committee
West Vincent Township Open Space Review Board
West Vincent Township Parks and Recreation Commission
West Vincent Township Planning Commission