BOARD OF COMMISSIONERS
AGENDA
Monday, October 12, 2026 – 6:30 PM

Radnorshire Room

Call to Order

Pledge of Allegiance

Notice of Executive Session

Presentations

2026 Leaf Season Presentation

1. Public Participation
2. Consent Agenda - Public Comment

2.A. October Economic Development Update

October Economic Development update for Radnor BOC.pdf

2.B. Resolution 2026-114 - Approving the purchase of eight (8) new motorcycle helmets and headsets for Radnor Township Police Department in the amount of $9,107.60 to be paid from the approved 2026 Budget for Police Uniforms in the General Fund.

Motor Helmets Resolution 2026 114.pdf

2.C. Resolution 2026-119 - Engaging Gilmore & Associates to perform a North Wayne Avenue and Parking Lot Circulation Study at a cost not to exceed $9,500 to be paid from the Wayne Master Plan Budget in the General Fund.

Resolution_Parking_Study.pdf
2026-10-02_N Wayne Parking Circulation_GA Proposal.pdf
Cost Breakdown.pdf

2.D. Resolution 2026-115 - Authorizing the Execution of a Grant Application to the Commonwealth Financing Authority's Statewide Local Share Assessment Grant for the Radnor Trail Extension in an Amount Not to Exceed $750,000

Radnor_EandS_Revised_Final_4.11.25.pdf
Updated_Remediation_Set_2025-03-07.pdf
SR1021_Radnor_Trail_Culvert_Final_Culvert_Plan_Submittal_2025-03-27.pdf
2026-115 -- Local Shares Account (Statewide) Grant Program -- Radnor Trail Extension - Resolution -- October 12 2026.pdf

2.E. Resolution 2026-116 - Authorizing the Execution of a Grant Application to the Commonwealth Financing Authority's Statewide Local Share Assessment Grant for consideration of a Utility

Terrain Vehicle (UTV) for use by the Radnor Police Department, in an Amount Not to Exceed $65,000

2026-116 -- Local Shares Account (Statewide) Grant Program -- PD UTV - Resolution -- October 12 2026.pdf

3. Business Agenda

3.A. Resolution 2026-117 - Presentation and Acceptance of "A Vision for Wayne", the Downtown Master Plan for Wayne.

Wayne Maste Plan Draft.pdf
Resolution - Downtown Wayne Master Plan 10.06.26.pdf
Wayne MP Public Comment Summary.pdf
Wayne Master Plan - Engagement Summary.pdf

3.B. Appointment to the Rental Housing Board

- Colleen Decesare- Alternate - Partial Term ending December 31, 2030

3.C. Ordinance 2026-21 - ***Adoption*** - Special Parking Zones, amending adding the handicapped parking on North Wayne Avenue, west side, in front of 402 North Wayne Avenue.

402 N Wayne Handicapped Parking 8.20.26.pdf

3.D. Ordinance 2026-23- ***Introduction*** - General Obligation Bonds not to Exceed $10 Million (Bank Qualified) for Stormwater Capital Improvement Projects.

SWM Project Report.pdf
SWM Financing Analysis.pdf
Radnor 2026 Bonds - Debt Ordinance 2026-23_(New Money).pdf

3.E. Ordinance 2026-22 - ***Introduction*** - Approving a three-year lease for PAISBOA for a portion of the Radnor Township Municipal Building, consisting of approximately 1,500 square feet.

Ordinance 2026-22 PAISBOA Lease Renewal (002).pdf
PAISBOA Lease Renewal -- 9.25.26.pdf

3.F. Resolution 2026-108 - Purchase of Stryker EMS equipment to be placed on ambulances in Radnor Township. This purchase is through the Costars program and includes a seven-year, zero (0) percent interest rate with annual payments of $120,556.67 for an overall total purchase of $843,896.69. The first payment is not required until 2027 with the purchase to be paid from capital money.

Stryker Total Payment Quote (Oct 2026).pdf
Stryker Resolution 2026-108.pdf

4. Reports of Board Liaisons
5. New Business
6. Old Business
7. Public Participation

8. Adjournment

Radnor Township

PROPOSED LEGISLATION

DATE: October 12, 2026

TO: Board of Commissioners

CC:

FROM: Sam Woods Thomas

LEGISLATION: October Economic Development Update

LEGISLATIVE HISTORY:

PURPOSE AND EXPLANATION:

IMPLEMENTATION SCHEDULE:

FISCAL IMPACT:

RECOMMENDED ACTION:

ATTACHMENTS:

October Economic Development update for Radnor BOC.pdf

October Economic Development Update
Prepared for the Radnor Township Board of Commissioners
Sam Woods Thomas, Economic Development Manager
October 12, 2026

Overview
This report provides updates on key economic development activities for the October 12, 2026 Board of Commissioners meeting.

A Vision for Wayne
A public draft of the ***Vision for Wayne*** Master Plan was released and remained open for comment until October 5, 2026. It is scheduled for acceptance during today's meeting.

The plan is grounded in extensive community feedback and outlines recommendations and action items to improve several focus areas within the Wayne Business Overlay District:

- Mobility and Placemaking
- Parking
- Retail and Business Development
- Land Use and Regulation
- Stormwater and Sustainability

Key priorities include enhancing Downtown Wayne's attractiveness, safety, and long term sustainability. The plan particularly emphasizes preserving the existing retail mix and maintaining Wayne's character as an accessible, village like suburban center.

Township staff worked diligently to distribute the draft plan to both residential and business communities for review.

The complete report is available at: www.avisionforwayne.com

Philadelphia 76ers Home Opener Watch Party
Building on the success of last summer's FIFA World Cup Watch Party, Radnor Township will host a public viewing of the Philadelphia 76ers' home opener against the Cleveland Cavaliers on October 22, 2026.

The event will take place from 6:00 PM to 10:00 PM at the North Wayne Lot (121 N. Wayne Avenue). Attendees are encouraged to support local businesses in Downtown Wayne.

Incoming Business Updates

1. **Quaker Houghton Chemical**
   Quaker Houghton, the global leader in industrial process fluids with approximately $2 billion in annual sales, is relocating its global headquarters from Conshohocken to Radnor's Life Sciences Center, bringing 267 jobs.

   They are eyeing a Spring of 2027 opening.

2. **Glanua**
   Glanua, a water-infrastructure engineering firm headquartered in Galway, Ireland, has selected Radnor as the location of its U.S. headquarters. This represents a substantial investment from a company employing more than 700 people worldwide. Radnor was chosen over competing locations including Chicago, Milwaukee, and several sites in North Carolina.

   Glanua will open a 1,700-square-foot office in the Financial Center, initially employing 10 to 15 staff, with plans to expand to approximately 200 employees over the next several years.

Business Attraction & Retention
Radnor Township is currently collaborating with regional and statewide economic development partners on two confidential business attraction prospects.

While details cannot yet be disclosed, the combined potential job growth associated with these projects exceeds 400 positions.

Regional Collaboration
The Greater Philadelphia Growth Partnership is a business led, cross sector initiative focused on creating quality jobs and strengthening economic competitiveness across Southeastern Pennsylvania. The effort represents a coordinated collaboration among all five counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia.

Radnor Township maintains strong relationships with regional and statewide economic development partners and will continue to participate actively in these discussions.

Of note is the May 2026 Brookings Report, commissioned by the Greater Philadelphia Growth Partnership. The report outlines a strategic framework for sustained economic

growth and enhanced regional collaboration. That report can be found here. It can also be found on the Greater Philadelphia Growth Partnership website www.greaterphlgrowth.com

Radnor Township

PROPOSED LEGISLATION

DATE: October 12, 2026

TO: Board of Commissioners

CC:

FROM: Christopher B. Flanagan

LEGISLATION: Resolution 2026-114 - Approving the purchase of eight (8) new motorcycle helmets and headsets for Radnor Township Police Department in the amount of $9,107.60 to be paid from the approved 2026 Budget for Police Uniforms in the General Fund.

LEGISLATIVE HISTORY: Legislative/New

PURPOSE AND EXPLANATION: The Radnor Township Police Department requests to purchase eight (8) new motorcycle helmets and headsets from Super Seer. These protective helmets will replace the existing expiring protective helmets that members of the police motor unit already wear. The headsets will be installed inside the helmets like the existing to enable officers to be able to communicate with each other and by radio when riding motorcycles. The existing headsets are outdated technology and need to be upgraded with the new helmets for proper compatibility with the new radio system.

IMPLEMENTATION SCHEDULE: The eight (8) new helmets and headsets will be able to be purchased and acquired in the 2026 calendar year.

FISCAL IMPACT: 8 lightweight carbon fiber motorcycle police helmets:
$5,772.80
8 Setcom helmet kits dual speaker with flex boom and noise cancelling microphone: $3,334.80
$9,107.60

The total fiscal impact of this purchase is $9,107.60.

RECOMMENDED ACTION: Resolution to be approved at the October 12, 2026 Board of Commissioners Meeting.

ATTACHMENTS:

Motor Helmets Resolution 2026 114.pdf

RESOLUTION NO. 2026-114

A RESOLUTION OF RADNOR TOWNSHIP, DELAWARE COUNTY, PENNSYLVANIA, APPROVING THE PURCHASE OF EIGHT (8) NEW MOTORCYCLE HELMETS AND HEADSETS FOR USE BY THE RADNOR TOWNSHIP POLICE DEPARTMENT FOR $9,107.60.

WHEREAS, the Radnor Township Police Department requests approval to purchase eight (8) Motorcycle helmets and headsets from Super Seer; and

WHEREAS, the funds for this purchase will come from the 2026 Capital Budget for Police Uniforms; and

WHEREAS, the new motorcycle helmets and headsets consist of eight (8) Lightweight carbon fiber helmets and eight (8) Setcom helmet headset kits; and

WHEREAS, the existing motorcycle helmets will be retired due to age.

NOW, THEREFORE, be it ***RESOLVED*** that the Radnor Township Board of Commissioners does hereby approve the purchase of eight (8) new Motorcycle helmets and headsets for use by the Radnor Township Police Department in an amount not to exceed $9,107.60.

SO RESOLVED, this 12th day of October 2026.

RADNOR TOWNSHIP

By: _____
Name: Jim Riley
Title: President

ATTEST:_____
William White, Township Manager/Secretary

RESOLUTION NO. 2020-119

A RESOLUTION OF RADNOR TOWNSHIP, DELAWARE COUNTY, AUTHORIZING A TRAFFIC STUDY FOR THE NORTH WAYNE PARKING LOT AND SURROUNDNG STREETS TO GILMORE AND ASSOCIATES

***WHEREAS*,** Radnor Township is undertaking the construction of a parklet at the North Wayne Parking Lot

WHEREAS, the Township wishes to have a traffic study performed to evaluate possible traffic impacts due to the construction of the parklet

WHEREAS, the Township may institute changes as recommended by the traffic study

NOW, THEREFORE*,** be it ***RESOLVED by the Board of Commissioners of Radnor Township does hereby Authorizing Gilmore & Associates to perform a traffic study for the North Wayne Parking Lot and surrounding Streets at a cost not to exceed $9,500.00

SO RESOLVED this 12th day of October, A.D., 2026

RADNOR TOWNSHIP

By: _____
Jim Riley
Title: President

ATTEST: _____
William M. White
Manager/Secretary

GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

October 2, 2026

File No. 9991014

Stephen F. Norcini, P.E.
Radnor Township Engineer
301 Iven Avenue
Wayne, PA 19087

Reference: N Wayne Avenue Parking Lot Circulation Study
Proposal for Professional Services and Project Cost Estimate
Radnor Township, Delaware County, PA

Dear Mr. Norcini:

As requested, please find below Gilmore & Associates, Inc. (G&A)'s anticipated budget to prepare a parking study evaluating the potential impacts associated with closing a portion of the existing parking lot located at 113 N. Wayne Avenue and converting the area to green space. Below are the anticipated services to be provided for this project.

- Conduct site visit to obtain existing conditions data and observe existing circulation patterns.
- Evaluate circulation options including one-way driveways and reversing the existing circulation, as well as drop-off patterns for the existing school (Wayne Presbyterian Nursery School).
- Evaluate impacts to surrounding roadways and/or intersections with the redistribution of traffic, including N Wayne Avenue & Station Road, N Wayne Avenue & Lancaster Avenue, Lancaster Avenue & Waynewood Avenue and Waynewood Avenue & Station Road.
- Prepare a summary and recommendations report for submission to the Township.

G&A shall provide the services outlined above **for a not-to-exceed fee of $9,500.00**. It should be noted that this budget is limited to conceptual recommendations only and does not include preparation of and/or the submission of any detailed designs. Should the evaluation result in concerns at specific locations identified above, supplemental analysis can be provided for an additional fee which could include such items as traffic counts, capacity analyses, preliminary concept plans, etc.

If you have questions or require additional information, please contact our office.

Sincerely,

Leslie Bogdnoff, P.E.
Senior Transportation Engineer

CC: Kristin Norwood, P.E., Gilmore & Associates, Inc.

Authorization to proceed:

_____ _____
Authorized Signature Date

_____
Purchase Order Number

	Principal		Consulting Professional		Design Technician	
Conduct site visit		$ -		$ -	4	$ 530.00
Review existing/proposed travel trends		$ -	2	$ 320.00	4	$ 530.00
Coordination with School and review school operations		$ -	2	$ 320.00	2	$ 270.00
Evaluate site circulation and driveway access		$ -	2	$ 320.00	4	$ 530.00
Impact analysis on surrounding intersections		$ -	4	$ 640.00	8	$ 1,050.00
Prepare recommendations graphic(s)		$ -	2	$ 320.00	6	$ 790.00
Prepare conclusions/recommendations letter report		$ -	4	$ 640.00	8	$ 1,050.00
Prepare construction cost estimate(s)		$ -	2	$ 320.00	2	$ 270.00
Project Management/Coordination	2	$ 340.00	4	$ 640.00		$ -
Meeting (assumes one)		$ -	3	$ 480.00	1	$ 140.00
SUBTOTAL		**$ 340.00**		**$ 4,000.00**		**$ 5,160.00**
					TOTAL	**$ 9,500.00**

Radnor Township

PROPOSED LEGISLATION

DATE: October 12, 2026

TO: Board of Commissioners

CC: William White, Township Manager

FROM: Robert V. Tate, Director of Finance

LEGISLATION: Resolution 2026-115 - Authorizing the Execution of a Grant Application to the Commonwealth Financing Authority's Statewide Local Share Assessment Grant for the Radnor Trail Extension in an Amount Not to Exceed $750,000

LEGISLATIVE HISTORY:

Legislative history related to the Radnor Trail Extension project:

- April 25, 2016 – Resolution No. 2016-58 Awarding Trail Design Services to Campbell Thomas for Design, Administration and oversight of the Township Trail Project
- March 27, 2017 – Resolution No. 2017-58 - Authorizing the Execution of a Grant Application to the Pennsylvania Department of Conservation and Natural Resources Community Conservation Partnerships Program (DCNR C2P2) for the Radnor Trail Extension Project.
- April 23, 2018 – Resolution No. 2018-43 Authorizing the Execution of a Grant Application to the Pennsylvania Department of Conservation and Natural Resources Community Conservation Partnerships Program (DCNR C2P2) as well as the Grant Application to the Pennsylvania Department of Community and Economic Development Greenways, Trails and Recreation Program (DCED GTRP) for the Radnor Trail Extension and Cappelli/Encke Park Trail Head Parking and Trail Links Project [AWARDED $50,000].
- July 16, 2018 - Presentation - Including the status of other trail projects
- March 25, 2019 – Resolution No. 2019-24 Authorizing the Execution of a Grant Application to the Pennsylvania Department of Conservation and Natural Resources Community Conservation Partnerships Program (DCNR C2P2) for Greenways, Trails, and Recreation Program Grant for the Radnor Trail Extension [AWARDED $232,000].
- July 15, 2019 – Resolution No. 2019-72 – Authorizing the Execution of a Grant Application to the Department of Community and Economic Development for the Radnor Trail Extension Project
- March 9, 2020 – Resolution 2020-37 authorizing change order to complete consulting, design and construction services to Campbell Thomas & Company. Change Order #1 in the amount of $118,087.00 to focus on a plan which includes, among other things, a crosswalk at Radnor

Chester Road instead of a culvert under the road as intended with the initial design. Change Order #2 in the amount of $1,012.00 to evaluate the Browns Run culvert under the proposed trail was approved under the Township Manager's discretion.

- August 16, 2021 - Resolution #2021-95 Authorizing the Execution of two (2) Grant Applications to the Delaware County Green Ways Municipal Grant Program ('Green Ways Program") (Round 2) for the Radnor Trail Extension Project [AWARDED $407,454 (Arsenic Remediation)]
- November 8, 2021 - Resolution 2021-130: Approve Change Order #4 in the amount of $55,480.00 for environmental testing and evaluation for arsenic. Change Order #3 in the amount of $851.00 for soil samples for arsenic had been approved previously under the Manager's discretion. Change Order #5 in the amount of $7,450.00 for survey and stake-out to evaluate trees within the right-of-way was also approved under the Manager's discretion
- October 17, 2022 - Presentation - Including discussion and direction regarding the pedestrian crossing of Radnor-Chester Rd and the remediation of arsenic-contaminated soil.
- February 2, 2023 - Resolution 2023-18 - Approve Change Order #6 to Campbell Thomas & Co. for Additional Site Characterization Investigation in the Amount of $58,835.00
- May 20, 2024 - Resolution 2024-69 - Approve Payment of the Change Order #7 to Complete the Design of the Revised Radnor Trail Extension to Campbell Thomas & Company in the Amount of $356,449.00 to be Funded from the Proceeds of the 2019 General Obligation Bond
- July 21, 2025 - Resolution 2025-100 – Authorization for the Township Manager to Execute All Documents and Agreements Between the Township of Radnor and the Commonwealth Financing Authority to Facilitate and Assist in Obtaining the Department of Community and Economic Development Multimodal Transportation Fund Grant for the Radnor Trail Extension. The grant amount being requested is $1,700,000. [AWARDED $1,700,000]
- March 23, 2026 - Resolution 2026-43 - Authorizing the Execution of a Grant Application for the Radnor Trail Extension Development Project to the Department of Conservation and Natural Resources' Community Conservation Partnerships Program in an Amount not to exceed $400,000.
- This item has not previously been before the Board of Commissioners.

PURPOSE AND EXPLANATION: Radnor Township has the opportunity to execute grant applications through the Commonwealth Financing Authority's (CFA) Statewide Local Share Assessment-Grant (LSA) due to the scope and nature of the Radnor Trail Extension Project in an amount not to exceed $750,000 to improve the quality of life of citizens in the community.

The LSA requires public sector applicants to provide a resolution duly adopted by the applicant's governing board formally requesting the grant, designating two officials to execute all documents, briefly describing the project scope, and identifying the grant amount. The approval of the resolution will appoint President of the Board of Commissioners Jim Riley and Township Manager William White as the Township's authorized agents for administration and execution of all necessary public assistance documents for state funding from the Commonwealth Financing Authority.

The Radnor Trail Extension project includes the construction of approximately 0.3 miles of trail from Radnor-Chester Road to the base of I-476, intersection improvements and fencing, ADA access,

landscaping, signage and related site improvements. This project is intended to be a part of a system of trails to ultimately end at the John Heinz National Wildlife Refuge at Tinicum.

The project was included in the projects to be funded from the proceeds of the 2019 General Obligation Bond. The total construction cost estimate in 2020, including contingency and inspection, was $672,665. The project had received three grants, $421,454 of which would be available for construction.

In 2021, as part of the continuing engineering, our consultant initiated environmental testing of the proposed trail alignment. Arsenic contamination was identified, which required a series of additional tests to determine the extent of the contamination and a determination of the required remediation.

On October 17, 2022, the consultant made a presentation to the Board of Commissioners, which subsequently directed them to proceed with the plan to cap the arsenic-affected areas of the proposed trail. Also at that presentation, the consultant addressed a pedestrian safety concern, which had been raised at a public meeting in February 2022, with the proposed at-grade crossing of Radnor Chester Road. The consultant presented options to the at-grade crossing, including variations of a culvert under the road, and the BOC, in the interest of safety, directed the consultant to proceed with the engineering of the larger culvert, which would be able to accommodate not only pedestrians but also maintenance and emergency vehicles. The culvert required further soil testing on the west side of Radnor Chester Rd, which identified a continuation of the arsenic contamination and the subsequent need for remediation at that location.

The consultant submitted a proposal consistent with the direction provided by the BOC at its October 17, 2022 meeting. The proposal included the engineering of the culvert under Radnor Chester Road and associated remediation of the contaminated soil; coordination with regulatory agencies; public outreach and preparation of bidding documents. The culvert option also required additional modification to the existing trail. The proposal was presented to the BOC at its meeting on May 20, 2024, at which time it was approved.

Preliminary design of the project has been completed (attached). With the addition of soil remediation and the culvert, along with inflation, the cost of the project has increased considerably. The following are the current cost estimates:
Construction (72%): $2,583,150
Construction Services (1%): $47,000
Contingency (10%): $300,000
Inspection (%7): $258,304
TOTAL REQUIRED CONSTRUCTION FUNDS: $3,188,454

Awarded Grants (Construction Portion): $2,076,454
Additional funding of $1,212,000 is required for the project to be constructed.

The Township has applied for additional funding of $500,000 through DCNR's C2P2. The program requires (at least) a 50% cash match. The application was submitted in April 2026, and award announcements are expected in the Fall of 2026.

The Township has applied for additional funding of $450,000 through the [Federal] Community Project Funding for Fiscal Year 2027. In June 2026, the House Committee on Appropriations reduced the amount to $250,000. Final Senate and Presidential approval is expected to occur roughly 12–18 months after initial congressional submission which took place in March 2026.

CFA's LSA provides funding for this type of project and helps to make the project feasible. A grant application in the amount of $750,000 is appropriate. The program does not require a match. The due date for the grant application is November 30, 2026.

IMPLEMENTATION SCHEDULE: The application for the Statewide Local Share Assessment Grant will be submitted prior to the November 30, 2026, deadline.

FISCAL IMPACT: There is no direct fiscal impact or financial obligation to authorizing the execution of a grant application to the Commonwealth Financing Authority's Statewide Local Share Assessment Grant. Matching funds are not required for this grant application. If awarded, this grant will be used in conjunction with the already approved Delco Greenways Grant ($376,454 for construction), DCED MTF Grant ($1.7MM), and other sources needed to fully fund the Radnor Trail Extension.

RECOMMENDED ACTION: Radnor Township has the opportunity to execute grant applications through the Commonwealth Financing Authority's (CFA) Statewide Local Share Assessment-Grant (LSA) due to the scope and nature of the Radnor Trail Extension Project in an amount not to exceed $750,000 to improve the quality of life of citizens in the community.

Staff requests that the Radnor Township Board of Commissioners authorize the Township Manager to execute all documents and agreements between the Township of Radnor and the Department of Community and Economic Development to facilitate and assist in obtaining CFA's LSA grant for the Radnor Trail Extension in the grant request amount of $750,000. The proposed resolution is attached.

Township Staff will administer and prepare the necessary grant documentation in cooperation with Campbell Thomas & Co. (the Architectural Firm that is designing, administering, and overseeing the planning and development of the expanded trail system), and will coordinate the project if approved by the Board of Commissioners and subsequent granting authorities.

ATTACHMENTS:
Radnor_EandS_Revised_Final_4.11.25.pdf
Updated_Remediation_Set_2025-03-07.pdf
SR1021_Radnor_Trail_Culvert_Final_Culvert_Plan_Submittal_2025-03-27.pdf
2026-115 -- Local Shares Account (Statewide) Grant Program -- Radnor Trail Extension - Resolution -- October 12 2026.pdf

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE			1 OF 14

REVISION NUMBER	REVISIONS	DATE	BY
1	REV. PER SOIL REMEDIATION PLAN FINDINGS	3.10.25	TPW

EROSION AND SEDIMENT POLLUTION CONTROL PLANS
FOR THE RADNOR TRAIL EXTENSION
IN DELAWARE COUNTY

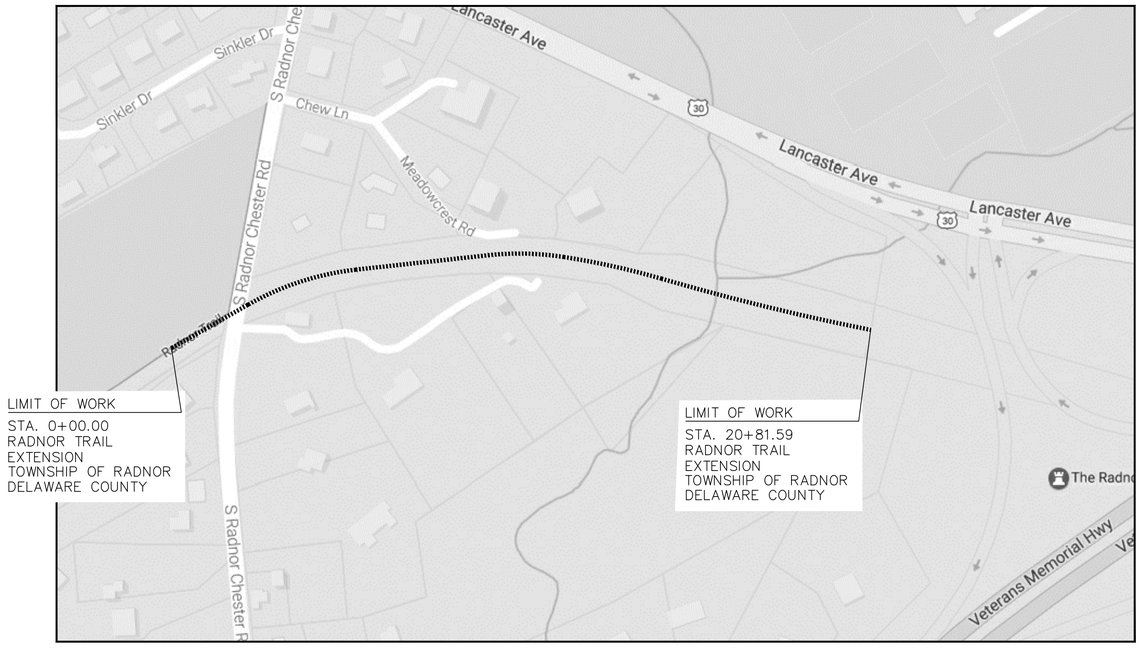
DISTRICT CONTACT:

DELAWARE COUNTY CONSERVATION DISTRICT
1521 N. PROVIDENCE ROAD
MEDIA, PA 19063
PH. 610.892.9484

FROM STA. 0+00.00 TO STA. 20+81.59 LENGTH 2,081.59 FT. 0.39 MI.

TOTAL ACREAGE OF TRAIL CONSTRUCTION WITHIN AUTHORIZED SITE(S) (DISTURBANCE ACREAGE) – 2.18 AC.

ACREAGE OF TRAIL CONSTRUCTION OUTSIDE OF EXISTING FORMER RAILROAD CORRIDOR AND EXISTING ROADWAY RIGHT-OF-WAY – 9,500 SF. (0.22 AC.)



LOCATION MAP

SCALE IN FEET
200 0 200 400

LOCATION MAP LEGEND

PROJECT LOCATION

PLAN LEGEND

	PROPOSED	EXISITNG
EROSION CONTROL BLANKET		TREELINE
ROCK FILTER	RF	SPECIMEN TREE
ROCK CONSTRUCTION ENTRANCE	RCE	EDGE OF PAVEMENT
LIMIT OF DISTURBANCE	LOD	ROADWAY CENTERLINE
COMPOST FILTER SOCK	FS FS FS FS	RIGHT-OF-WAY / PROPERTY BOUNDARY
NPDES BOUNDARY	NPDES	MUNICIPAL BOUNDARY
MINOR 2' CONTOUR		WATERCOURSE / POND
MAJOR 2' CONTOUR		MINOR 2' CONTOUR
EDGE OF TRAIL SURFACE		MAJOR 2' CONTOUR
TRAIL CENTERLINE		100 YEAR FLOODPLAIN
EDGE OF TRAIL SHOULDER		GUIDERAIL
FENCE		FENCE
CONCRETE SIDEWALK		SOILS BOUNDARY
RIP-RAP		UTILITY POLE
STORMWATER PIPE / STRUCTURE		STORMWATER PIPE / STRUCTURE
GATE		
BOLLARDS		

SHEET INDEX

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TITLE SHEET	1
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NOTES & DETAIL SHEETS	3–10
TRAIL CROSS SECTION DETAILS	11
PLAN SHEETS	12–14

CALL BEFORE YOU DIG! IT'S THE LAW
PENNSYLVANIA LAW REQUIRES 3 WORKING DAYS NOTICE FOR CONSTRUCTION PHASE AND 10 DAYS IN DESIGN STAGE - STOP CALL

PENNSYLVANIA ONE CALL SYSTEM, INC.
1-800-242-1776

ILLUSTRATION Uniform Color Code using APWA standard (ES) 1 Safety Colors FOR TEMPORARY MARKINGS of Underground Facilities

PROJECT SERIAL NO.: 20171381641

APPLICANT / GRANTEE:

TOWNSHIP OF RADNOR
301 IVEN AVE.
WAYNE, PA 19087
PH. 610.688.1279

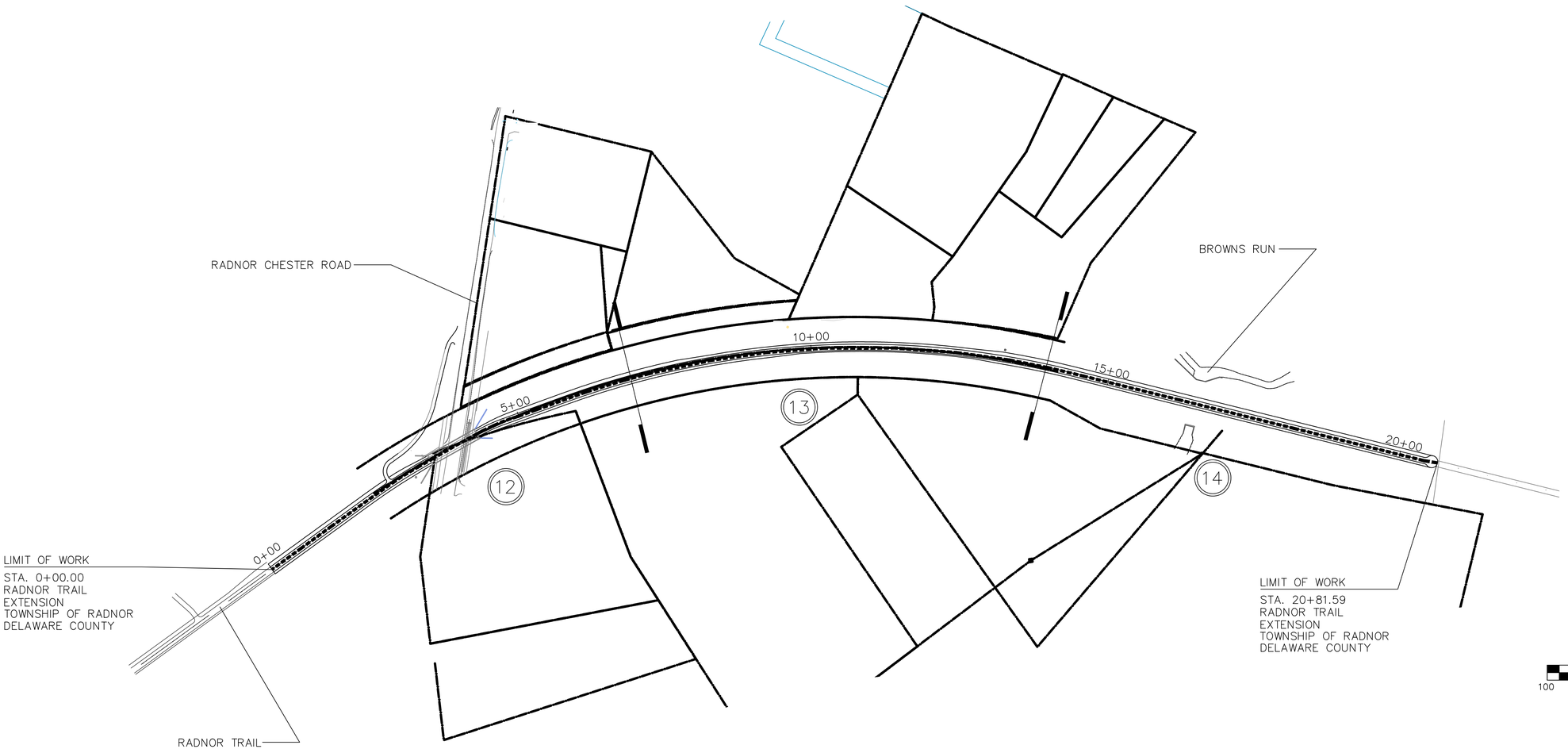
PLAN PREPARER:

TPW DESIGN STUDIOS
LANDSCAPE ARCHITECTURE + PLANNING
310 ELMWOOD BLVD.
YORK, PA. 17403
STUDIO PHONE: 301-613-4121

TIMOTHY PAUL WILSON
PENNSYLVANIA
REGISTRATION NUMBER 2792
REGISTERED LANDSCAPE ARCHITECT

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE			2 OF 14

REVISION NUMBER	REVISIONS	DATE	BY
1	REV. PER SOIL REMEDIATION PLAN FINDINGS	3.10.25	TPW



INDEX MAP

LEGEND

3 — PLANVIEW AND SHEET NUMBER

SHEET BREAK

RADNOR TRAIL EXTENSION

TIMOTHY PAUL WILSON
COMMONWEALTH OF PENNSYLVANIA
REGISTRATION NUMBER 2792
REGISTERED LANDSCAPE ARCHITECT

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE			3 OF 14

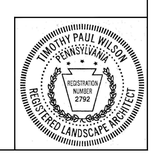
REVISION NUMBER	REVISIONS	DATE	BY
1	REV. PER SOIL REMEDIATION PLAN FINDINGS	3.10.25	TPW

EROSION AND SEDIMENT POLLUTION CONTROL GENERAL NOTES

1. TOTAL DISTURBED AREA: 2.18 ACRES. THE PROJECT SITE DISCHARGES TO UNNAMED TRIBUTARIES TO DARBY CREEK, DELAWARE ESTUARY BASIN.
2. ANY OFF-SITE AREAS WITHIN THE LIMITS OF DISTURBANCE ARE THE RESPONSIBILITY OF THE TRAIL DEVELOPER TO INSTALL. OFF-SITE FACILITIES SUCH AS: UTILITIES AND ROADWAYS.
3. CHAPTER 93 STREAM DESIGNATION: THE PROTECTED USES FOR THE UNNAMED TRIBUTARIES TO DARBY CREEK ARE LISTED AS COLD WATER FISHES (CWF), AND MIGRATORY FISHES (MF).
4. THE EROSION & SEDIMENT POLLUTION CONTROL PLAN (E&S PLAN) IS GOVERNED BY THE PENNSYLVANIA DEPARTMENT OF ENVIRONMENTAL PROTECTION TITLE 25 CHAPTER 102 "EROSION AND SEDIMENT POLLUTION CONTROL PROGRAM MANUAL". THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AND KEEPING A COPY OF THIS PUBLICATION ON SITE.
5. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN MUST BE AVAILABLE AT THE PROJECT SITE AT ALL TIMES.
6. CONSTRUCT THIS PROJECT IN ACCORDANCE WITH THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION SPECIFICATIONS, PUBLICATION 408/2011, DATED APRIL 6, 2011, EXCEPT AS MODIFIED IN THE CONTRACT DOCUMENTS.
7. PRIOR TO THE START OF ANY WORK THE CONTRACTOR IS RESPONSIBLE FOR PREPARING, SUBMITTING, AND IMPLEMENTING A PADEP APPROVED "PREPAREDNESS, PREVENTION, AND CONTINGENCY PLAN" (PPC PLAN) FOR PROPOSED CONSTRUCTION ACTIVITIES TO CONTROL POTENTIAL DISCHARGE OF POLLUTANTS CARRIED IN STORMWATER. THE PPC PLAN IS TO BE SUBMITTED TO:

   PADEP SOUTHEAST REGIONAL OFFICE
   2 EAST MAIN STREET
   NORRISTOWN, PA 19401-1915
   PHONE: 484-250-5900

8. THE APPROVED PREPAREDNESS, PREVENTION, AND CONTINGENCY PLAN MUST BE AVAILABLE ON THE PROJECT SITE AND MAINTAINED BY THE CONTRACTOR ON THE PROJECT SITE FOR THE DURATION OF THE PERMITS AND/OR CONSTRUCTION SCHEDULE.
9. THIS PROJECT IS SUBJECT TO INSPECTION BY REPRESENTATIVES OF DELAWARE COUNTY CONSERVATION DISTRICT. OBTAIN APPROVAL FROM THE DELAWARE COUNTY CONSERVATION DISTRICT PRIOR TO IMPLEMENTING ANY REVISED WORK IF MODIFICATIONS TO THE APPROVED NPDES PERMIT PLANS AND/OR BID DOCUMENTS ARE REQUIRED.
10. THE CONTRACTOR IS ADVISED TO BECOME THOROUGHLY FAMILIAR WITH THE PROVISIONS OF THE APPENDIX 64, EROSION CONTROL RULES AND REGULATIONS, TITLE 25, PART 1, DEPARTMENT OF ENVIRONMENTAL PROTECTION, SUBPART C, PROTECTION OF NATURAL RESOURCES, ARTICLE III, WATER RESOURCES, CHAPTER 102, EROSION CONTROL.
11. DELINEATE AND PROTECT ALL WETLANDS (IF APPLICABLE) WITH ORANGE SAFETY FENCE PRIOR TO ANY EARTH MOVING ACTIVITY.
12. DO NOT PARK ANY EQUIPMENT OR VEHICLES OVERNIGHT NEAR THE STREAM AND/OR RIVER. DO NOT ALLOW OIL, GAS, HYDRAULIC FLUID, OR OTHER CONTAMINATES TO ENTER THE STREAM AND/OR RIVER.
13. ALL EARTH DISTURBANCES, INCLUDING CLEARING AND GRUBBING AS WELL AS CUTS AND FILLS SHALL BE DONE IN ACCORDANCE WITH THE APPROVED E&S PLAN. A COPY OF THE APPROVED DRAWINGS (STAMPED, SIGNED AND DATED BY THE REVIEWING AGENCY) MUST BE AVAILABLE AT THE PROJECT SITE AT ALL TIMES. THE REVIEWING AGENCY SHALL BE NOTIFIED OF ANY CHANGES TO THE APPROVED PLAN PRIOR TO IMPLEMENTATION OF THOSE CHANGES. THE REVIEWING AGENCY MAY REQUIRE A WRITTEN SUBMITTAL OF THOSE CHANGES FOR REVIEW AND APPROVAL AT ITS DISCRETION.
14. AT LEAST 7 DAYS PRIOR TO STARTING ANY EARTH DISTURBANCE ACTIVITIES, INCLUDING CLEARING AND GRUBBING, THE OWNER AND/OR OPERATOR SHALL INVITE ALL CONTRACTORS, THE LANDOWNER AND APPROPRIATE MUNICIPAL OFFICIALS, THE E&S PLAN PREPARER, THE PCSM PLAN PREPARER, THE LICENSED PROFESSIONAL RESPONSIBLE FOR OVERSIGHT OF CRITICAL STAGES OF IMPLEMENTATION OF THE PCSM PLAN, AND A REPRESENTATIVE FROM THE LOCAL CONSERVATION DISTRICT TO AN ON-SITE PRE-CONSTRUCTION MEETING.
15. AT LEAST 3 DAYS BEFORE STARTING ANY EARTH DISTURBANCE ACTIVITIES, OR EXPANDING INTO AN AREA PREVIOUSLY UNMARKED, THE PENNSYLVANIA ONE CALL SYSTEM INC. SHALL BE NOTIFIED AT 1-800-242-1776 FOR THE LOCATION OF EXISTING UNDERGROUND UTILITIES.
16. ALL EARTH DISTURBANCE ACTIVITIES SHALL PROCEED IN ACCORDANCE WITH THE SEQUENCE PROVIDED ON THE PLAN DRAWINGS. DEVIATION FROM THAT SEQUENCE MUST BE APPROVED IN WRITING FROM THE LOCAL CONSERVATION DISTRICT OR BY THE DEPARTMENT PRIOR TO IMPLEMENTATION.
17. AREAS TO BE FILLED ARE TO BE CLEARED, GRUBBED, AND STRIPPED OF TOPSOIL TO REMOVE TREES, VEGETATION, ROOTS AND OTHER OBJECTIONABLE MATERIAL.
18. CLEARING, GRUBBING, AND TOPSOIL STRIPPING SHALL BE LIMITED TO THOSE AREAS DESCRIBED IN EACH STAGE OF THE CONSTRUCTION SEQUENCE. GENERAL SITE CLEARING, GRUBBING AND TOPSOIL STRIPPING MAY NOT COMMENCE IN ANY STAGE OR PHASE OF THE PROJECT UNTIL THE E&S BMP'S SPECIFIED BY THE BMP SEQUENCE FOR THAT STAGE OR PHASE HAVE BEEN INSTALLED AND ARE FUNCTIONING AS DESCRIBED IN THIS E&S PLAN.
19. AT NO TIME SHALL CONSTRUCTION VEHICLES BE ALLOWED TO ENTER AREAS OUTSIDE THE LIMIT OF DISTURBANCE BOUNDARIES SHOWN ON THE PLAN MAPS. THESE AREAS MUST BE CLEARLY MARKED AND FENCED OFF BEFORE CLEARING AND GRUBBING OPERATIONS BEGIN.
20. TOPSOIL REQUIRED FOR THE ESTABLISHMENT OF VEGETATION SHALL BE STOCKPILED AT THE LOCATION(S) SHOWN ON THE PLAN MAPS(S) IN THE AMOUNT NECESSARY TO COMPLETE THE FINISH GRADING OF ALL EXPOSED AREAS THAT ARE TO BE STABILIZED BY VEGETATION. EACH STOCKPILE SHALL BE PROTECTED IN THE MANNER SHOWN ON THE PLAN DRAWINGS. STOCKPILE HEIGHTS SHALL NOT EXCEED 35 FEET. STOCKPILE SLOPES SHALL BE 2H:1V OR FLATTER.
21. IMMEDIATELY UPON DISCOVERING UNFORESEEN CIRCUMSTANCES POSING THE POTENTIAL FOR ACCELERATED EROSION AND/OR SEDIMENT POLLUTION, THE OPERATOR SHALL IMPLEMENT APPROPRIATE BEST MANAGEMENT PRACTICES TO MINIMIZE THE POTENTIAL FOR EROSION AND SEDIMENT POLLUTION AND NOTIFY THE LOCAL CONSERVATION DISTRICT AND/OR THE REGIONAL OFFICE OF THE DEPARTMENT.
22. ALL BUILDING MATERIALS AND WASTES SHALL BE REMOVED FROM THE SITE AND RECYCLED OR DISPOSED OF IN ACCORDANCE WITH THE DEPARTMENT'S SOLID WASTE MANAGEMENT REGULATIONS AT 25 PA. CODE 260.1 ET. SEQ., 271.1 AND 287.1 ET. SEQ. NO BUILDING MATERIALS OR WASTES OR UNUSED BUILDING MATERIALS SHALL BE BURNED, BURIED, DUMPED, OR DISCHARGED AT THE SITE.
23. ALL OFF-SITE WASTE AND BORROW AREAS MUST HAVE AN E&S PLAN APPROVED BY THE LOCAL CONSERVATION DISTRICT OR THE DEPARTMENT FULLY IMPLEMENTED PRIOR TO BEING ACTIVATED.
24. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ANY MATERIAL BROUGHT ON SITE IS CLEAN FILL. FORM FP-001 MUST BE RETAINED BY THE PROPERTY OWNER FOR ANY FILL MATERIAL AFFECTED BY A SPILL OR RELEASE OF A REGULATED SUBSTANCE BUT QUALIFYING AS CLEAN FILL DUE TO ANALYTICAL TESTING.
25. ALL PUMPING OF WATER FROM ANY WORK AREA SHALL BE DONE ACCORDING TO THE PROCEDURE DESCRIBED IN THIS PLAN, OVER UNDISTURBED VEGETATED AREAS.
26. VEHICLES AND EQUIPMENT MAY ENTER DIRECTLY TO THE PROJECT SITE FROM THE ADJACENT TOWNSHIP OWNED PARK.
27. UNTIL THE SITE IS STABILIZED, ALL EROSION AND SEDIMENT BMP'S SHALL BE MAINTAINED PROPERLY. MAINTENANCE SHALL INCLUDE INSPECTIONS OF ALL EROSION AND SEDIMENT BMP'S AFTER EACH RUNOFF EVENT AND ON A WEEKLY BASIS. ALL PREVENTATIVE AND REMEDIAL MAINTENANCE WORK, INCLUDING CLEAN OUT, REPAIR, REPLACEMENT, REGARDING, RESEEDING, REMULCHING, AND RENETTING, MUST BE PERFORMED IMMEDIATELY. IF EROSION AND SEDIMENT BMP'S FAIL TO PERFORM AS EXPECTED, REPLACEMENT BMP'S, OR MODIFICATIONS TO THOSE INSTALLED WILL BE REQUIRED.
28. A LOG SHOWING DATES THAT E&S BMP'S WERE INSPECTED AS WELL AS ANY DEFICIENCIES FOUND AND THE DATE THEY WERE CORRECTED SHALL BE MAINTAINED ON THE SITE AND BE MADE AVAILABLE TO REGULATORY AGENCY OFFICIALS AT THE TIME OF INSPECTION.
29. SEDIMENT TRACKED ONTO ANY PUBLIC ROADWAY OR SIDEWALK SHALL BE RETURNED TO THE CONSTRUCTION SITE BY THE END OF EACH WORK DAY AND DISPOSED IN THE MANNER DESCRIBED IN THIS PLAN. IN NO CASE SHALL THE SEDIMENT BE WASHED, SHOVELED, OR SWEPT INTO ANY ROADSIDE DITCH, STORM SEWER, OR SURFACE WATER.
30. ALL SEDIMENT REMOVED FROM BMP'S SHALL BE DISPOSED OF IN THE MANNER DESCRIBED ON THE PLAN DRAWINGS.
31. AREAS WHICH ARE TO BE TOPSOILED SHALL BE SCARIFIED TO A MINIMUM DEPTH OF 3 TO 5 INCHES – 6 TO 12 INCHES ON COMPACTED SOILS – PRIOR TO PLACEMENT OF TOPSOIL. AREAS TO BE VEGETATED SHALL HAVE A MINIMUM 4 INCHES OF TOPSOIL IN PLACE PRIOR TO SEEDING AND MULCHING. FILL OUTSLOPES SHALL HAVE A MINIMUM OF 2 INCHES OF TOPSOIL.
32. ALL FILLS SHALL BE COMPACTED AS REQUIRED TO REDUCE EROSION, SLIPPAGE, SETTLEMENT, SUBSIDENCE OR OTHER RELATED PROBLEMS. FILL INTENDED TO SUPPORT BUILDINGS, STRUCTURES AND CONDUITS, ETC. SHALL BE COMPACTED IN ACCORDANCE WITH LOCAL REQUIREMENTS OR CODES.
33. ALL EARTHEN FILLS SHALL BE PLACED IN COMPACTED LAYERS NOT TO EXCEED 9 INCHES IN THICKNESS.
34. FILL MATERIALS SHALL BE FREE OF FROZEN PARTICLES, BRUSH, ROOTS, SOD, OR OTHER FOREIGN OR OBJECTIONABLE MATERIALS THAT WOULD INTERFERE WITH OR PREVENT CONSTRUCTION OF SATISFACTORY FILLS.
35. FROZEN MATERIALS OR SOFT, MUCKY, OR HIGHLY COMPRESSIBLE MATERIALS SHALL NOT BE INCORPORATED INTO FILLS.
36. FILL SHALL NOT BE PLACED ON SATURATED OF FROZEN SURFACES.
37. SEEPS OR SPRINGS ENCOUNTERED DURING CONSTRUCTION SHALL BE HANDLED IN ACCORDANCE WITH THE STANDARD AND SPECIFICATIONS FOR SUBSURFACE DRAIN OR OTHER APPROVED METHOD.
38. ALL GRADED AREAS SHALL BE PERMANENTLY STABILIZED IMMEDIATELY UPON REACHING FINISHED GRADE. CUT SLOPES IN COMPETENT BEDROCK AND ROCK FILLS NEED NOT BE VEGETATED. SEEDED AREAS WITHIN 50 FEET OF A SURFACE WATER, OR AS OTHERWISE SHOWN ON THE PLAN DRAWINGS, SHALL BE BLANKETED ACCORDING TO THE STANDARDS OF THIS PLAN.
39. IMMEDIATELY AFTER EARTH DISTURBANCE ACTIVITIES CEASE IN ANY AREA OR SUBAREA OF THE PROJECT, THE OPERATOR SHALL STABILIZE ALL DISTURBED AREAS. DURING NON-GERMINATING MONTHS, MULCH OR PROTECTIVE BLANKETING SHALL BE APPLIED AS DESCRIBED IN THE PLAN. AREAS NOT AT FINISHED GRADE, WHICH WILL BE REACTIVATED WITHIN 1 YEAR, MAY BE STABILIZED IN ACCORDANCE WITH THE TEMPORARY STABILIZATION SPECIFICATIONS. THOSE AREAS WHICH WILL NOT BE REACTIVATED WITHIN 1 YEAR SHALL BE STABILIZED IN ACCORDANCE WITH THE PERMANENT STABILIZATION SPECIFICATIONS.
40. PERMANENT STABILIZATION IS DEFINED AS A MINIMUM UNIFORM, 70% PERENNIAL VEGETATIVE COVER OR OTHER PERMANENT NON-VEGETATIVE COVER WITH A DENSITY SUFFICIENT TO RESIST ACCELERATED EROSION. CUT AND FILL SLOPES SHALL BE CAPABLE OF RESISTING FAILURE DUE TO SLUMPING, SLIDING, OR OTHER MOVEMENTS.
41. E&S BMP'S SHALL REMAIN FUNCTIONAL AS SUCH UNTIL ALL AREAS TRIBUTARY TO THEM ARE PERMANENTLY STABILIZED OR UNTIL THEY ARE REPLACED BY ANOTHER BMP APPROVED BY THE LOCAL CONSERVATION DISTRICT OR THE DEPARTMENT.
42. UPON COMPLETION OF ALL EARTH DISTURBANCE ACTIVITIES AND PERMANENT STABILIZATION OF ALL DISTURBED AREAS, THE OWNER AND/OR OPERATOR SHALL CONTACT THE LOCAL CONSERVATION DISTRICT FOR AN INSPECTION PRIOR TO REMOVAL/CONVERSION OF THE E&S BMP'S.
43. AFTER FINAL SITE STABILIZATION HAS BEEN ACHIEVED, TEMPORARY EROSION AND SEDIMENT BMP'S MUST BE REMOVED OR CONVERTED TO PERMANENT POST CONSTRUCTION STORMWATER MANAGEMENT BMP'S. AREAS DISTURBED DURING REMOVAL OR CONVERSION OF THE BMP'S SHALL BE STABILIZED IMMEDIATELY. IN ORDER TO ENSURE RAPID REVEGETATION OF DISTURBED AREAS, SUCH REMOVAL/CONVERSIONS ARE TO BE DONE ONLY DURING THE GERMINATING SEASON.



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EROSION AND SEDIMENT POLLUTION CONTROL GENERAL NOTES (CONT.)

44. UPON COMPLETION OF ALL EARTH DISTURBANCE ACTIVITIES AND PERMANENT STABILIZATION OF ALL DISTURBED AREAS, THE OWNER AND/OR OPERATOR SHALL CONTACT THE LOCAL CONSERVATION DISTRICT TO SCHEDULE A FINAL INSPECTION.

45. FAILURE TO CORRECTLY INSTALL E&S BMP'S, FAILURE TO PREVENT SEDIMENT-LADEN RUNOFF FROM LEAVING THE CONSTRUCTION SITE, OR FAILURE TO TAKE IMMEDIATE CORRECTIVE ACTION TO RESOLVE FAILURE OF E&S BMP'S MAY RESULT IN ADMINISTRATIVE, CIVIL, AND/OR CRIMINAL PENALTIES BEING INSTITUTED BY THE DEPARTMENT AS DEFINED IN SECTION 602 OF THE PENNSYLVANIA CLEAN STREAMS LAW. THE CLEAN STREAMS LAW PROVIDES FOR UP TO $10,000 PER DAY IN CIVIL PENALTIES, UP TO $10,000 IN SUMMARY CRIMINAL PENALTIES, AND UP TO $25,000 IN MISDEMEANOR CRIMINAL PENALTIES FOR EACH VIOLATION.

46. PERMITTEES AND COPERMITTEES ARE RESPONSIBLE FOR ENSURING THAT A LICENSED PROFESSIONAL HAVE OVERSIGHT RESPONSIBILITIES FOR THE DESIGN AND PROPER INSTALLATION OF PERMANENT BMPS IDENTIFIED IN THE PLANS. THE LICENSED PROFESSIONAL SHALL CERTIFY THAT THE BMPS IDENTIFIED IN THE PLAN HAVE BEEN INSTALLED IN ACCORDANCE WITH THE APPROVED PLAN. THE INSTALLATION SCHEDULE OF PERMANENT BMPS AND MAINTENANCE REQUIREMENTS CONTAINED WITHIN THE APPROVED PLANS MUST BE FOLLOWED; AND FAILURE TO COMPLY WITH THE INSTALLATION SCHEDULE IS A VIOLATION OF THIS APPROVAL, THE CLEAN STREAMS LAW, AND THE CLEAN WATER ACT.

47. ALL CHANNELS SHALL BE KEPT FREE OF OBSTRUCTIONS INCLUDING BUT NOT LIMITED TO FILL, ROCKS, LEAVES, WOODY DEBRIS, ACCUMULATED SEDIMENT, EXCESS VEGETATION, AND CONSTRUCTION MATERIAL/WASTES.

UTILITY LINE TRENCH EXCAVATION NOTES

1. LIMIT ADVANCED CLEARING AND GRUBBING OPERATIONS TO A DISTANCE EQUAL TO TWO TIMES THE LENGTH OF PIPE INSTALLATION THAT CAN BE COMPLETED IN ONE DAY.
2. WORK CREWS AND EQUIPMENT FOR TRENCHING, PLACEMENT OF PIPE, PLUG CONSTRUCTION AND BACKFILLING WILL BE SELF CONTAINED AND SEPARATE FROM CLEARING AND GRUBBING AND SITE RESTORATION AND STABILIZATION OPERATIONS.
3. ALL SOIL EXCAVATED FROM THE TRENCH WILL BE PLACED ON THE UPHILL SIDE OF THE TRENCH.
4. LIMIT DAILY TRENCH EXCAVATION TO THE LENGTH OF PIPE PLACEMENT, PLUG INSTALLATION AND BACKFILLING THAT CAN BE COMPLETED THE SAME DAY.
5. WATER WHICH ACCUMULATES IN THE OPEN TRENCH WILL BE COMPLETELY REMOVED BY PUMPING BEFORE PIPE PLACEMENT AND / OR BACKFILLING BEGINS. WATER REMOVED FROM THE TRENCH SHALL BE PUMPED THROUGH A FILTRATION DEVICE.
6. ON THE DAY FOLLOWING PIPE PLACEMENT AND TRENCH BACKFILLING, THE DISTURBED AREA WILL BE GRADED TO FINAL CONTOURS AND IMMEDIATELY STABILIZED.
7. SOILS EXCAVATED FROM EXISTING SURFACE LAYER SHOULD BE STOCKPILED SEPARATELY AND RETURNED AS FINAL SURFACE LAYER FOLLOWING TRENCH BACKFILLING.

ENVIRONMENTAL DUE DILIGENCE NOTES

1. IF THE SITE WILL NEED TO IMPORT OR EXPORT MATERIAL FROM THE SITE, THE RESPONSIBILITY FOR PERFORMING ENVIRONMENTAL DUE DILIGENCE AND DETERMINATION OF CLEAN FILL WILL REST WITH (RESPONSIBLE PARTY).
2. CLEAN FILL IS DEFINED AS: UNCONTAMINATED, NON-WATER SOLUBLE, NON-DECOMPOSABLE, INERT, SOLID MATERIAL. THE TERM INCLUDES SOIL, ROCK, STONE, DREDGED MATERIAL, USED ASPHALT, AND BRICK, BLOCK OR CONCRETE FROM CONSTRUCTION AND DEMOLITION ACTIVITIES THAT IS SEPARATE FROM OTHER WASTE AND IS RECOGNIZABLE AS SUCH. THE TERM DOES NOT INCLUDE MATERIALS PLACED IN OR ON THE WATERS OF THE COMMONWEALTH UNLESS OTHERWISE AUTHORIZED. (THE TERM "USED ASPHALT" DOES NOT INCLUDE MILLED ASPHALT OR ASPHALT THAT HAS BEEN PROCESSED FOR RE-USE).
3. CLEAN FILL AFFECTED BY A SPILL OR RELEASE OF A REGULATED SUBSTANCE: FILL MATERIALS AFFECTED BY A SPILL OR RELEASE OF A REGULATED SUBSTANCE STILL QUALIFIES AS CLEAN FILL PROVIDED THE TESTING REVEALS THAT THE FILL MATERIAL CONTAINS CONCENTRATIONS OF REGULATED SUBSTANCES THAT ARE BELOW THE RESIDENTIAL LIMITS IN TABLES FP-1A AND FP-1B FOUND IN THE DEPARTMENT'S POLICY "MANAGEMENT OF FILL".
4. ANY PERSON PLACING CLEAN FILL THAT HAS BEEN AFFECTED BY A SPILL OR RELEASE OF A REGULATED SUBSTANCE MUST USE FORM FP-001 TO CERTIFY THE ORIGIN OF THE FILL MATERIAL AND THE RESULTS OF THE ANALYTICAL TESTING TO QUALIFY THE MATERIAL AS CLEAN FILL. FORM FP-001 MUST BE RETAINED BY THE OWNER OF THE PROPERTY RECEIVING THE FILL. A COPY OF FORM FP-001 CAN BE FOUND AT THE END OF THESE INSTRUCTIONS.
5. ENVIRONMENTAL DUE DILIGENCE: THE APPLICANT MUST PERFORM ENVIRONMENTAL DUE DILIGENCE TO DETERMINE IF THE FILL MATERIALS ASSOCIATED WITH THE PROJECT QUALIFY AS CLEAN FILL. ENVIRONMENTAL DUE DILIGENCE IS DEFINED AS: INVESTIGATIVE TECHNIQUES, INCLUDING, BUT NOT LIMITED TO, VISUAL PROPERTY INSPECTIONS, ELECTRONIC DATA BASE SEARCHES, REVIEW OF PROPERTY OWNERSHIP, REVIEW OF PROPERTY USE HISTORY, SANBORN MAPS, ENVIRONMENTAL QUESTIONNAIRES, TRANSACTION SCREENS, ANALYTICAL TESTING, ENVIRONMENTAL ASSESSMENTS OR AUDITS. ANALYTICAL TESTING IS NOT A REQUIRED PART OF DUE DILIGENCE UNLESS VISUAL INSPECTION AND/OR REVIEW OF THE PAST LAND USE OF THE PROPERTY INDICATES THAT THE FILL MAY HAVE BEEN SUBJECTED TO A SPILL OR RELEASE OF REGULATED SUBSTANCE. IF THE FILL MAY HAVE BEEN AFFECTED BY A SPILL OR RELEASE OF A REGULATED SUBSTANCE, IT MUST BE TESTED TO DETERMINE IF IT QUALIFIES AS CLEAN FILL. TESTING SHOULD BE PERFORMED IN ACCORDANCE WITH APPENDIX A OF THE DEPARTMENT'S POLICY "MANAGEMENT OF FILL".
6. FILL MATERIAL THAT DOES NOT QUALIFY AS CLEAN FILL IS REGULATED FILL. REGULATED FILL IS WASTE AND MUST BE MANAGED IN ACCORDANCE WITH THE DEPARTMENT'S MUNICIPAL OR RESIDUAL WASTE REGULATIONS BASED ON 25 PA. CODE CHAPTERS 287 RESIDUAL WASTE MANAGEMENT OR 271 MUNICIPAL WASTE MANAGEMENT, WHICHEVER IS APPLICABLE. THESE REGULATIONS ARE AVAILABLE ON-LINE AT WWW.PACODE.COM.

EXISTING SOILS DATA			
MAP SYMBOL	DESCRIPTION	SLOPE %	HYDROLOGIC GROUP
GeB	GLENELG CHANNERY LOAM	3 TO 8	B
GeC2	GLENELG CHANNERY SILT LOAM	8 TO 15	B
GnB2	GLENELG SILT LOAM	3 TO 8	C/D
NsD	NESHAMINY VERY STONY SILT LOAM	8 TO 25	C

SOIL LIMITATION NOTES

THE FOLLOWING IDENTIFIED SOIL LIMITATION WITHIN THE PROJECT AREA AND HOW THEY WILL BE ADDRESSED WITHIN ARE AS FOLLOWS:

FROST ACTION: POSITIVE TRAIL SURFACE DRAINAGE WILL BE PROVIDED WITHIN PROJECT AREAS WITH THIS SOIL LIMITATION TO MINIMIZE THE CHANCE OF SOIL SATURATION.

HIGH WATER TABLE: POSITIVE TRAIL SURFACE DRAINAGE WILL BE PROVIDED WITHIN THE PROJECT AREAS WITH THIS SOIL LIMITATIONS TO REDUCE THE EFFECT ON THE HIGH WATER TABLE.

SHRINK-SWELL: WITHIN PROJECT AREAS WITH SHRINK-SWELL SOIL LIMITATIONS, THESE SOILS WILL NOT BE USED AS FILL OR EMBANKMENT MATERIALS.

EXCESSIVE SLOPE CONDITIONS: INSPECT STEEP SLOPES, USE FILTER SOCKS AND EROSION CONTROL BLANKETS REGULARLY FOR AREAS OF EROSION AND RESTORE PROPERLY.

DROUGHTY: WITHIN PROJECT AREAS WITH DROUGHTY SOIL LIMITATIONS, THE SOIL SHALL BE AMENDED TO INCREASE MOISTURE-HOLDING CAPACITY ONLY IN AREAS WHERE PLANT MATERIAL IS PROPOSED.

POOR SOURCE OF TOPSOIL: WITHIN PROJECT AREAS WHERE THE SOIL IS CLASSIFIED AS A POOR SOURCE OF TOPSOIL, THESE SOILS WILL NOT BE STOCKPILED FOR TOPSOIL REUSE FOR THE PROJECT.

WETNESS: WITHIN PROJECT AREAS WITH A WETNESS SOIL LIMITATION, POSITIVE SURFACE DRAINAGE WILL BE PROVIDED TO MINIMIZE STANDING WATER AREAS THAT WILL CONTRIBUTE TO THE SOIL WETNESS.

MONITORING, INSPECTION, AND REPORTING REQUIREMENTS

VISUAL INSPECTIONS

1. THE PERMITTEE AND CO-PERMITTEE(S) MUST ENSURE THAT VISUAL SITE INSPECTIONS ARE CONDUCTED WEEKLY, AND WITHIN 24 HOURS AFTER EACH MEASURABLE RAINFALL EVENT THROUGHOUT THE DURATION OF CONSTRUCTION AND UNTIL THE RECEIPT AND ACKNOWLEDGEMENT OF THE NOT BY THE DEPARTMENT OR AUTHORIZED CONSERVATION DISTRICT. THE VISUAL SITE INSPECTIONS AND REPORTS SHALL BE COMPLETED IN A FORMAT PROVIDED BY THE DEPARTMENT, AND CONDUCTED BY QUALIFIED PERSONNEL, TRAINED AND EXPERIENCED IN EROSION AND SEDIMENT CONTROL, TO ASCERTAIN THAT E&S BMPS AND PERMANENT BMPS ARE PROPERLY CONSTRUCTED AND MAINTAINED TO EFFECTIVELY MINIMIZE POLLUTION TO THE WATERS OF THIS COMMONWEALTH. A WRITTEN REPORT OF EACH INSPECTION SHALL BE KEPT AND INCLUDE AT A MINIMUM:
   A. A SUMMARY OF SITE CONDITIONS, E&S BMP AND PERMANENT BMP, IMPLEMENTATION AND MAINTENANCE AND COMPLIANCE ACTIONS; AND
   B. THE DATE, TIME, NAME AND SIGNATURE OF THE PERSON CONDUCTING THE INSPECTION.

NONCOMPLIANCE REPORTING

1. WHERE E&S, OR PERMANENT BMPS ARE FOUND TO BE INOPERATIVE OR INEFFECTIVE DURING AN INSPECTION, OR ANY OTHER TIME, THE PERMITTEE AND COPERMITTEE(S) SHALL, WITHIN 24 HOURS, CONTACT THE DEPARTMENT OR AUTHORIZED CONSERVATION DISTRICT, BY PHONE OR PERSONAL CONTACT, FOLLOWED BY THE SUBMISSION OF A WRITTEN REPORT WITHIN 5 DAYS OF THE INITIAL CONTACT. NONCOMPLIANCE REPORTS SHALL INCLUDE THE FOLLOWING INFORMATION:
   A. ANY CONDITION ON THE PROJECT SITE WHICH MAY ENDANGER PUBLIC HEALTH, SAFETY, OR THE ENVIRONMENT, OR INVOLVE INCIDENTS WHICH CAUSE OR THREATEN POLLUTION;
   B. THE PERIOD OF NONCOMPLIANCE, INCLUDING EXACT DATES AND TIMES AND/OR ANTICIPATED TIME WHEN THE ACTIVITY WILL RETURN TO COMPLIANCE;
   C. STEPS BEING TAKEN TO REDUCE, ELIMINATE, AND PREVENT RECURRENCE OF THE NONCOMPLIANCE;
   D. THE DATE OR SCHEDULE OF DATES, AND IDENTIFYING REMEDIES FOR CORRECTING NONCOMPLIANCE CONDITIONS.

REDUCTION, LOSS, OR FAILURE OF THE BMPS

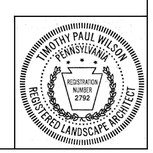
1. UPON REDUCTION, LOSS, OR FAILURE OF THE BMPS, THE PERMITTEE AND COPERMITTEE SHALL TAKE IMMEDIATE ACTION TO RESTORE THE BMPS OR PROVIDE AN ALTERNATIVE METHOD OF TREATMENT. SUCH RESTORED BMPS OR ALTERNATIVE TREATMENT SHALL BE AT LEAST AS EFFECTIVE AS THE ORIGINAL BMPS.

TERMINATION OF COVERAGE

1. UPON PERMANENT STABILIZATION OF EARTH DISTURBANCE ACTIVITIES ASSOCIATED WITH CONSTRUCTION ACTIVITY THAT ARE AUTHORIZED BY ANY PERMITS AND/OR APPROVED E&S PLANS OR WHEN PERMANENT BMPS HAVE BEEN PROPERLY INSTALLED, THE PERMITTEE AND/OR CO-PERMITTEE OF THE FACILITY MUST SUBMIT A FORM THAT IS SIGNED IN ACCORDANCE WITH PART B, SECTION 1.C, SIGNATORY REQUIREMENTS. ALL LETTERS CERTIFYING DISCHARGE TERMINATION ARE TO BE SENT TO THE DEPARTMENT OR AUTHORIZED CONSERVATION DISTRICT. THE LETTER MUST CONTAIN THE FOLLOWING INFORMATION: FACILITY NAME, ADDRESS, AND LOCATION, OPERATOR NAME AND ADDRESS, PERMIT (IF APPLICABLE) NUMBER, IDENTIFICATION AND PROOF OF ACKNOWLEDGMENT FROM THE PERSON(S) WHO WILL BE RESPONSIBLE FOR OPERATION AND MAINTENANCE OF THE PERMANENT BMPS IN ACCORDANCE WITH THE APPROVED E&S PLAN, AND THE REASON FOR PERMIT TERMINATION (IF APPLICABLE). UNTIL THE PERMITTEE HAS RECEIVED WRITTEN ACKNOWLEDGEMENT, THE PERMITTEE WILL REMAIN RESPONSIBLE FOR OPERATING AND MAINTAINING ALL E&S BMPS AND PERMANENT BMPS ON THE PROJECT SITE AND WILL BE RESPONSIBLE FOR VIOLATIONS OCCURRING ON THE PROJECT SITE.

COMPLETION CERTIFICATE AND FINAL PLANS

1. WITHIN 30 DAYS AFTER THE COMPLETION OF EARTH DISTURBANCE ACTIVITIES AUTHORIZED, INCLUDING THE PERMANENT STABILIZATION OF THE SITE AND PROPER INSTALLATION OF PERMANENT BMPS IN ACCORDANCE WITH THE APPROVED E&S PLAN, OR UPON SUBMISSION OF THE LETTER IF SOONER, THE PERMITTEE SHALL FILE WITH THE DEPARTMENT OR AUTHORIZED CONSERVATION DISTRICT A STATEMENT SIGNED BY A LICENSED PROFESSIONAL AND BY THE PERMITTEE CERTIFYING THAT WORK HAS BEEN PERFORMED IN ACCORDANCE WITH THE TERMS AND CONDITIONS OF ANY PERMITS AND THE APPROVED E&S PLANS.



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SEQUENCE OF CONSTRUCTION

NOTES:

ALL EARTH DISTURBANCE ACTIVITIES SHALL PROCEED IN ACCORDANCE WITH THE FOLLOWING SEQUENCE. EACH STAGE SHALL BE COMPLETED BEFORE ANY FOLLOWING STAGE IS INITIATED. CLEARING AND GRUBBING SHALL BE LIMITED ONLY TO THOSE AREAS IN EACH STAGE.

AT LEAST 7 DAYS BEFORE STARTING ANY EARTH DISTURBANCE ACTIVITIES, THE OPERATOR SHALL INVITE ALL CONTRACTORS INVOLVED IN THOSE ACTIVITIES TO AN ON SITE PRE-CONSTRUCTION MEETING. THOSE INVITED MUST INCLUDE BUT ARE NOT LIMITED TO: THE LANDOWNER AND ALL MUNICIPAL OFFICIALS, AND A REPRESENTATIVE FROM THE DELAWARE COUNTY CONSERVATION DISTRICT.

CESSATION OF EARTH DISTURBANCE ACTIVITY FOR 4 (FOUR) DAYS OR LONGER REQUIRES TEMPORARY SITE STABILIZATION.

ALL PUMPING OF SEDIMENT LADEN WATER SHALL BE THROUGH A SEDIMENT CONTROL BMP, SUCH AS A PUMPED WATER FILTER BAG OR EQUIVALENT SEDIMENT REMOVAL FACILITY, OVER UNDISTURBED VEGETATED AREAS.

CULVERT INSTALLATION CONSTRUCTION SEQUENCE STATION 3+32.84 TO 4+22.84

1. CLEARLY FIELD MARK THE LOCATIONS OF THE LIMITS OF DISTURBANCE (LOD) AS SHOWN ON THE EROSION AND SEDIMENT POLLUTION CONTROL PLAN. INCLUDING STOCKPILE AND STAGING AREA.
2. INSTALL ROCK CONSTRUCTION ENTRANCES NEAR STOCKPILE AND STAGING AREA AND NEAR STATION 0+14 ACCORDING TO THE EROSION AND SEDIMENT POLLUTION CONTROL PLAN.
3. INSTALL COMPOST FILTER SOCK ACCORDING TO THE EROSION AND SEDIMENT POLLUTION CONTROL PLAN. MAINTAIN ALL TEMPORARY EROSION AND SEDIMENT CONTROLS THROUGHOUT THE CONSTRUCTION OF THE PROJECT UNTIL VEGETATED AREAS ARE PERMANENTLY STABILIZED. NOTIFY THE DELAWARE COUNTY CONSERVATION DISTRICT 72 HOURS PRIOR TO START OF ANY ACTIVITY.
4. WORKING IN SEGMENTS FROM STATION 0+00 TO 3+32.84 EXCAVATE SECTION TO CULVERT INVERT. IN ACCORDANCE WITH THE FOLLOWING CONSTRUCTION SEQUENCE:
   - A. LIMIT ADVANCED CLEARING AND GRUBBING OPERATIONS TO A DISTANCE EQUAL TO TWO TIMES THE LENGTH OF EXCAVATION THAT CAN BE COMPLETED IN ONE DAY. WORK CREWS AND EQUIPMENT FOR CULVERT INSTALLATION WILL BE SELF CONTAINED AND SEPARATE FROM CLEARING AND GRUBBING AND SITE RESTORATION AND STABILIZATION OPERATIONS.
   - B. GRADE ALL PROPOSED AREAS IN ACCORDANCE WITH THE CONSTRUCTION PLAN SHEETS. UPON REACHING FINISHED SUB-GRADE FOR THE CULVERT INSTALL, IMMEDIATELY STABILIZE BY PLACING STONE BASE COURSE. SEED AND MULCH DISTURBED AREAS NOT BEING RE-SURFACED. SOILS EXCAVATED FROM EXISTING SURFACE LAYER SHOULD BE STOCKPILED SEPARATELY AND RETURNED AS FINAL TOPSOIL SURFACE LAYER FOLLOWING FINAL GRADE SURFACING.
   - C. INSTALL CULVERT, WINGWALLS AND REPLACE RADNOR CHESTER ROAD AS SHOWN ON THE CONSTRUCTION PLANS AND DETAILS.
   - D. CONSTRUCT GRADING AROUND CULVERT TO FINAL SURFACE ELEVATION AS SHOWN ON THE CONSTRUCTION PLAN.
5. ON THE DAY FOLLOWING CULVERT INSTALLATION, THE DISTURBED AREA WILL BE GRADED TO FINAL CONTOURS AND IMMEDIATELY STABILIZED.

TRAIL CONSTRUCTION SEQUENCE STATION 0+13.46 TO 20+81.59

6. CLEARLY FIELD MARK THE LOCATIONS OF THE LIMITS OF DISTURBANCE (LOD) AS SHOWN ON THE EROSION AND SEDIMENT POLLUTION CONTROL PLAN.
7. MAINTAIN ROCK CONSTRUCTION ENTRANCE NEAR STATION 0+14 ACCORDING TO THE EROSION AND SEDIMENT POLLUTION CONTROL PLAN.
8. INSTALL COMPOST FILTER SOCK ACCORDING TO THE EROSION AND SEDIMENT POLLUTION CONTROL PLAN. MAINTAIN ALL TEMPORARY EROSION AND SEDIMENT CONTROLS THROUGHOUT THE CONSTRUCTION OF THE PROJECT UNTIL VEGETATED AREAS ARE PERMANENTLY STABILIZED. NOTIFY THE DELAWARE COUNTY CONSERVATION DISTRICT 72 HOURS PRIOR TO START OF ANY ACTIVITY.
9. WORKING IN SEGMENTS FROM STATION 0+13.46 TO STATION 20+81.59, CONSTRUCT THE TRAIL IN ACCORDANCE WITH THE FOLLOWING CONSTRUCTION SEQUENCE:
   - A. LIMIT ADVANCED CLEARING AND GRUBBING OPERATIONS TO A DISTANCE EQUAL TO TWO TIMES THE LENGTH OF TRAIL CONSTRUCTION THAT CAN BE COMPLETED IN ONE DAY. WORK CREWS AND EQUIPMENT FOR TRAIL CONSTRUCTION WILL BE SELF CONTAINED AND SEPARATE FROM CLEARING AND GRUBBING AND SITE RESTORATION AND STABILIZATION OPERATIONS.

SEQUENCE OF CONSTRUCTION (CONT.)

   - B. GRADE ALL PROPOSED AREAS IN ACCORDANCE WITH THE CONSTRUCTION PLAN SHEETS. UPON REACHING FINISHED SUB-GRADE FOR THIS PORTION OF THE TRAIL CONSTRUCTION, IMMEDIATELY STABILIZE BY PLACING STONE BASE COURSE. SEED AND MULCH DISTURBED AREAS NOT BEING RE-SURFACED. SOILS EXCAVATED FROM EXISTING SURFACE LAYER SHOULD BE STOCKPILED SEPARATELY AND RETURNED AS FINAL TOPSOIL SURFACE LAYER FOLLOWING FINAL TRAIL SURFACING.
   - C. INSTALL VEGETATED SWALES AND OUTLET PROTECTION APRONS AS SHOWN ON THE E&S PLANS AND DETAILS.
   - D. CONSTRUCT THE TRAIL TO FINAL SURFACE ELEVATION AS SHOWN ON THE CONSTRUCTION PLAN.
10. ON THE DAY FOLLOWING TRAIL SURFACE PLACEMENT FOR THIS SEGMENT THE DISTURBED AREA WILL BE GRADED TO FINAL CONTOURS AND IMMEDIATELY STABILIZED.
11. INSTALL FENCING, GATES AND BOLLARDS AS LOCATED AND DETAILED IN THE CONSTRUCTION PLANS.
12. PLACE ALL PERMANENT SIGNING AND PAVEMENT MARKINGS ALONG THE TRAIL CORRIDOR AND ROADWAY AT THE LOCATIONS AS SHOWN ON THE CONSTRUCTION PLAN.
13. UPON COMPLETION OF ALL EARTH DISTURBANCE ACTIVITIES AND PERMANENT STABILIZATION OF ALL DISTURBED AREAS, THE OWNER AND/OR OPERATORS SHALL CONTACT THE DELAWARE COUNTY CONSERVATION DISTRICT FOR A FINAL INSPECTION PRIOR TO THE REMOVAL OF THE TEMPORARY BMP'S.
14. UPON DELAWARE COUNTY CONSERVATION DISTRICT APPROVAL, REMOVE THE TEMPORARY BMP'S AND IMMEDIATELY STABILIZE THE AFFECTED AREAS.
15. UPON BMP REMOVAL, COMPOST FILTER SOCKS SHALL BE CUT OPEN AND LEFT IN PLACE TO COMPOST, MATERIALS FROM ROCK FILTERS, OUTLETS AND CONSTRUCTION ENTRANCES SHALL BE RECYCLED AND/OR REUSED FOR OTHER PROJECT APPLICATIONS.
16. CONTACT THE DELAWARE COUNTY CONSERVATION DISTRICT TO CONDUCT FINAL INSPECTION TO CLOSE OUT PROJECT.

***AS SOON AS SLOPES, CHANNELS, DITCHES, AND OTHER DISTRUBED AREAS REACH FINAL GRADE, THEY MUST BE STABILIZED.

***UPON COMPLETION OF AN EARTH DISTURBANCE ACTIVITY, THE SITE SHALL BE IMMEDIATELY SEEDED, MULCHED OR OTHERWISE PROTECTED FROM ACCELERATED EROSION AND SEDIMENTATION. THE PERMANENT STABILIZATION SHALL BE EITHER A MINIMUM UNIFORM 70% PERENNIAL VEGETATIVE COVER, WITH A DENSITY CAPABLE OF RESISTING ACCELERATED EROSION AND SEDIMENTATION OR AN ACCEPTABLE BMP WHICH PERMANENTLY MINIMIZES ACCELERATED EROSION AND SEDIMENTATION.

DRAINAGE CULVERT (PIPE) INSTALLATION SEQUENCE OF CONSTRUCTION (IF NEEDED)

NOTES:

CULVERTS SHALL BE INSTALLED DURING PERIODS OF LOW FLOW OR NO RUNOFF AND COMPLETED AND STABILIZED WITHIN TWO DAYS OF INITIAL CULVERT EARTH DISTURBANCE ACTIVITIES. DURATION OF DISTURBANCE MUST BE MINIMIZED AND DISTURBED AREAS ASSOCIATED WITH CULVERT INSTALLATION MUST BE STABILIZED BEFORE ANY FLOW RETURNS TO THE CULVERT AFFECTED BY THE EARTHWORK.

THE FOLLOWING IS THE SUGGESTED SEQUENCE OF CONSTRUCTION.

1. CLEARLY FIELD MARK THE LOCATION OF THE LIMIT OF DISTURBANCE (LOD) AS SHOWN ON THE EROSION AND SEDIMENT POLLUTION CONTROL PLANS.
2. CLEAR AND GRUB AS SHOWN ON THE EROSION AND SEDIMENT POLLUTION CONTROL PLANS.
3. BEFORE EXCAVATION, (IF NECESSARY) DEWATER CHANNEL OR AREA OF PROPOSED CULVERT INSTALLATION.
4. EXCAVATE FOR CULVERT INSTALLATION. WORKING FROM UPSLOPE TO DOWNSLOPE, INSTALL PIPE AND END SECTIONS AS SHOWN ON THE CONSTRUCTION PLANS.
5. BACKFILL PIPE TO TRAIL SUB-GRADE ELEVATION. STABILIZATION SHALL OCCUR IMMEDIATELY AFTER BACKFILL OPERATIONS ARE COMPLETE.
6. INSTALL RIP-RAP APRON.
7. AFTER CULVERT INSTALLATION, TRAIL CONSTRUCTION AND THE NOTIFICATION (AND APPROVAL) FROM THE DELAWARE COUNTY CONSERVATION DISTRICT, REMOVE ALL TEMPORARY E&S BMP'S ASSOCIATED WITH THE CULVERT INSTALLATION AND STABILIZE.

TRAIL SIDE VEGETATED CHANNEL CONSTRUCTION SEQUENCE

NOTES:

BEGIN CHANNEL CONSTRUCTION OPERATIONS AT THE DISCHARGE POINT AND WORK UPHILL. LIMIT CHANNEL CONSTRUCTION TO THAT AMOUNT W WHICH CAN BE CONSTRUCTED AND STABILIZED WITH EROSION CONTROL BLANKET IN ONE DAY.

THE FOLLOWING IS THE SUGGESTED SEQUENCE OF CONSTRUCTION.

1. INSTALL FILTER SOCK AND ROCK FILTERS AS INDICATED ON E&S PLAN.
2. CLEAR AND GRUB AS SHOWN ON THE EROSION AND SEDIMENT POLLUTION CONTROL PLANS.
3. PERFORM EXCAVATION AND GRADING OPERATIONS. IMMEDIATELY PERFORM STEPS 4 AND 5.
4. PLACE SEED AND SOIL SUPPLEMENTS AFTER EXCAVATION AND GRADING IS FINISHED.
5. PLACE EROSION CONTROL BLANKET IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
6. PLACE SEED, SOIL SUPPLEMENTS, AND MULCH IN ADJACENT DISTURBED AREAS, MAKING SURE THAT MULCH IS SUFFICIENTLY ANCHORED ON STEEP SLOPES.
7. UPON STABILIZATION OF THE CHANNEL AND ADJACENT DISTURBED AREAS, REMOVE FILTER SOCK AND ROCK FILTERS.

RAIN GARDEN AREA CONSTRUCTION SEQUENCE

THE FOLLOWING IS THE SUGGESTED SEQUENCE OF CONSTRUCTION.

1. INSTALL FILTER SOCK AND ROCK FILTERS AS INDICATED ON E&S PLAN.
2. CLEAR AND GRUB AS SHOWN ON THE EROSION AND SEDIMENT POLLUTION CONTROL PLANS.
3. PERFORM EXCAVATION AND GRADING OPERATIONS.
4. STABILIZE DISTURBED AREAS WITHIN THE LIMIT OF DISTURBANCE EXCEPT WITHIN THE RAIN GARDEN AREA.
5. PROVIDE APPROVED FILL MATERIAL TO CONSTRUCT RAIN GARDEN TO PROPOSED ELEVATIONS AND SCARIFY THE EXISTING SOIL SURFACES. DO NOT COMPACT SOILS WITHIN THE RAIN GARDEN AREA.
6. BACKFILL RAIN GARDEN AREA WITH AMENDED SOIL AS SHOWN ON THE E&S PLANS AND DETAIL. OVERFILLING IS RECOMMENDED TO ACCOUNT FOR SETTLEMENT. LIGHT HAND TAMPING IS ACCEPTABLE IF NECESSARY.
7. PRESOAK THE PLANTING SOIL PRIOR TO PLANTING VEGETATION TO AID IN SETTLEMENT.
8. COMPLETE FINAL GRADING TO ACHIEVE PROPOSED DESIGN GRADES, LEAVING SPACE FOR UPPER LAYER OF COMPOST, MULCH OR TOPSOIL AS SPECIFIED ON E&S PLANS.
9. PLANT VEGETATION ACCORDING TO PLANTING PLAN.
10. REMOVE ALL TEMPORARY EROSION CONTROL DEVISES.

TIMOTHY PAUL WILSON
PENNSYLVANIA
REGISTERED LANDSCAPE ARCHITECT
REGISTRATION NUMBER 2792

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E & S BMP MAINTENANCE AND INSPECTION NOTES

NOTE: SITE STABILIZATION REPAIR PARAMETERS AND DIRECTION FOR AREAS DISTURBED DURING MAINTENANCE ACTIVITIES – PRIOR TO BMP MAINTENANCE ACTIVITIES NECESSITATED BY SEDIMENT ACCUMULATION OR BMP FAILURE, REPAIR AND/OR STABILIZE THE DOWN SLOPE AREAS OR CHANNELS AFFECTED BY THE FAULTY E&S BMP. IF AN EROSION ISSUES OR RILLING HAS OCCURRED AS A RESULT OF THE FAULTY BMP, APPLY TOPSOIL TO THE AFFECTED AREA TO FILL THE ERODED AREA AND TO BRING THAT AREA BACK UP TO THE EXISTING GRADE, THEN, STABILIZE THE REPAIR WITH ANY OF THE SPECIFIED EROSION CONTROL BLANKETING WITHIN THE E&S PLAN.

1. ROCK CONSTRUCTION ENTRANCE

   INSPECTION: INSPECT EACH ROCK CONSTRUCTION ENTRANCE DAILY AND AFTER EACH RUNOFF EVENT.
   MAINTENANCE: ROCK CONSTRUCTION ENTRANCE THICKNESS SHALL BE CONSTANTLY MAINTAINED TO THE SPECIFIED DIMENSIONS AS DETAILED ON THE PLAN. MAINTAIN A STOCKPILE OF STONE ON SITE FOR THIS PURPOSE. AT THE END OF EACH WORKDAY, ALL SEDIMENT DEPOSITED ON PAVED ROADWAYS SHALL BE REMOVED AND RETURNED TO THE CONSTRUCTION SITE.

2. COMPOST FILTER SOCK

   INSPECTION: INSPECT SILT FENCE WEEKLY AND AFTER EACH RUNOFF EVENT.
   MAINTENANCE: ACCUMULATED SEDIMENT SHALL BE REMOVED WHEN IT REACHES HALF THE ABOVEGROUND HEIGHT OF THE SOCK AND PROPERLY DISPOSED OF. DAMAGED SOCKS SHALL BE REPAIRED ACCORDING TO MANUFACTURER'S SPECIFICATIONS OR REPLACED WITHIN 24 HOURS OF INSPECTION.

3. ROCK FILTER OUTLET

   INSPECTION: INSPECT ROCK FILTER OUTLET WEEKLY AND AFTER EACH RUNOFF EVENT.
   MAINTENANCE: REPLACE CLOGGED FILTER STONE AS NECESSARY. NEEDED REPAIRS SHOULD BE INITIATED IMMEDIATELY AFTER INSPECTION.

4. EROSION CONTROL BLANKETING

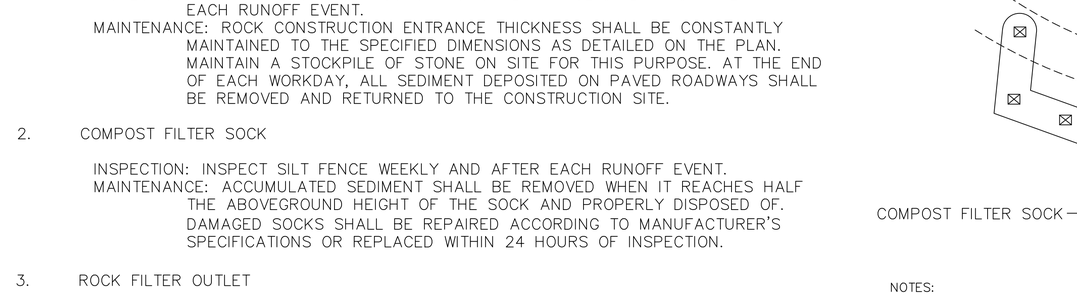
   INSPECTION: INSPECT EROSION CONTROL BLANKETING WEEKLY AFTER EACH RUNOFF EVENT.
   MAINTENANCE: DAMAGED EROSION CONTROL BLANKETING SHOULD BE REPLACED WITHIN 4 CALENDAR DAYS. NEEDED REPAIRS SHOULD BE INITIATED IMMEDIATELY AFTER INSPECTION.

5. PERMANENT SEEDING AND MULCH

   INSPECTION: INSPECT SWALES WEEKLY AND AFTER EACH RUNOFF EVENT.
   MAINTENANCE: IMMEDIATELY RESEED AREAS WHICH HAVE NOT ESTABLISHED VEGETATION WITHIN AN ACCEPTABLE PERIOD IN WHICH ONE WOULD EXPECT GERMINATION (TYPICALLY 2–3 WEEKS) OR AS DIRECTED BY THE LANDSCAPE ARCHITECT.

6. PUMPED WATER FILTER BAG

   INSPECTION: INSPECT FILTER BAGS DAILY.
   MAINTENANCE: A SUITABLE MEANS OF ACCESSING THE BAG WITH MACHINERY REQUIRED FOR DISPOSAL PURPOSES MUST BE PROVIDED. FILTER BAGS SHALL BE REPLACED WHEN THEY BECOME HALF FULL. SPARE BAGS SHALL BE KEPT AVAILABLE FOR REPLACEMENT OF THOSE THAT HAVE FAILED OR ARE FILLED.

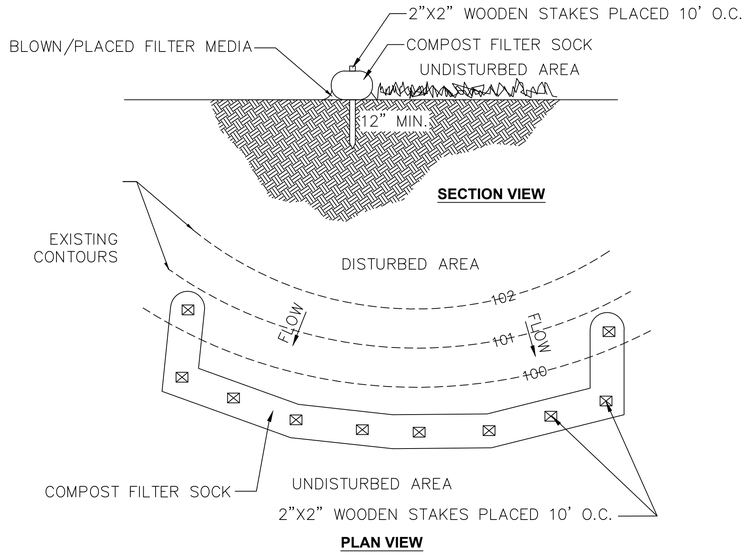


NOTE:

1. A ROCK FILTER OUTLET SHALL BE INSTALLED WHERE FAILURE OF A FILTER SOCK OR STRAW BALE BARRIER HAS OCCURRED DUE TO CONCENTRATED FLOW. ANCHORED COMPOST LAYER SHALL BE USED ON UPSLOPE FACE IN HQ AND EV WATERSHEDS.
2. SEDIMENT SHALL BE REMOVED WHEN ACCUMULATIONS REACH 1/3 THE HEIGHT OF THE OUTLET.

ROCK FILTER OUTLET DETAIL (1)

NOT TO SCALE



NOTES:

1. SOCK FABRIC AND COMPOST SHALL MEET STANDARDS IDENTIFIED IN THE TABLES TO THE RIGHT OF THIS DETAIL.
2. COMPOST FILTER SOCK SHALL BE PLACED AT EXISTING LEVEL GRADE. BOTH ENDS OF THE SOCK SHALL BE EXTENDED AT LEAST 8 FEET UP SLOPE AT 45 DEGREES TO THE MAIN SOCK ALIGNMENT. MAXIMUM SLOPE LENGTH ABOVE ANY SOCK SHALL NOT EXCEED THAT SHOWN WITHIN THE GRAPH BELOW THIS DETAIL. STAKES MAY BE INSTALLED IMMEDIATELY DOWNSLOPE OF THE SOCK IF SO SPECIFIED BY THE MANUFACTURER.
3. TRAFFIC SHALL NOT BE PERMITTED TO CROSS FILTER SOCK.
4. ACCUMULATED SEDIMENT SHALL BE REMOVED WHEN IT REACHES HALF THE ABOVEGRADE HEIGHT OF THE SOCK AND DISPOSAL IN THE MANNER DESCRIBED ELSEWHERE IN THIS PLAN.
5. SOCKS SHALL BE INSPECTED WEEKLY AND AFTER EACH RUNOFF EVENT. DAMAGED SOCKS SHALL BE REPAIRED ACCORDING TO MANUFACTURER'S SPECIFICATIONS OR REPLACED WITHIN 24 HOURS OF INSPECTION.
6. BIODEGRADABLE FILTER SOCKS SHALL BE REPLACED AFTER 6 MONTHS; PHOTODEGRADABLE SOCKS AFTER 1 YEAR; POLYPROPYLENE SOCKS SHALL BE REPLACED ACCORDING TO MANUFACTURERS RECOMMENDATION.
7. UPON STABILIZATION OF THE AREA TRIBUTARY TO THE SOCK, STAKES SHALL BE REMOVED. THE SOCK MAY BE LEFT IN PLACE AND VEGETATED OR REMOVED. IN THE LATTER CASE, THE MESH SHALL BE CUT OPEN AND THE MULCH SPREAD AS A SOIL SUPPLEMENT.

Compost Sock Fabric Minimum Specifications

Material Type	3 mil HDPE	5 mil HDPE	5 mil HDPE	Multi-Filament Polypropylene (MFPP)	Heavy Duty Multi-Filament Polypropylene (HDMFPP)
Material Characteristics	Photo-degradable	Photo-degradable	Bio-degradable	Photo-degradable	Photo-degradable
Sock Diameters	12" 18"	12" 18" 24" 32"	12" 18" 24" 32"	12" 18" 24" 32"	12" 18" 24" 32"
Mesh Opening	3/8"	3/8"	3/8"	3/8"	1/8"
Tensile Strength		26 psi	26 psi	44 psi	202 psi
Ultraviolet Stability % Original Strength (ASTM G-155)	23% at 1000 hr.	23% at 1000 hr.		100% at 1000 hr.	100% at 1000 hr.
Minimum Functional Longevity	6 months	9 months	6 months	1 year	2 years
Two-ply systems					
Inner Containment Netting	HDPE biaxial net; Continuously wound; Fusion-welded junctures; 3/4" X 3/4" Max. aperture size				
Outer Filtration Mesh	Composite Polypropylene Fabric (Woven layer and non-woven fleece mechanically fused via needle punch); 3/16" Max. aperture size				
Sock fabrics composed of burlap may be used on projects lasting 6 months or less.					

Filtrexx & JMD

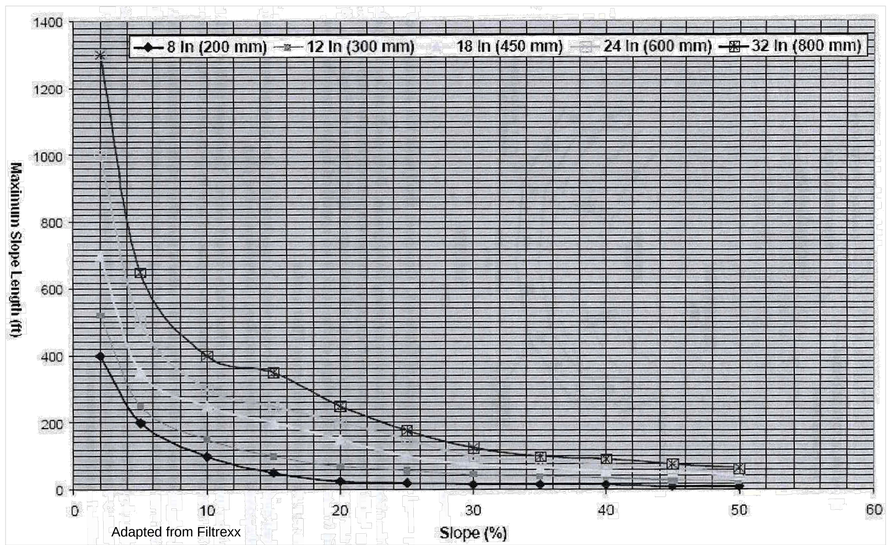
Compost Standards

Organic Matter Content	25% - 100% (dry weight basis)
Organic Portion	Fibrous and elongated
pH	5.5 - 8.5
Moisture Content	30% - 60%
Particle Size	30% - 50% pass through 3/8" sieve
Soluble Salt Concentration	5.0 dS/m (mmhos/cm) Maximum

Filtrexx

NOTE**** THE COMPOST SOCK FABRIC TO BE USED FOR THIS PROJECT SHALL BE THE 3 MIL HDPE.

MAXIMUM PERMISSIBLE SLOPE LENGTH ABOVE COMPOST FILTER SOCKS



NOTE: 8" diameter socks should only be used to control small (≤ 1/4 acre) disturbed areas on individual house lots.

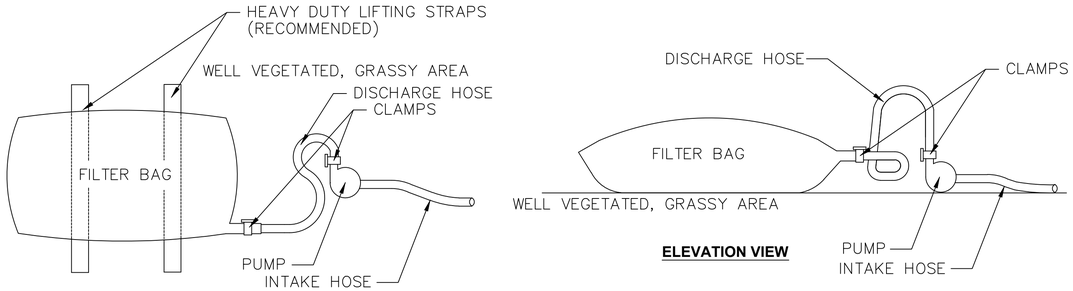
COMPOST FILTER SOCK DETAIL AND TABLES (2)

NOT TO SCALE

TIMOTHY PAUL WILSON — COMMONWEALTH OF PENNSYLVANIA — REGISTERED LANDSCAPE ARCHITECT — REGISTRATION NUMBER 2792

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NOTES:

1. LOW VOLUME FILTER BAGS SHALL BE MADE FROM NON-WOVEN GEOTEXTILE MATERIAL SEWN WITH HIGH STRENGTH, DOUBLE STITCHED TYPE "J" SEAMS. THEY SHALL BE CAPABLE OF TRAPPING PARTICLES LARGER THAN 150 MICRONS. HIGH VOLUME FILTER BAGS SHALL BE MADE FROM WOVEN GEOTEXTILES THAT MEET THE FOLLOWING STANDARDS:

PROPERTY	TEST METHOD	MINIMUM STANDARD
AVG. WIDE WIDTH STRENGTH	ASTM D-4884	60 LB/IN
GRAB TENSILE	ASTM D-4632	205 LB
PUNCTURE	ASTM D-4833	110 LB
MULLEN BURST	ASTM D-3786	350 PSI
UV RESISTANCE	ASTM D-4355	70%
AOS% RETAINED	ASTM D-4751	80 SIEVE

2. A SUITABLE MEANS OF ACCESSING THE BAG WITH MACHINERY REQUIRED FOR DISPOSAL PURPOSES SHALL BE PROVIDED. FILTER BAGS SHALL BE REPLACED WHEN THEY BECOME 1/2 FULL OF SEDIMENT. SPARE BAGS SHALL BE KEPT AVAILABLE FOR REPLACEMENT OF THOSE THAT HAVE FAILED OR ARE FILLED. BAGS SHALL BE PLACED ON STRAPS TO FACILITATE REMOVAL UNLESS BAGS COME WITH LIFTING STRAPS ALREADY ATTACHED.

3. BAGS SHALL BE LOCATED IN A WELL VEGETATED (GRASSY) AREA, AND DISCHARGED ONTO STABLE, EROSION RESISTANT AREAS. WHERE THIS IS NOT POSSIBLE A GEOTEXTILE UNDERLAYMENT AND FLOW PATH SHALL BE PROVIDED. BAGS MAY BE PLACED ON FILTER STONE TO INCREASE DISCHARGE CAPACITY. BAGS SHALL NOT BE PLACED ON SLOPES GREATER THAN 5%. FOR SLOPES EXCEEDING 5%, CLEAN ROCK OR OTHER NON-ERODIBLE AND NON-POLLUTING MATERIAL MAY BE PLACED UNDER THE BAG TO REDUCE SLOPE STEEPNESS.

4. NO DOWNSLOPE SEDIMENT BARRIER IS REQUIRED FOR MOST INSTALLATIONS. COMPOST BERM OR COMPOST FILTER SOCK SHALL BE INSTALLED BELOW BAGS LOCATED IN HQ OR EV WATERSHEDS, WITHIN 50 FEET OF ANY RECEIVING SURFACE WATER OR WHERE GRASSY AREA IS NOT AVAILABLE.

5. THE PUMP DISCHARGE HOSE SHALL BE INSERTED INTO THE BAGS IN THE MANNER SPECIFIED BY THE MANUFACTURER AND SECURELY CLAMPED. A PIECE OF PVC PIPE IS RECOMMENDED FOR THIS PURPOSE.

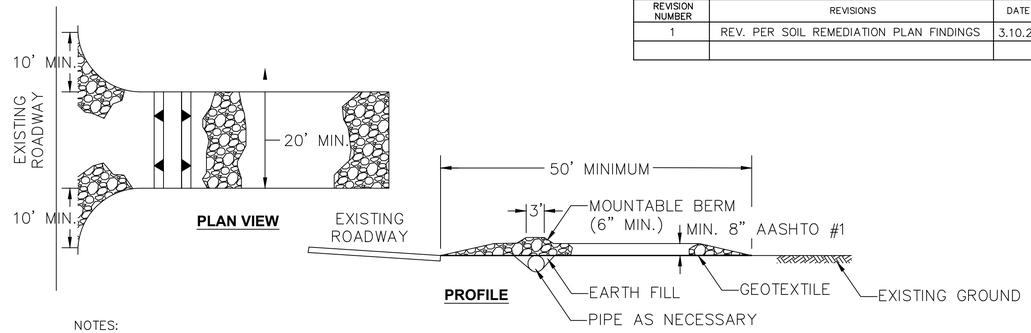
6. THE PUMPING RATE SHALL BE NO GREATER THAN 750 GPM OR 1/2 THE MAXIMUM SPECIFIED BY THE MANUFACTURER, WHICHEVER IS LESS. PUMP INTAKES SHOULD BE FLOATING AND SCREENED.

7. FILTER BAGS SHALL BE INSPECTED DAILY. IF ANY PROBLEM IS DETECTED, PUMPING SHALL CEASE IMMEDIATELY AND NOT RESUME UNTIL THE PROBLEM IS CORRECTED.

PUMPED WATER FILTER BAG DETAIL

NOT TO SCALE

3



NOTES:

1. REMOVE TOPSOIL PRIOR TO INSTALLATION OF ROCK CONSTRUCTION ENTRANCE. EXTEND ROCK OVER FULL WIDTH OF ENTRANCE.

2. RUNOFF SHALL BE DIVERTED FROM ROADWAY TO A SUITABLE SEDIMENT REMOVAL BMP PRIOR TO ENTERING ROCK CONSTRUCTION ENTRANCE.

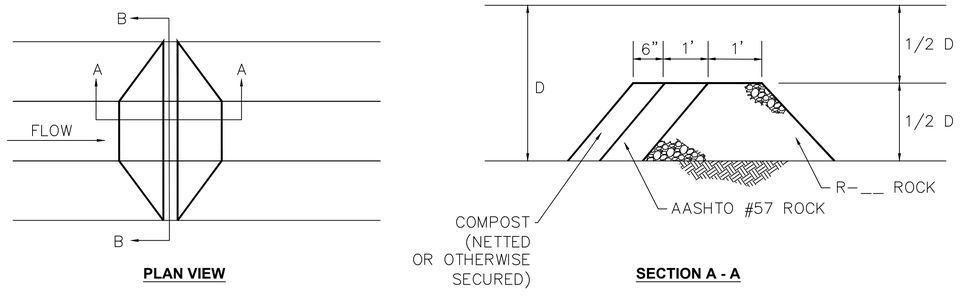
3. MOUNTABLE BERM SHALL BE INSTALLED WHEREVER OPTIONAL CULVERT PIPE IS USED AND PROPER PIPE COVER AS SPECIFIED BY MANUFACTURER IS NOT OTHERWISE PROVIDED. PIPE SHALL BE SIZED APPROPRIATELY FOR SIZE OF DITCH BEING CROSSED.

MAINTENANCE: ROCK CONSTRUCTION ENTRANCE THICKNESS SHALL BE CONSTANTLY MAINTAINED TO THE SPECIFIED DIMENSIONS BY ADDING ROCK. A STOCKPILE SHALL BE MAINTAINED ON SITE FOR THIS PURPOSE. ALL SEDIMENT DEPOSITED ON PAVED ROADWAYS SHALL BE REMOVED AND RETURNED TO THE CONSTRUCTION SITE IMMEDIATELY. IF EXCESSIVE AMOUNTS OF SEDIMENT ARE BEING DEPOSITED ON ROADWAYS, EXTEND LENGTH OF ROCK CONSTRUCTION ENTRANCE BY 50 FOOT INCREMENTS UNTIL CONDITION IS ALLEVIATED OR INSTALL WASH RACK. WASHING THE ROADWAY OR SWEEPING THE DEPOSITS INTO ROADWAY DITCHES, SEWERS, CULVERTS, OR OTHER DRAINAGE COURSES IS NOT ACCEPTABLE.

ROCK CONSTRUCTION ENTRANCE DETAIL

NOT TO SCALE

4



FOR 3' ≤ D USE R-4
FOR 2' ≤ D < 3' USE R-3
NOT APPLICABLE FOR D < 2'

NOTE:

1. SEDIMENT SHALL BE REMOVED WHEN ACCUMULATIONS REACH 1/3 THE HEIGHT OF THE FILTER.

2. IMMEDIATELY UPON STABILIZATION OF EACH CHANNEL, INSTALLER SHALL REMOVE ACCUMULATED SEDIMENT, REMOVE ROCK FILTER, AND STABILIZE DISTURBED AREAS.

ROCK FILTER DETAIL

NOT TO SCALE

5



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PERMANENT SEED MIXTURE

	% OF MIXTURE	% PURITY	% GERMINATION	% WEED SEED	SEEDING RATE LB/1000 YD^2
FORMULA C MIXTURE					
SPECIES					
CROWNVETCH	45	99	70	0.10	5.5
ANNUAL RYEGRASS	55	95	90	0.10	6.5
FORMULA W MIXTURE					
SPECIES					
TALL FESCUE	30	96	85	0.10	4.5
BIRDSFOOT TREFOIL	10	92	80	0.10	1.5
REDTOP	10	92	80	0.20	1.5
VIRGINIA WILD RYE	24	85	70	0.20	3.6
TIOGA DEERTONGUE	14	95	80	0.20	2.1
FOX SEDGE	12	85	60	0.20	1.8
FORMULA L MIXTURE					
SPECIES					
HARD FESCUE MIXTURE, A COMBINATION OF IMPROVED CERTIFIED VARIETIES WITH NO ONE VARIETY EXCEEDING 50% OF THE TOTAL HARD FESCUE COMPONENT	55	97	85	0.10	26.4
CREEPING RED FESCUE (IMPROVED AND CERTIFIED)	35	97	85	0.10	16.8
ANNUAL RYEGRASS	10	95	90	0.10	4.8

SOIL SUPPLEMENT APPLICATIONS:

PULVERIZED AGRICULTURAL LIMESTONE	800 LB/1000 YD^2
10-20-20 ANALYSIS COMMERCIAL FERTILIZER	140 LB/1000 YD^2
38-0-0 FERTILIZER	50 LB/1000 YD^2

TEMPORARY SEED MIXTURE

	% OF MIXTURE	% PURITY	% GERMINATION	% WEED SEED	SEEDING RATE LB/1000 YD^2
FORMULA E MIXTURE					
SPECIES					
ANNUAL RYEGRASS	100	95	90	0.10	10.0

NOTE: AREAS THAT WILL RECEIVE FORMULA E (TEMPORARY SEE MIXTURE) DO NOT NEED SOILS SUPPLEMENTS (I.E. LIME AND FERTILIZER).

USE EACH SEED MIXTURE IN THE AREAS DESIGNATED AS FOLLOWS OR AS DIRECTED

FORMULA C MIXTURE	CUT AND FILL SLOPES STEEPER THAN 3:1
FORMULA W MIXTURE	DRAINAGE SWALE REHABILITATION/GRASS LINED CHANNELS
FORMULA E MIXTURE	AS NECESSARY
FORMULA L MIXTURE	DISTURBED AREAS 3:1 AND FLATTER

SEEDING NOTES

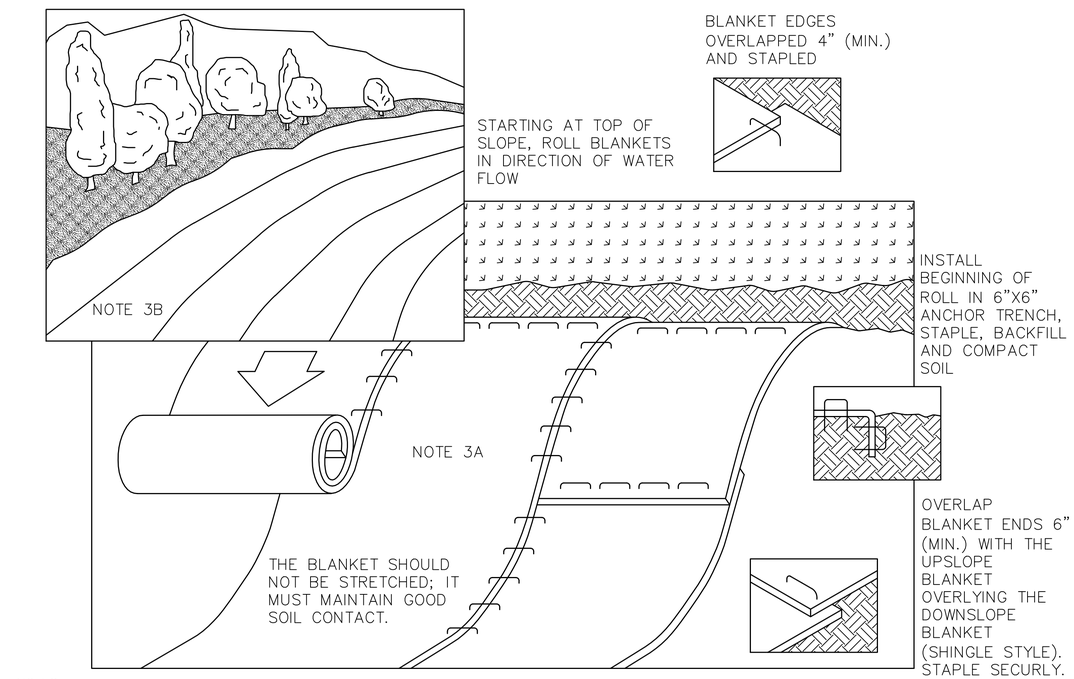
1. ALL SEEDING, SOIL SUPPLEMENTS AND MULCHING ITEMS SHALL BE PLACED IN ACCORDANCE WITH THE REQUIREMENTS OF PADOT PUBLICATION 408, SECTION 804 AND 805 OR OTHER APPROVED SPECIAL PROVISIONS.
2. A DISTURBED AREA ON WHICH ACTIVITY HAS CEASED MUST BE SEEDED AND MULCHED IMMEDIATELY. DURING NON-GERMINATING PERIODS, MULCH MUST BE APPLIED AT THE RECOMMENDED RATES. DISTURBED AREAS WHICH ARE NOT AT FINISHED GRADE AND WHICH WILL BE RE DISTURBED WITHIN 1 YEAR MUST BE SEEDED AND MULCHED WITH A QUICK GROWING TEMPORARY SEEDING MIXTURE (SUCH AS FORMULA E) AND MULCH. DISTURBED AREAS WHICH ARE EITHER AT FINISHED GRADE OR WILL NOT BE RE DISTURBED WITHIN 1 YEAR MUST BE SEEDED AND MULCHED WITH A PERMANENT SEED MIXTURE AND MULCH, IMMEDIATELY.

   FORMULA E – MARCH 15 TO OCTOBER 15
   FORMULA W – APRIL 1 TO JUNE 15 AND AUGUST 16 TO SEPTEMBER 15
3. ALL AREAS MULCHED DURING THE NON-GERMINATING PERIODS MUST BE LIMED, FERTILIZED, SEEDED AND MULCHED WITHIN 20 DAYS OF THE ENDING OF THOSE PERIODS.
4. EROSION CONTROL BLANKET MUST BE PLACED ON ALL SLOPES STEEPER THAN 3:1. ALL SLOPES ARE TO BE TRACKED JUST PRIOR TO SEEDING.

SEEDING MIXTURE SPECIFICATION DETAIL 6
NOT TO SCALE

TEMPORARY AND PERMANENT STABILIZATION NOTES

1. HAY OR STRAW MULCH MUST BE APPLIED AT 3.0 TONS PER ACRE.
2. MULCH WITH MULCH CONTROL NETTING OR EROSION CONTROL BLANKETS MUST BE INSTALLED ON ALL SLOPES 3:1 OR STEEPER.
3. STRAW MULCH SHALL BE APPLIED IN LONG STRANDS, NOT CHOPPED OR FINELY BROKEN.
4. UNTIL THE SITE IS STABILIZED, ALL EROSION AND SEDIMENT BMP'S MUST BE MAINTAINED PROPERLY. MAINTENANCE MUST INCLUDE INSPECTIONS OF ALL EROSION AND SEDIMENT CONTROL BMP'S AFTER EACH RUNOFF EVENT AND ON A WEEKLY BASIS. ALL PREVENTATIVE AND REMEDIAL MAINTENANCE WORK, INCLUDING CLEAN OUT, REPAIR, REPLACEMENT, REGARDING, RESEEDING, REMULCHING, AND RENETTING, MUST BE DONE IMMEDIATELY. IF EROSION AND SEDIMENT CONTROL BMP'S FAIL TO PERFORM AS EXPECTED, REPLACEMENT BMP'S, OR MODIFICATIONS TO THOSE INSTALLED WILL BE REQUIRED.
5. SEDIMENT REMOVED FROM BMP'S SHALL BE DISPOSED OF IN LANDSCAPE AREAS OUTSIDE OF STEEP SLOPES, WETLANDS, FLOODPLAINS OR DRAINAGE SWALES AND IMMEDIATELY STABILIZED, OR PLACED IN TOPSOIL STOCKPILES.
6. THE OPERATOR/CONTRACTOR SHALL REMOVE FROM THIS SITE, RECYCLE, OR DISPOSE OF ALL BUILDING MATERIALS AND WASTES IN ACCORDANCE WITH THE DEPARTMENT'S SOLID WASTE MANAGEMENT REGULATIONS AT 25 PA. CODE 260.1 ET SEQ., 271.1 ET SEQ. THE CONTRACTOR SHALL NOT ILLEGALLY BURY, DUMP, OR DISCHARGE ANY BUILDING MATERIAL OR WASTES AT THIS SITE.
7. THE LIMITS OF DISTURBANCE OF THE SITE AND ANY OFF-SITE AREAS WITHIN THE LIMITS OF DISTURBANCE THAT ARE THE RESPONSIBILITY OF THE DEVELOPER TO INSTALL OFF-SITE FACILITIES SUCH AS: UTILITIES AND ROADWAYS.
8. THE PROJECTS RECEIVING WATERSHED CHAPTER 93 STREAM PROTECTED USE DESIGNATIONS ARE: UNNAMED TRIBUTARIES TO DARBY CREEK ARE LISTED AS COLD WATER FISHES (CWF), AND MIGRATORY FISHES (MF).



NOTES:

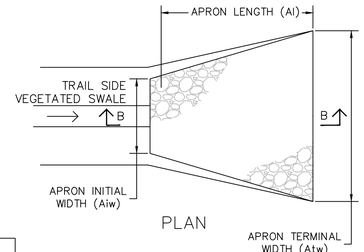
1. SEED AND SOIL AMENDMENTS SHALL BE APPLIED ACCORDING TO THE RATES IN THE PLAN DRAWINGS PRIOR TO INSTALLING THE BLANKET.
2. PROVIDE ANCHOR TRENCH AT TOE OF SLOPE IN SIMILAR FASHION AS AT TOP OF SLOPE.
3. SLOPE SURFACE SHALL BE FREE OF ROCKS, CLODS, STICKS, AND GRASS.
4. BLANKET SHALL HAVE GOOD CONTINUOUS CONTACT WITH UNDERLYING SOIL THROUGHOUT ENTIRE LENGTH. LAY BLANKET LOOSELY AND STAKE OR STAPLE TO MAINTAIN DIRECT CONTACT WITH SOIL. DO NOT STRETCH BLANKET.
5. BLANKET SHALL BE STAPLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
6. BLANKETED AREAS SHALL BE INSPECTED WEEKLY AND AFTER EACH RUNOFF EVENT UNTIL PERENNIAL VEGETATION IS ESTABLISHED TO A MINIMUM UNIFORM 70% COVERAGE THROUGHOUT THE BLANKETED AREA. DAMAGED OR DISPLACED BLANKETS SHALL BE RESTORED OR REPLACED WITHIN 4 CALENDAR DAYS.
7. ALL DISTURBED SLOPES AT A GRADE OF 3:1 OR STEEPER AND NOT IN SOLID ROCK SHALL BE TEMPORARILY STABILIZED BY MULCHING WITH HAY OR STRAW AND BINDING THE MULCH WITH ONE OF THE FOLLOWING MATERIALS: 1) JUTE MATTING, WITH ONE INCH SQUARE OPENINGS AND WEIGHING NOT LESS THAN 90 POUNDS PER 100 SY UNLESS OTHERWISE SPECIFIED, OR 2) NORTH AMERICAN GREEN S75 PERMANENT LINING.

EROSION CONTROL BLANKETING SLOPE INSTALLATION DETAIL 7
NOT TO SCALE

TIMOTHY PAUL WILSON
COMMONWEALTH OF PENNSYLVANIA
REGISTRATION NUMBER 2792
REGISTERED LANDSCAPE ARCHITECT

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE			9 OF 14

REVISION NUMBER	REVISIONS	DATE	BY
1	REV. PER SOIL REMEDIATION PLAN FINDINGS	3.10.25	TPW



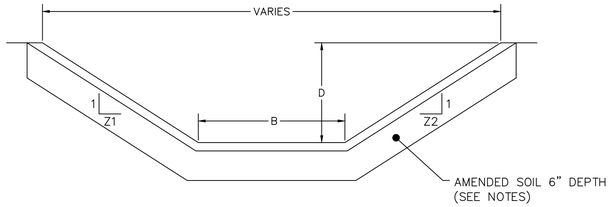
SWALE RIP-RAP APRONS					
SWALE	ROCK SIZE	THICK (Rt)	LENGTH (Al)	INITIAL WIDTH (Aiw)	TERMINAL WIDTH (Atw)
A	R-4	18 IN.	6 FT.	4 FT.	6 FT.
B	R-4	18 IN.	8 FT.	6 FT.	8 FT.
C	R-4	18 IN.	8 FT.	6 FT.	8 FT.

* NOTE: PROVIDE GEOTEXTILE MATERIAL ALONG ALL INTERFACE AREAS WITH GROUND CONTACT.

CHANNEL RIP-RAP APRON DETAIL

NOT TO SCALE

8



SWALE/ CHANNEL	LENGTH	B (FT.)	D (FT.)	Z1	Z2	RIP RAP SIZE	TEMPORARY LINING	PERMANENT LINING
A	170'	2.5'	2.25'	3'	2'	N/A	CURLED WOOD MAT	GRASS
B	360'	3'	2'	3'	2'	N/A	CURLED WOOD MAT	GRASS
C	425'	1.5'	2'	3'	2'	N/A	CURLED WOOD MAT	GRASS

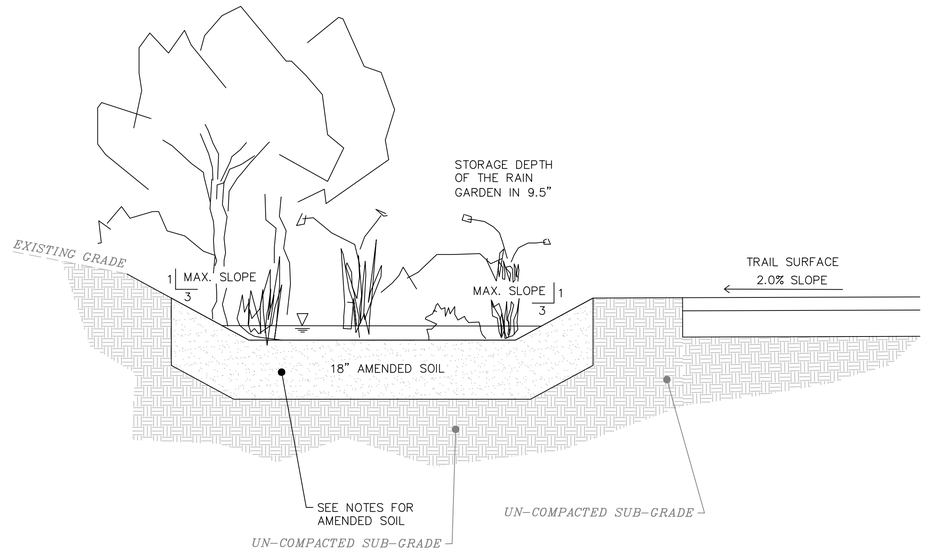
* NOTE:

1) BEGIN SWALE CONSTRUCTION OPERATIONS AT THE DISCHARGE POINT AND WORK UPHILL.
2) THE SOIL SHALL BE AMENDED WITH SPENT MUSHROOM COMPOST PRODUCTS THAT MEET ALL APPLICABLE STATE AND FEDERAL REGULATIONS PERTAINING TO ITS PRODUCTION AND DISTRIBUTION. APPROVED COMPOST PRODUCTS MUST MEET RELATED STATE AND FEDERAL CHEMICAL CONTAMINATE AND PATHOGEN LIMIT STANDARDS PERTAINING TO THE FEED STOCK IN WHICH IT IS DERIVED.
3) VERY COARSE COMPOST SHOULD BE AVOIDED FOR SOIL AMENDMENTS AS IT WILL MAKE CROP ESTABLISHMENT MORE DIFFICULT.
4) SPREAD 2-3 INCHES OF APPROVED COMPOST ON EXISTING SOIL. TILL ADDED SOIL INTO EXISTING SOIL WITH A ROTARY TILLER THAT IS SET TO A DEPTH OF 6 INCHES. ADD AN ADDITIONAL 1-4 INCHES OF COMPOST TO BRING AREAS UP TO FINAL GRADE.
5) NO PLANTINGS ARE BEING PROPOSED WITHIN THE VEGETATED CHANNELS. THE VEGETATED CHANNELS WILL BE GRASS LINED. SEE SPECIFICATION FOR PERMANENT SEED MIXTURE ON SHEET 8 OF THIS E&S PLAN.

TYPICAL TRAIL SIDE VEGETATED CHANNEL CROSS SECTION DETAIL

NOT TO SCALE

9

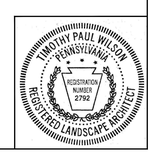


* NOTE:
1) PLANTING SOIL SHOULD BE A LOAM SOIL CAPABLE OF SUPPORTING A HEALTHY VEGETATIVE COVER. SOILS SHOULD BE AMENDED WITH A COMPOSTED ORGANIC MATERIAL. A TYPICAL ORGANIC AMENDED SOIL IS COMBINED WITH 20-30% ORGANIC MATERIAL (COMPOST), AND 70-80% SOIL BASE (TOP SOIL). PLANTING SOIL SHOULD BE APPROPRIATELY 4 INCHES DEEPER THAN THE BOTTOM OF THE LARGEST ROOT BALL.
2) VOLUME STORAGE SOILS SHOULD HAVE A PH OF BETWEEN 5.5 AND 6.5 (BETTER POLLUTANT AND ACTIVITY), A CLAY CONTENT OF LESS THAN 10% (A SMALL AMOUNT OF CLAY IS BENEFICIAL TO ABSORB POLLUTANTS AND RETURN WATER), BE FREE OF TOXIC SUBSTANCES AND UNWANTED PLANT MATERIAL AND HAVE A 5-10% ORGANIC MATTER CONTENT. ADDITIONAL ORGANIC MATTER CAN BE ADDED TO THE SOIL TO INCREASE WATER HOLDING CAPACITY (TESTS SHOULD BE CONDUCTED TO DETERMINE VOLUME STORAGE CAPACITY OF AMENDED SOILS).
3) PLANTING PERIOD WILL VARY, BUT IN GENERAL TREES AND SHRUBS SHOULD BE PLANTED FROM MID-MARCH THROUGH THE END OF JUNE, OR MID-SEPTEMBER THROUGH MID-NOVEMEBER.
4) A MAXIMUM OF 2 TO 3 INCHES OF SHREDDED MULCH COMPOST (OR OTHER COMPARABLE PRODUCT) SHOULD BE UNIFORMLY APPLIED IMMEDIATELY AFTER SHRUBS AND TREES ARE PLANTED TO PREVENT EROSION, ENHANCE METAL REMOVALS, AND SIMULATE LEAF LITTER IN A NATURAL FOREST SYSTEM. WOOD CHIPS SHOULD BE AVOIDED AS THEY TEND TO FLOAT DURING A RAIN EVENT. MULCH / COMPOST LAYER SHOULD NOT EXCEED 3 INCHES IN DEPTH SO AS NOT TO RESTRICT OXYGEN FLOW TO PLANT ROOTS.

RAIN GARDEN AREA DETAIL

NOT TO SCALE

10



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE			10 OF 14

REVISION NUMBER	REVISIONS	DATE	BY
1	REV. PER SOIL REMEDIATION PLAN FINDINGS	3.10.25	TPW

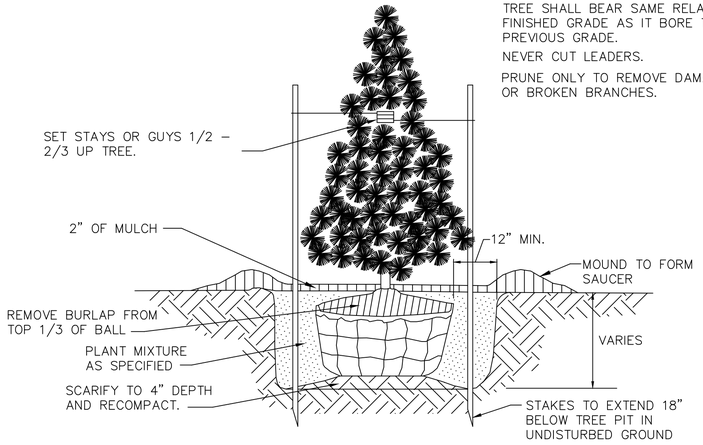
NOTES:

STAKE ALL EVERGREEN TREES UNDER 12' GUY TREES 12' AND OVER AS SPECIFIED FOR DECIDUOUS TREES.

TREE SHALL BEAR SAME RELATION TO FINISHED GRADE AS IT BORE TO PREVIOUS GRADE.

NEVER CUT LEADERS.

PRUNE ONLY TO REMOVE DAMAGED OR BROKEN BRANCHES.



EVERGREEN TREE PLANTING INSTALLATION DETAIL 11

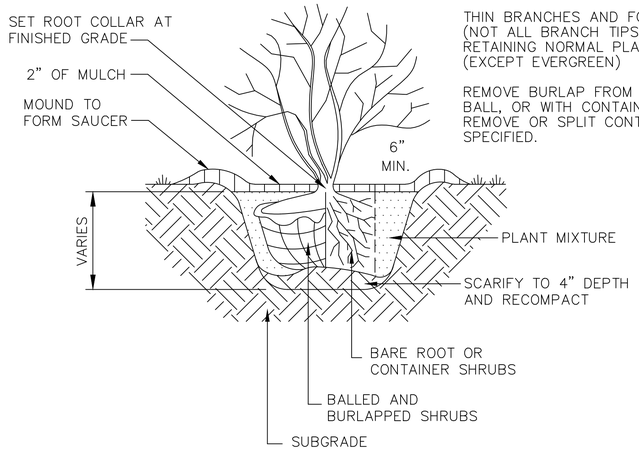
NOT TO SCALE

NOTES:

DO NOT PRUNE EVERGREENS, EXCEPT TO REMOVE DEAD AND BROKEN BRANCHES.

THIN BRANCHES AND FOLIAGE (NOT ALL BRANCH TIPS) BY 1/3. RETAINING NORMAL PLANT SHAPE (EXCEPT EVERGREEN)

REMOVE BURLAP FROM TOP 1/3 OF BALL, OR WITH CONTAINER PLANTS REMOVE OR SPLIT CONTAINERS AS SPECIFIED.



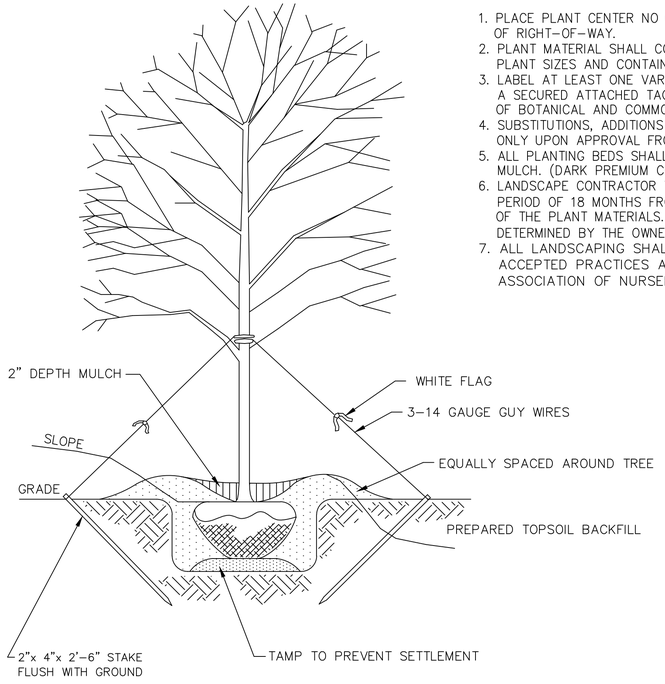
SHRUB PLANTING INSTALLATION DETAIL 13

NOT TO SCALE

RAIN GARDEN A					
KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE/CAL.	ROOT
SHRUB					
Kl	1	Kalmia latifolia	MOUNTAIN LAUREL	5 GAL.	CONT.
Iv	1	Ilex verticilata	WINTERBERRY	3 GAL.	CONT.
HERBACEOUS PERENNIALS					
Ls	30	Lobelia siphilitica	GREAT BLUE LOBELIA	2.5" POT	CONT.
Cg	25	Chelone glabra	TURTLEHEAD	2.5" POT	CONT.
As	25	Ascelpias syrica	COMMON MILKWEED	2.5" POT	CONT.
Rl	45	Rudbeckia lacianata	CUTLEAF CONEFLOWER	2.5" POT	CONT.
ORNIMENTAL GRASS					
Ag	9	Andropogon gerardii	BIG BLUESTEM GRASS	1 GAL.	CONT.
Pv	7	Panicum virgatum	SWITCHGRASS	1 GAL.	CONT.

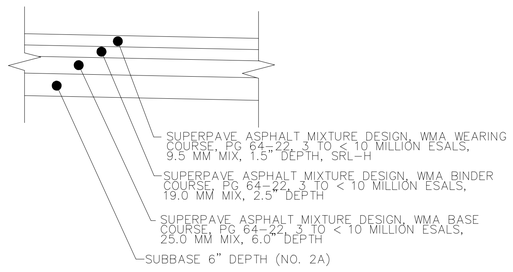
LANDSCAPE NOTES

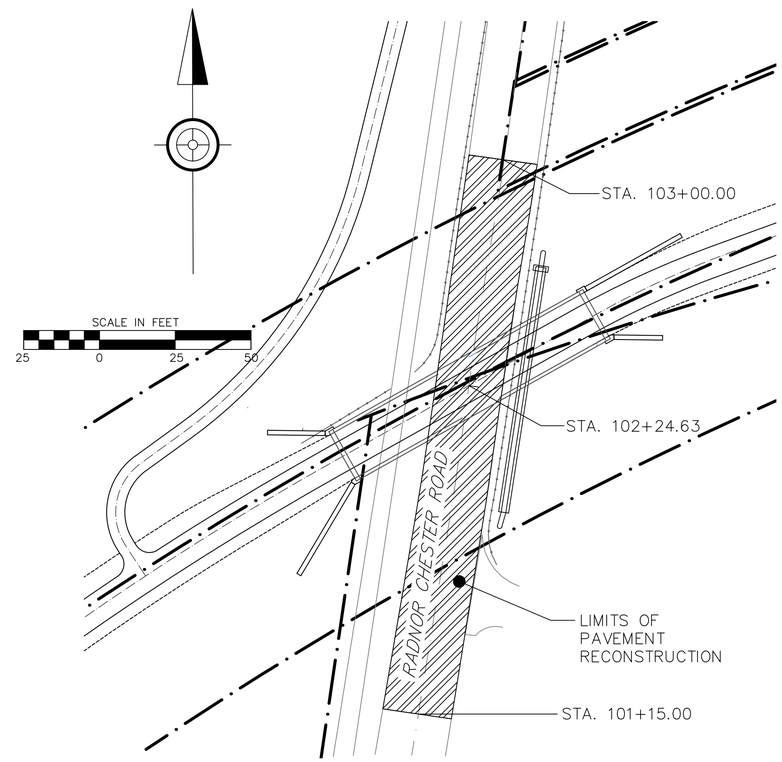
1. PLACE PLANT CENTER NO CLOSER THAN 3 FEET FROM EDGE OF RIGHT-OF-WAY.
2. PLANT MATERIAL SHALL COMPLY WITH ANSI Z60.1-1990. PLANT SIZES AND CONTAINER SIZES ARE MINIMUM.
3. LABEL AT LEAST ONE VARIETY OF EACH TYPE OF PLANT WITH A SECURED ATTACHED TAG BEARING THE LEGIBLE DESIGNATION OF BOTANICAL AND COMMON NAME.
4. SUBSTITUTIONS, ADDITIONS AND/OR DELETIONS ARE PERMISSIBLE ONLY UPON APPROVAL FROM OWNER OR LANDSCAPE ARCHITECT.
5. ALL PLANTING BEDS SHALL HAVE 3" OF SHREDDED HARDWOOD MULCH. (DARK PREMIUM CONSISTENCY).
6. LANDSCAPE CONTRACTOR TO WARRANT PLANT MATERIAL FOR A PERIOD OF 18 MONTHS FROM THE DATE OF SUBSTANTIAL COMPLETION OF THE PLANT MATERIALS. SUBSTANTIAL COMPLETION DATE SHALL BE DETERMINED BY THE OWNER, OR LANDSCAPE ARCHITECT.
7. ALL LANDSCAPING SHALL BE INSTALLED AND MAINTAINED BY ACCEPTED PRACTICES AS RECOGNIZED BY THE AMERICAN ASSOCIATION OF NURSERYMAN.



TREE PLANTING INSTALLATION DETAIL 12

NOT TO SCALE





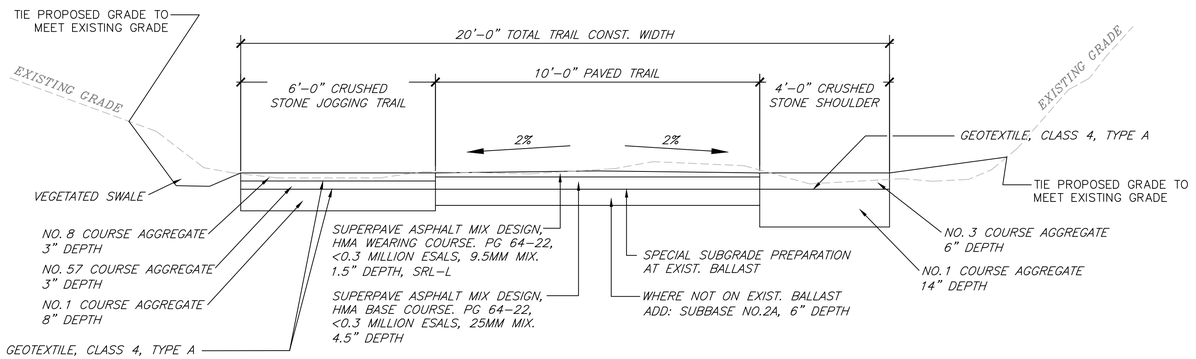
ROADWAY RECONSTRUCTION LIMITS AND TYPICAL ASPHALT PAVEMENT CROSS SECTION DETAIL 14

SCALE AS SHOWN

TIMOTHY PAUL WILSON
PENNSYLVANIA
REGISTRATION NUMBER 2792
REGISTERED LANDSCAPE ARCHITECT

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE			11 OF 14

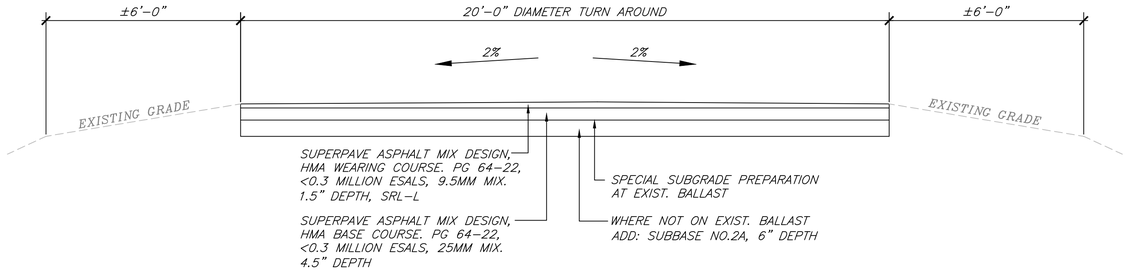
REVISION NUMBER	REVISIONS	DATE	BY
1	REV. PER SOIL REMEDIATION PLAN FINDINGS	3.10.25	TPW



TYPICAL TRAIL CROSS SECTION DETAIL A (15)

NOT TO SCALE

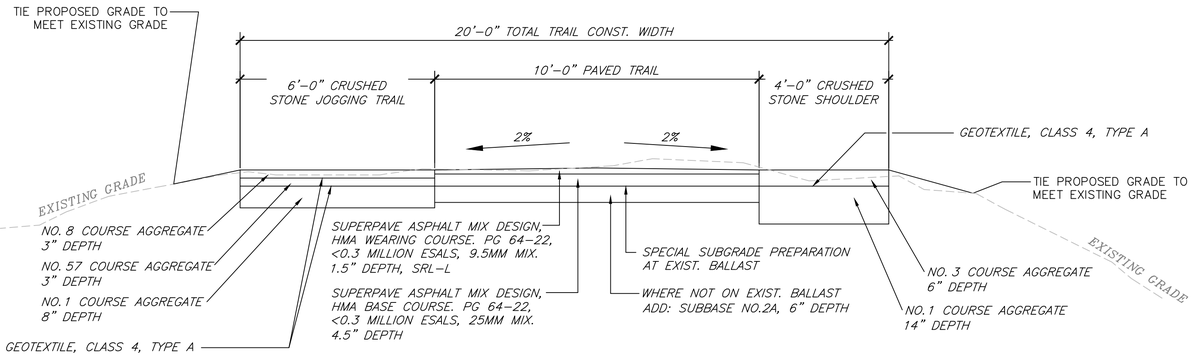
STA. 0+13.46 TO STA. 7+76.71



TURN AROUND CROSS SECTION DETAIL (18)

NOT TO SCALE

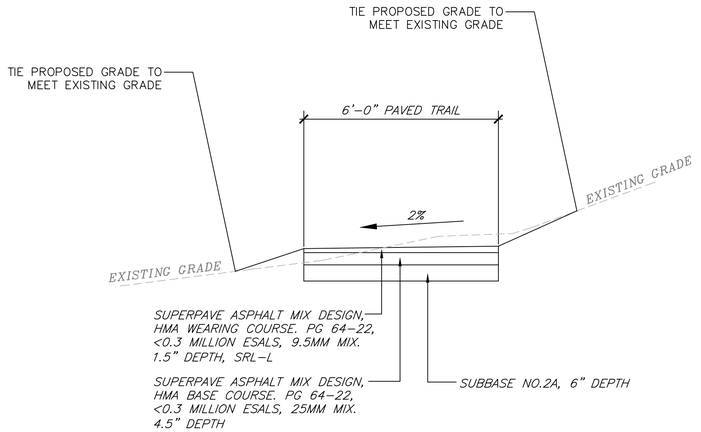
STA. 20+54.44



TYPICAL TRAIL CROSS SECTION DETAIL B (16)

NOT TO SCALE

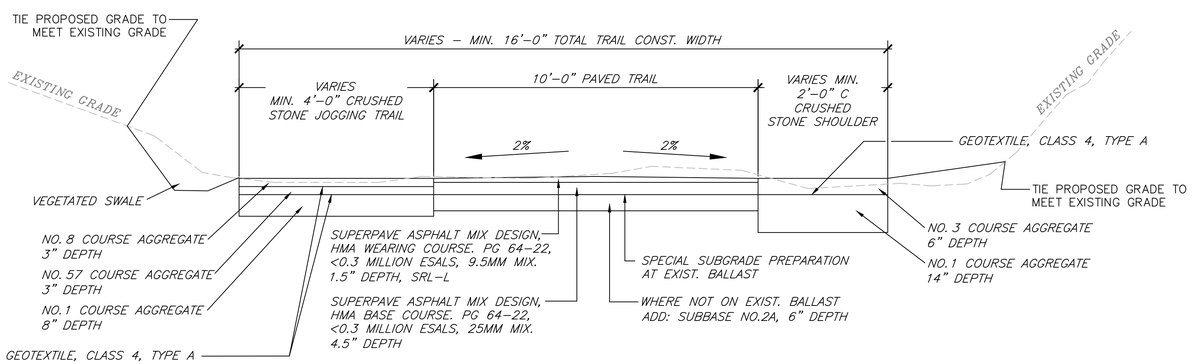
STA. 13+19.22 TO STA. 20+54.44



TYPICAL SIDE PATH CROSS SECTION DETAIL (19)

NOT TO SCALE

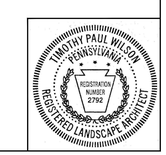
STA. 100+00.00 TO STA. 102+90.83



REDUCED WIDTH TRAIL CROSS SECTION DETAIL (17)

NOT TO SCALE

STA. 7+76.71 TO STA. 13+19.22

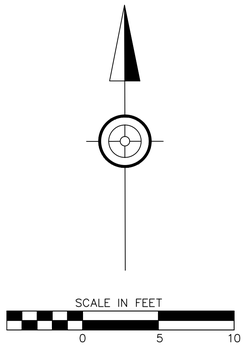


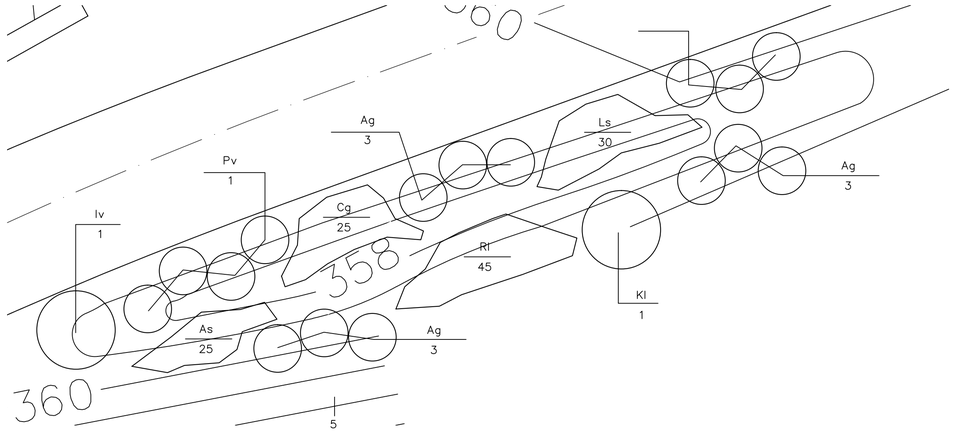
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE			12 OF 14

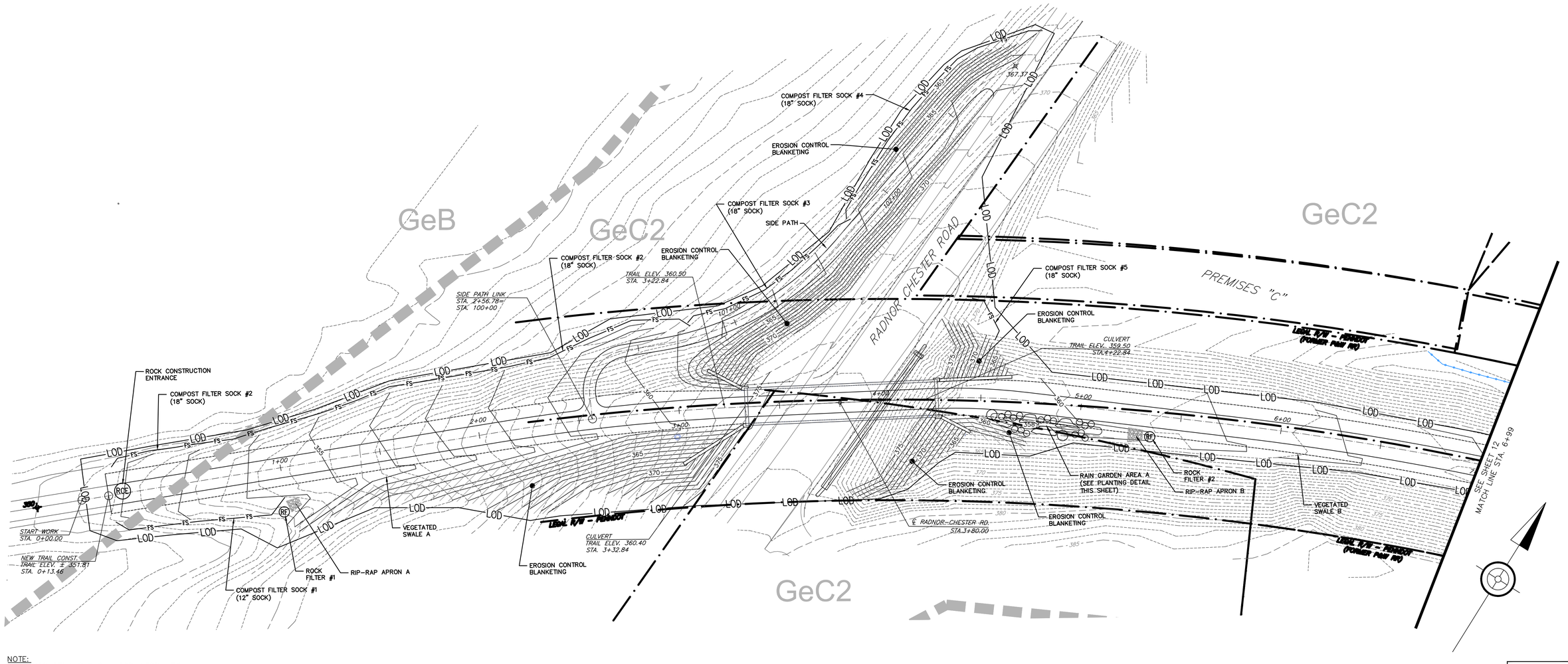
REVISION NUMBER	REVISIONS	DATE	BY
1	REV. PER SOIL REMEDIATION PLAN FINDINGS	3.10.25	TPW

RAIN GARDEN PLANTING DETAIL A

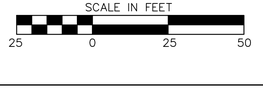
PLANT QUANTITIES AND SCHEDULE ARE LOCATED ON SHEET 10







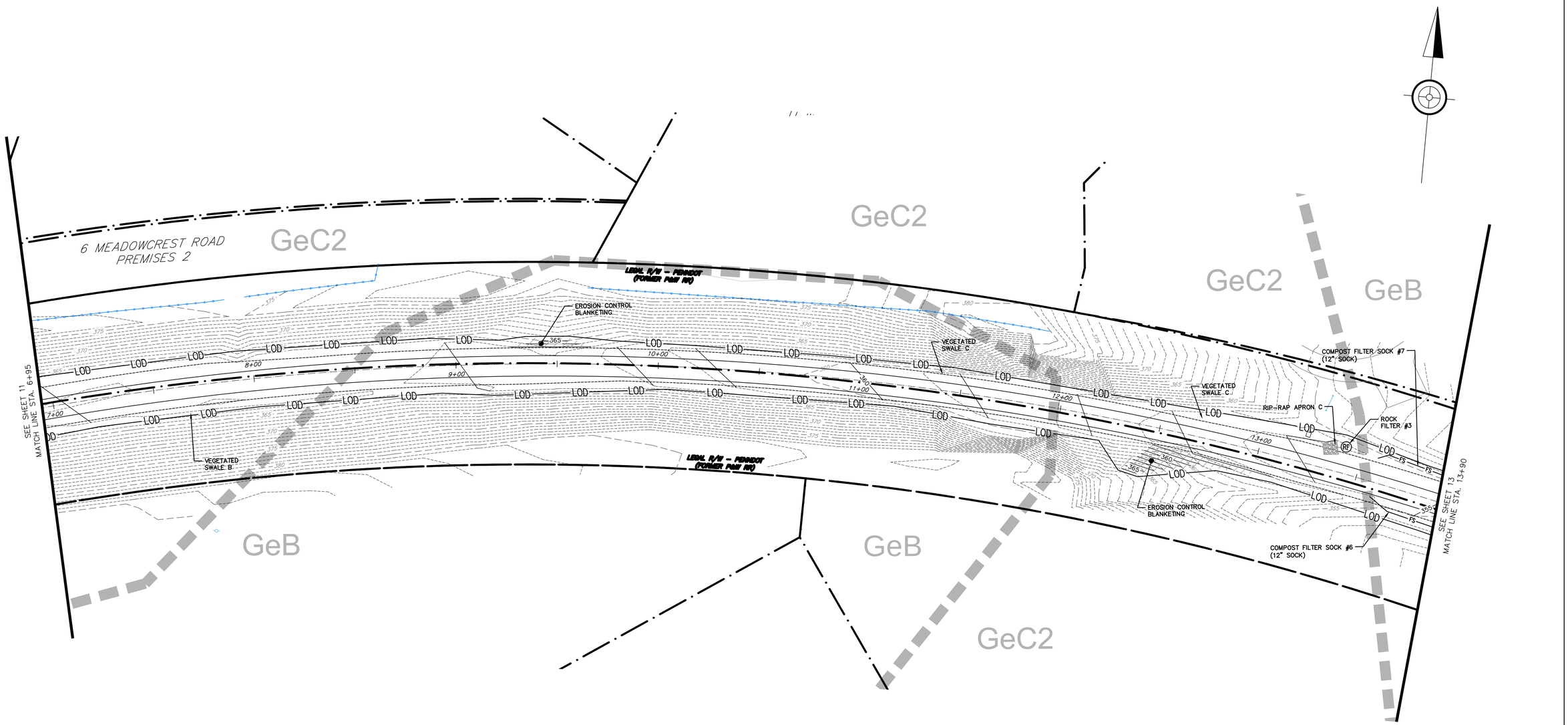
NOTE:
TRAIL GEOMETRY IS SHOWN FOR INFORMATION ONLY. THE PROPOSED TRAIL ALIGNMENT IS TO FOLLOW THE CENTERLINE OF THE EXISTING RAILBED. THE GEOMETRY IS PROVIDED TO HELP WITH QUANTITY CALCULATIONS AND ROAD CROSSINGS. THE BASELINE OF THE ABANDONED RAIL ALIGNMENT HAS NOT BEEN RE-ESTABLISHED.





DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE			13 OF 14

REVISION NUMBER	REVISIONS	DATE	BY
1	REV. PER SOIL REMEDIATION PLAN FINDINGS	3.10.25	TPW



SCALE IN FEET

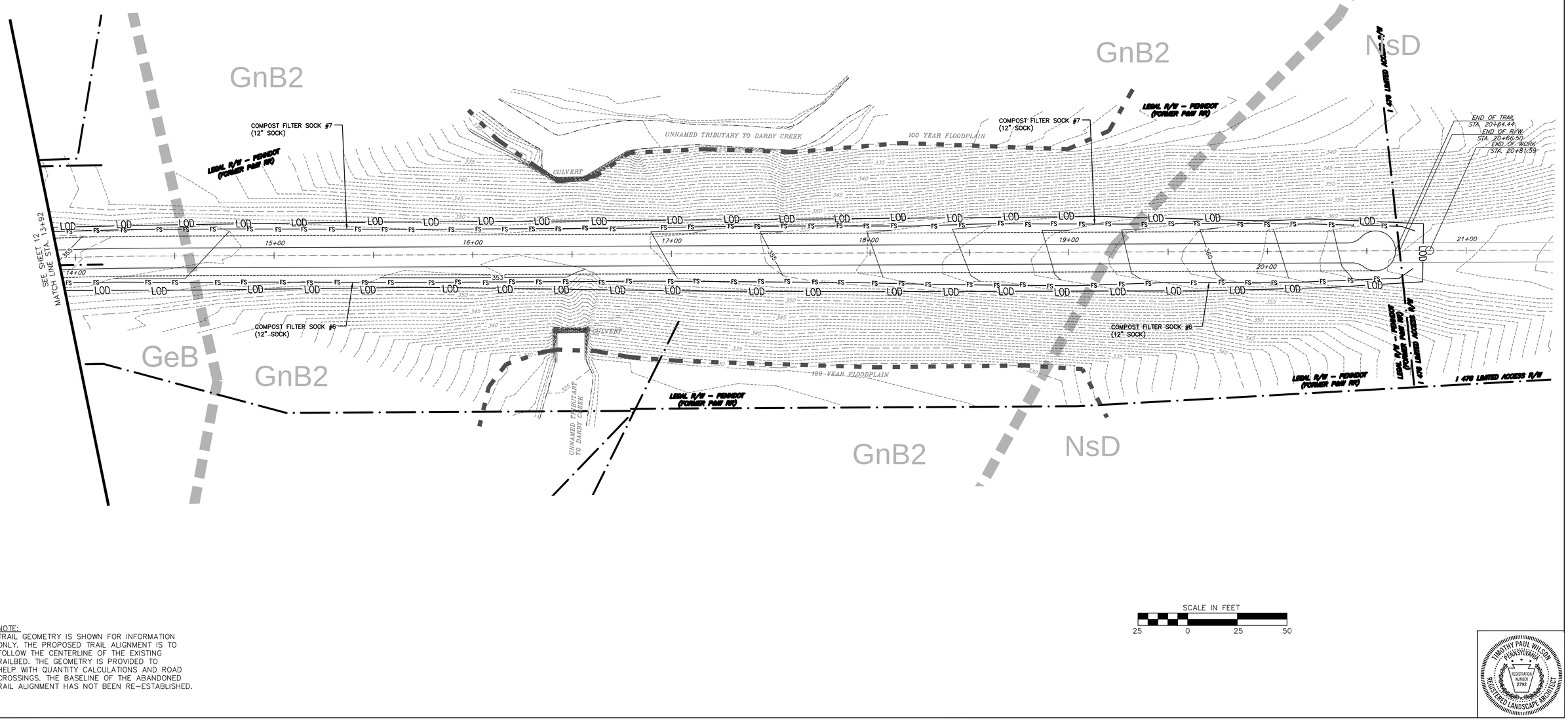
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TIMOTHY PAUL WILSON
PENNSYLVANIA
REGISTRATION NUMBER 2792
REGISTERED LANDSCAPE ARCHITECT

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE			14 OF 14

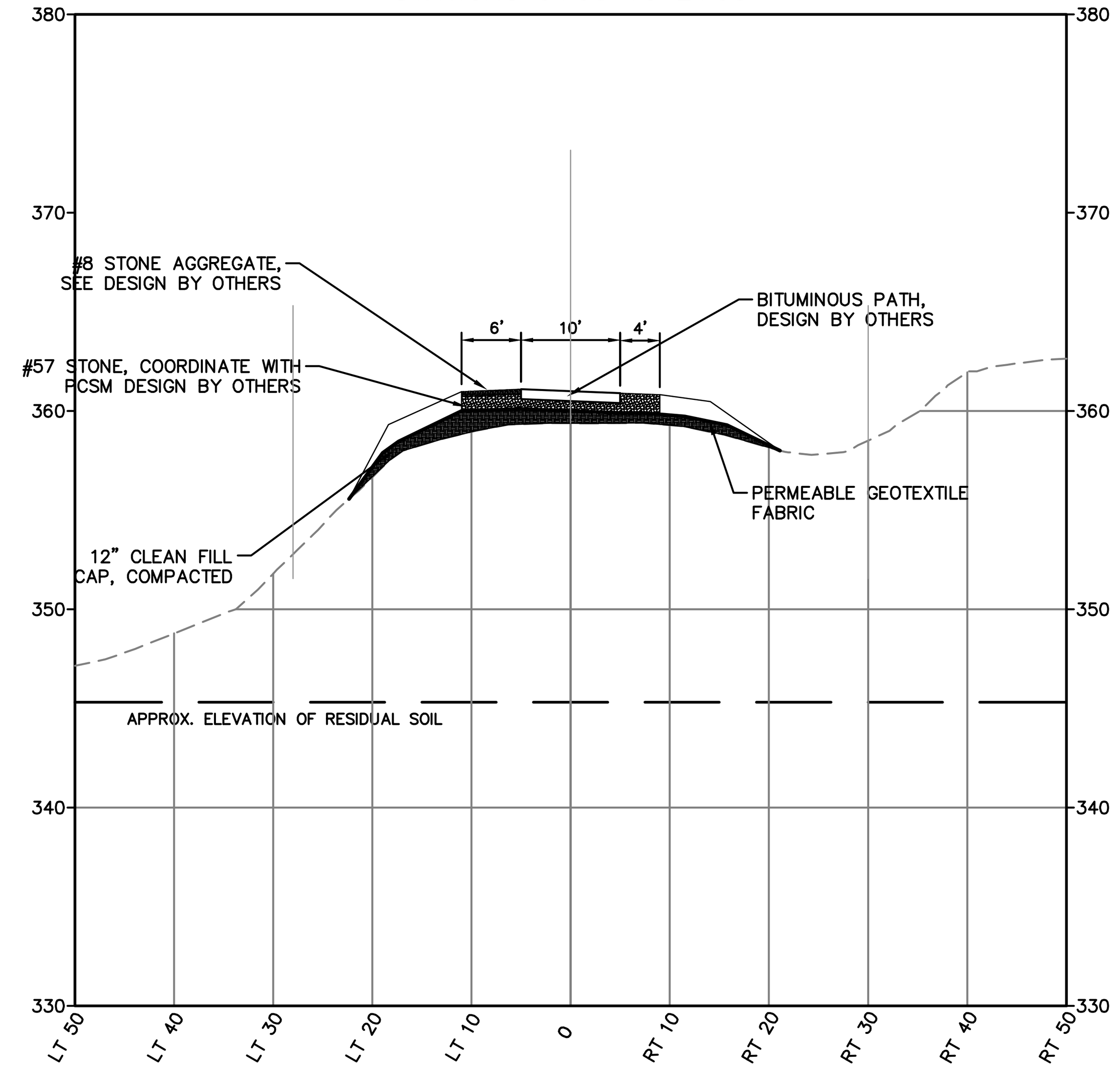
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NOTE:
TRAIL GEOMETRY IS SHOWN FOR INFORMATION ONLY. THE PROPOSED TRAIL ALIGNMENT IS TO FOLLOW THE CENTERLINE OF THE EXISTING RAILBED. THE GEOMETRY IS PROVIDED TO HELP WITH QUANTITY CALCULATIONS AND ROAD CROSSINGS. THE BASELINE OF THE ABANDONED RAIL ALIGNMENT HAS NOT BEEN RE-ESTABLISHED.

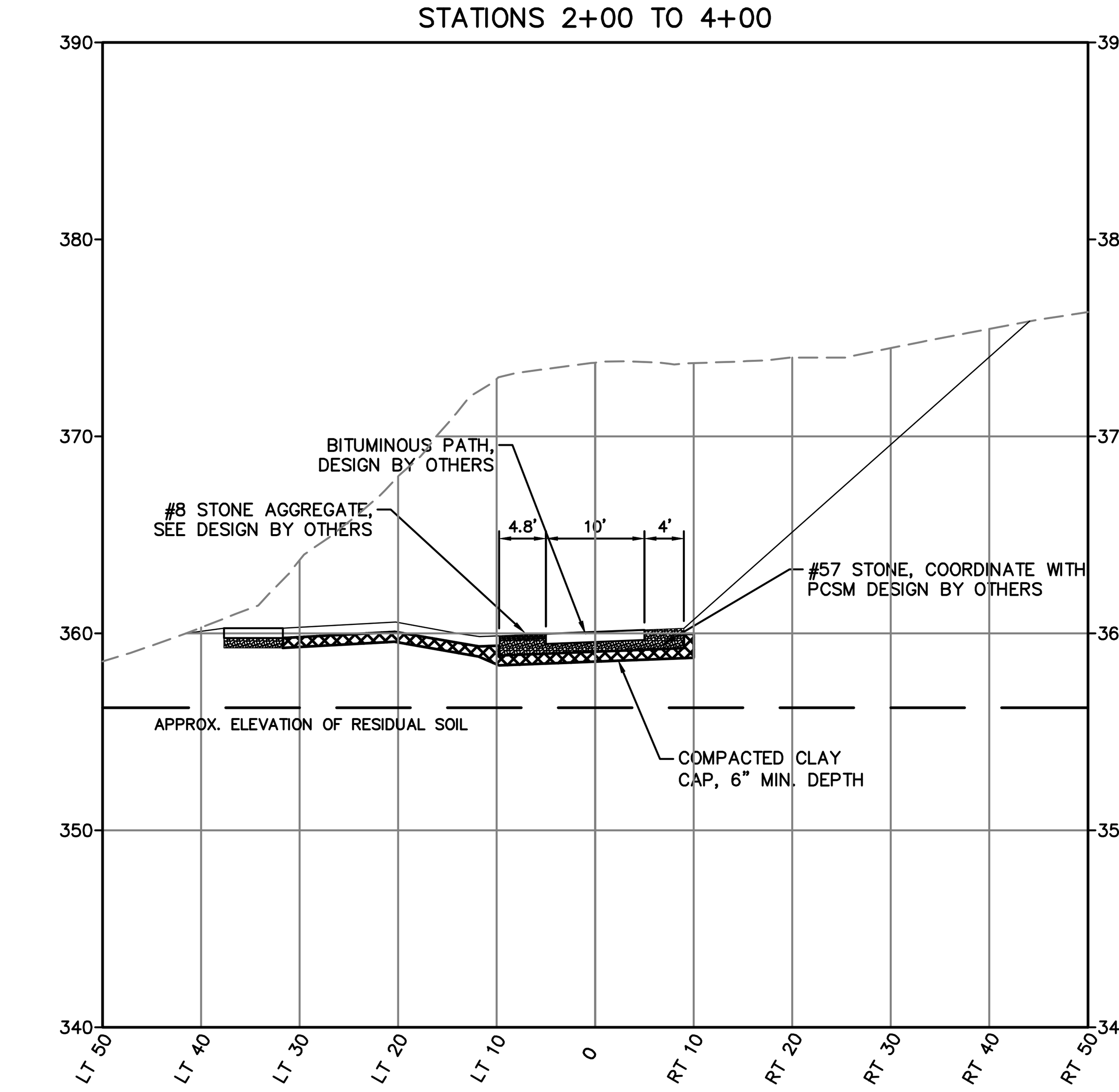
TIMOTHY PAUL WILSON
PENNSYLVANIA
REGISTRATION NUMBER 2792
REGISTERED LANDSCAPE ARCHITECT

REMEDIATION DETAIL FOR
STATIONS 0+00 TO 2+00

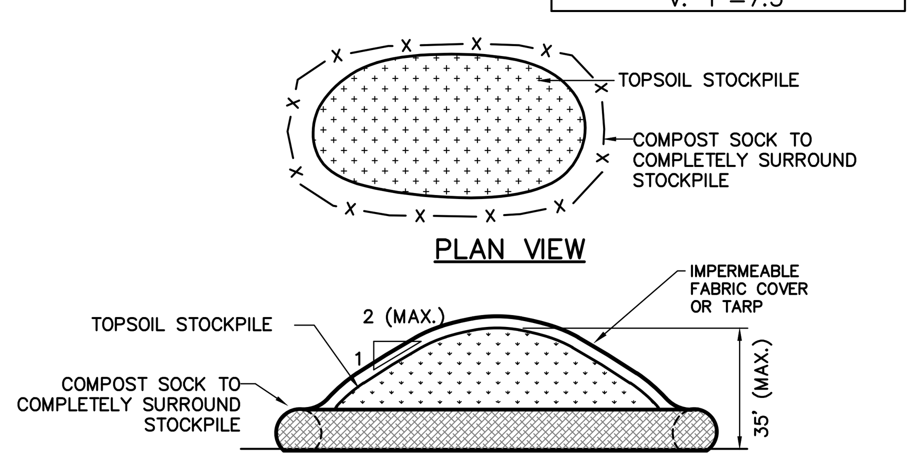


TPW TRAIL CL STATION 1+31
H: 1"=15'
V: 1"=7.5'

REMEDIATION DETAIL FOR
STATIONS 2+00 TO 4+00



TPW TRAIL CL STATION 3+00
H: 1"=15'
V: 1"=7.5'



1. **CONTAMINATED SOILS SHALL BE REMOVED FROM PROJECT SITE IMMEDIATELY UPON EXCAVATION.** IF CONTRACTOR CHOOSES TO STOCKPILE, LOCATION SHALL BE IDENTIFIED AND APPROVED BY PROJECT ENGINEER BEFORE IMPLEMENTING THIS DETAIL.
2. SEDIMENT BARRIER MUST COMPLETELY SURROUND THE PERIMETER OF CONTAMINATED SOIL STOCKPILES.
3. STOCKPILE SHALL BE COVERED WITH IMPERMEABLE FABRIC OR TARP AT ALL TIMES.

TEMPORARY STOCKPILE FOR CONTAMINATED SOILS DETAIL
NOT TO SCALE

MANAGEMENT OF EXCAVATED MATERIALS:

ALL EARTH DISTURBANCE ACTIVITIES SHALL PROCEED IN ACCORDANCE WITH THE APPROVED EROSION & SEDIMENT CONTROL PLANS [BY OTHERS]. THESE PLANS SHALL BE CONSIDERED SUPPLEMENTAL TO THE APPROVED PLANS; ALL DETAILS AND NOTES FROM SAID PLANS SHALL REMAIN IN EFFECT.

REFER TO THE SEQUENCE OF CONSTRUCTION FOR GENERAL STAGES OF WORK. THE FOLLOWING SHALL APPLY ONLY TO AREAS WHERE CONTAMINATED SOILS HAVE BEEN IDENTIFIED AND ARE TO BE REMEDIATED.

1. CLEAN FILL SHALL BE MANAGED IN ACCORDANCE WITH THE APPROVED EROSION & SEDIMENT CONTROL PLANS.
2. EXCAVATED MATERIAL CLASSIFIED AS REGULATED FILL SHALL BE LOADED DIRECTLY INTO TRUCKS AND REMOVED FROM SITE. REGULATED FILL SHALL BE TRANSPORTED TO PERMITTED DISPOSAL SITE.
   A. IF CONTRACTOR CHOOSES TO STOCKPILE THIS MATERIAL PRIOR TO TRANSPORT, PROPOSED LOCATION SHALL BE REVIEWED AND APPROVED BY PROJECT ENGINEER PRIOR TO PROCEEDING. ALL STOCKPILES SHALL BE INSTALLED PER DETAIL FOR CONTAMINATED SOILS ON THESE PLANS.
3. INFILTRATION PERMITTED, STATIONS 0+00 TO 2+00 AND 13+50 TO 20+78:
   A. CAP EXISTING SURFACE WITH 12 INCHES CLEAN EARTH FILL MATERIAL. LIGHTLY COMPACT.
   B. INSTALL PaDOT CLASS 4, TYPE A GEOTEXTILE FABRIC OVER COMPACTED EARTH FILL.
   C. CONTINUE WITH TRAIL AND PCSM INSTALLATION PER APPROVED PLANS.
4. NON-INFILTRATION AREAS, STATIONS 2+00 TO 4+00 AND 7+05 TO 9+05:
   A. IF NEEDED, ROUGH GRADE TO LINES & GRADES ESTABLISHED BY APPROVED PLANS INCLUDING ADDITIONAL 6-INCH DEPTH TO SUBGRADE.
   B. CAP SUBGRADE WITH 6 INCHES CLAY FILL AND COMPACT TO 95% MODIFIED PROCTOR. CLAY CAP SHALL EXTEND UNDER STONE SHOULDERS AND VEGETATED SWALES WHERE USED.
   C. CONTINUE WITH TRAIL AND PCSM INSTALLATION PER APPROVED PLANS

CLEAN FILL REQUIREMENTS: IF THE SITE WILL NEED TO IMPORT OR EXPORT MATERIAL FROM THE SITE, THE RESPONSIBILITY FOR PERFORMING ENVIRONMENTAL DUE DILIGENCE AND DETERMINATION OF CLEAN FILL WILL REST WITH THE CONTRACTOR.

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CLEAN FILL AFFECTED BY A SPILL OR RELEASE OF A REGULATED SUBSTANCE: FILL MATERIALS AFFECTED BY A SPILL OR RELEASE OF A REGULATED SUBSTANCE STILL QUALIFIES AS CLEAN FILL PROVIDED THE TESTING REVEALS THAT THE FILL MATERIAL CONTAINS CONCENTRATIONS OF REGULATED SUBSTANCES THAT ARE BELOW THE RESIDENTIAL LIMITS AS NOTED IN TABLES FP-1A AND FP-1B FOUND IN THE PENNSYLVANIA DEPARTMENT OF ENVIRONMENTAL PROTECTION'S POLICY "MANAGEMENT OF FILL."

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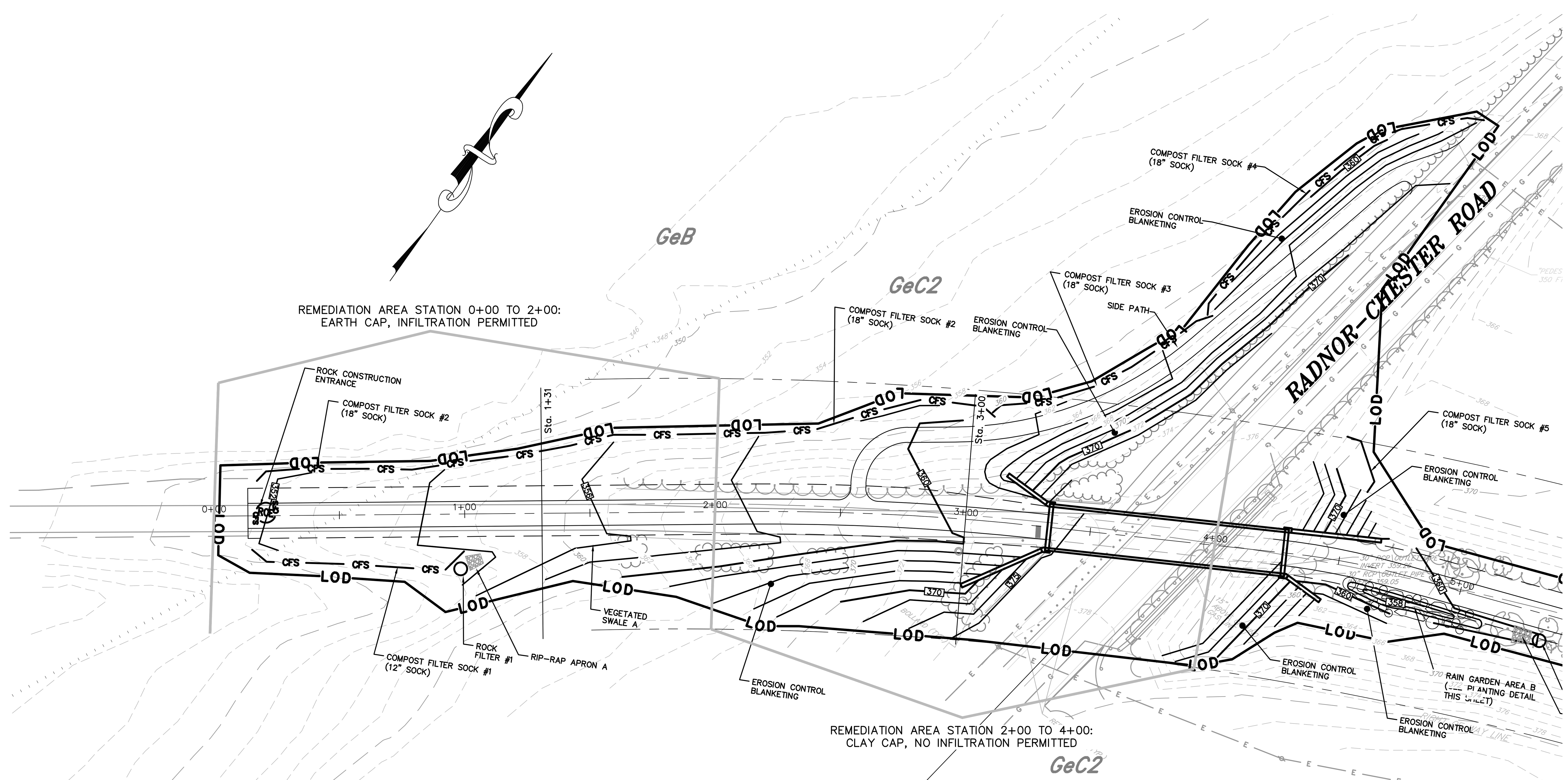
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   C. PARCEL LINES AS SHOWN ARE BASED ON DEEDS OF RECORD AND ARE APPROXIMATE. PARCEL LINES HAVE NOT BEEN ADJUSTED TO PHYSICAL EVIDENCE FOUND.
2. LOCATIONS OF EXISTING UNDERGROUND UTILITIES/FACILITIES SHOWN HEREON HAVE BEEN DEVELOPED FROM RECORD, FIELD MARK-OUTS BY UTILITY OWNERS, AND/OR ABOVE GROUND OBSERVATIONS OF THE SITE. NO EXCAVATIONS WERE PERFORMED IN THE PREPARATION OF THESE DRAWINGS, THEREFORE ALL UTILITIES SHOWN SHOULD BE CONSIDERED APPROXIMATE IN LOCATION, DEPTH, AND SIZE. THE POTENTIAL EXISTS FOR OTHER UNDERGROUND UTILITIES/FACILITIES TO BE PRESENT WHICH ARE NOT SHOWN ON THIS DRAWING. ONLY THE VISIBLE LOCATIONS OF UNDERGROUND UTILITIES/FACILITIES AT THE TIME OF THE FIELD SURVEY SHALL BE CONSIDERED TRUE AND ACCURATE. COMPLETENESS OR ACCURACY OF UNDERGROUND UTILITIES/FACILITIES ARE NOT GUARANTEED BY GILMORE & ASSOCIATES INC.
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5. RUNOFF IS COLLECTED BY AN UNNAMED TRIBUTARY TO THE DARBY CREEK. DARBY CREEK AND ITS TRIBUTARIES ARE LISTED AS CWF, MF IN CHAPTER 93.
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7. CONTRACTOR SHALL HAVE IN PLACE A SITE-SPECIFIC HEALTH AND SAFETY PLAN THAT MEETS OR EXCEEDS APPLICABLE OSHA REGULATIONS AND REQUIREMENTS. CONCENTRATIONS OF CONTAMINANTS IN SOILS WITHIN THE REMEDIATION AREAS EXCEED ACT 2 STATEWIDE HEALTH STANDARDS. ELIMINATION OF DUST THROUGH WETTING OF SOILS WILL PREVENT EXPOSURE TO SITE CONTRACTORS. AFTER THE CAPPING IS COMPLETED, EXPOSURE TO UNDERLYING SOILS CONTAINING ELEVATED ARSENIC WILL BE ELIMINATED.
8. CONTRACTOR SHALL IMPLEMENT EROSION & SEDIMENT CONTROL MEASURES IN ACCORDANCE WITH APPROVED ESC PLAN. MEASURES SHALL INCLUDE, BUT ARE NOT LIMITED TO, DUST CONTROL MEASURES, COMPOST FILTER SOCKS, AND ROCK CONSTRUCTION ENTRANCE WITH WHEEL WASH AREA FOR ALL VEHICLES ENTERING OR EXITING THE SITE.
9. IT IS RECOMMENDED THE CONTRACTOR EXCAVATE ANY ARSENIC IMPACTED SOILS AND LOAD DIRECTLY TO PaDOT-APPROVED TRUCKS FOR TRANSPORT TO AN APPROVED DISPOSAL FACILITY. CONTRACTOR SHALL HAVE A LICENSE FOR RESIDUAL WASTE TRANSPORTATION. SOILS MAY BE STOCKPILED ONSITE ONLY IF THE LOCATION IS APPROVED IN ADVANCE BY G&A AND DETAIL PROVIDED ON THESE PLANS IS IMPLEMENTED. CONTRACTOR SHALL COMPLETE ALL WASTE MANIFESTS AND PROVIDE DOCUMENTATION TO OWNER.
10. CONTRACTOR MAY EXPORT MATERIAL AS CLEAN FILL FROM AREAS OUTSIDE OF THE DESIGNATED REMEDIATION AREAS. ADDITIONAL DELINEATION AND SAMPLING, IF REQUIRED, IS THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR THE COMPLETION OF ALL FILL CERTIFICATIONS.



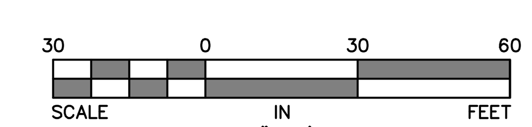
LOCATION MAP



SCALE: 1"=1000'



THESE PLANS ARE FOR SOIL REMEDIATION MEASURES ONLY. SEE APPROVED PLANS BY OTHERS FOR GRADING, PCSM, AND EROSION CONTROL DESIGN. [SHOWN HERE FOR REFERENCE ONLY]



GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES
CORPORATE HEADQUARTERS
65 EAST BUTLER AVENUE, SUITE 100, NEW BRITAIN, PA 18901 • (215) 345-4330 • www.gilmore-assoc.com

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REV.	DESCRIPTION	DATE	BY

REMEDIATION PLANS
RADNOR TRAIL EXTENSION
RADNOR TOWNSHIP, DELAWARE COUNTY, PENNSYLVANIA

SOIL REMEDIATION PLAN – STATION 0+00 TO 4+00

GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

PROJECT No.: 1601164-06

OWNERS INFO:
TOWNSHIP OF RADNOR
301 IVEN AVENUE
WAYNE, PA 19087
610-688-1279

MUNICIPAL FILE No.: –

TAX MAP PARCEL No.: –

TOTAL AREA: 2.18 AC	TOTAL LOTS: N/A
DATE: 02/05/25	SCALE: 1"=30'
DRAWN BY: XXX	CHECKED BY: XXX

SHEET NO.: 1 OF 3

P:\GEO\GEOSCI\2016\16-01164-06-Radnor Trail Enviro-Civil Design\7.0 CALCS & ENGINEERING\CAD\Production_Drawings\REMD.dwg Layout: 0-500 Plotted By: sdotts, on Fri Mar 07, 2025 at 8:29am

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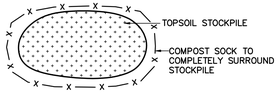
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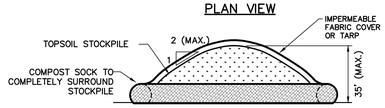
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PLAN VIEW



PROFILE

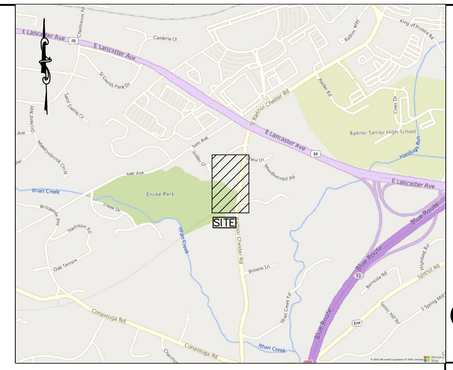
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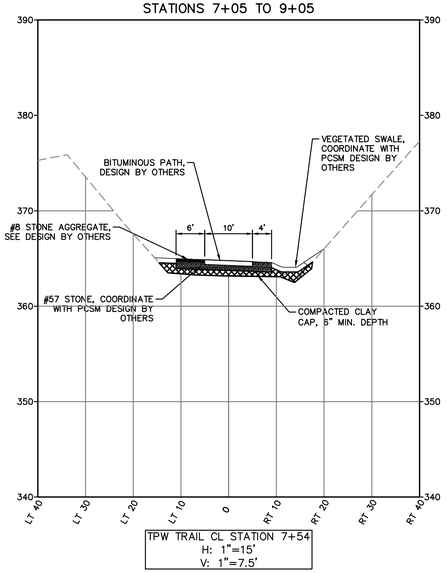


LOCATION MAP

1000 00 1000 2000
SCALE IN FEET

SCALE: 1"=1000'

REMEDIATION DETAIL FOR STATIONS 7+05 TO 9+05



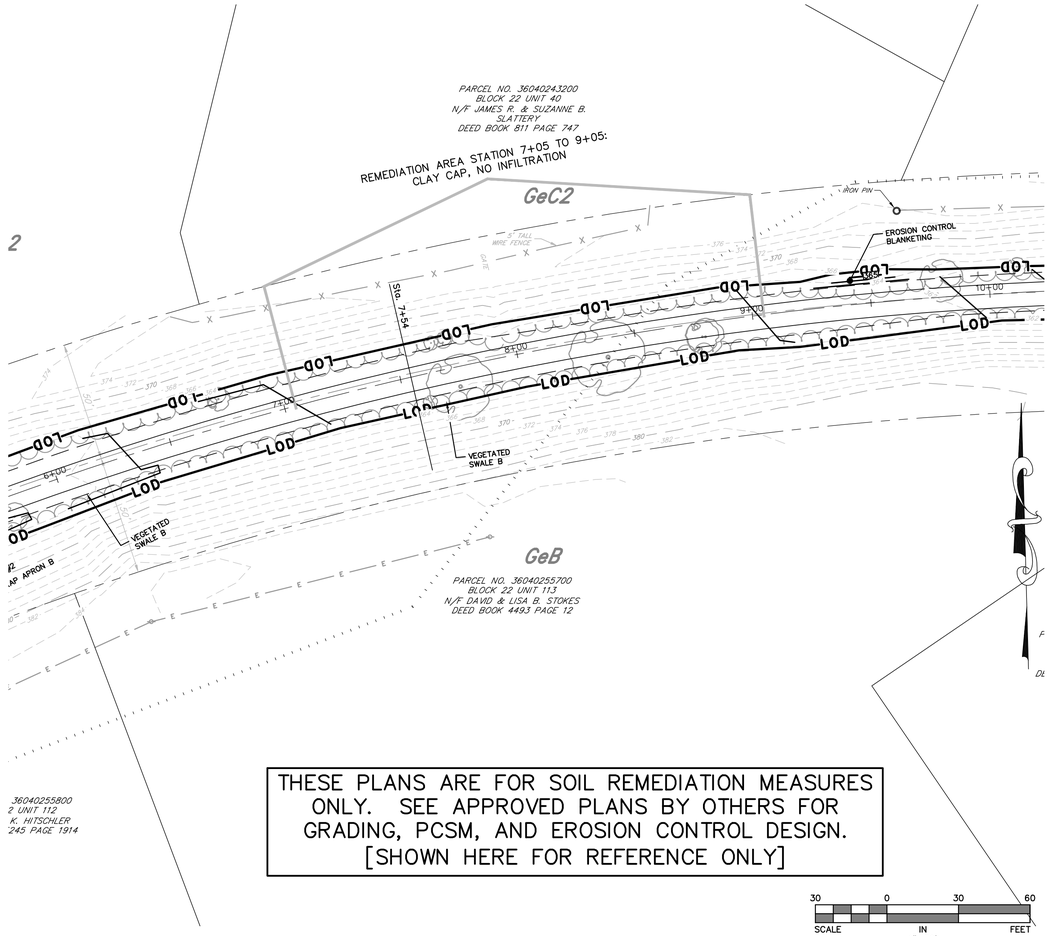
TPW TRAIL CL STATION 7+54
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V: 1"=7.5'

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3. INFILTRATION PERMITTED, STATIONS 0+00 TO 2+00 AND 13+50 TO 20+78:
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30 0 30 60
SCALE IN FEET
1"=30'

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CORPORATE HEADQUARTERS
65 EAST BUTLER AVENUE, SUITE 100, NEW BRITAIN, PA 18901 • (215) 345-9330 • www.gilmore-assoc.com

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REV.	DESCRIPTION	DATE	BY

REMEDIATION PLANS

RADNOR TRAIL EXTENSION

RADNOR TOWNSHIP, DELAWARE COUNTY, PENNSYLVANIA

SOIL REMEDIATION PLAN – STATION 4+00 TO 10+00

GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

PROJECT No.: 1601164-06

OWNERS INFO:
TOWNSHIP OF RADNOR
301 IVEN AVENUE
WAYNE, PA 19087
610-688-1279

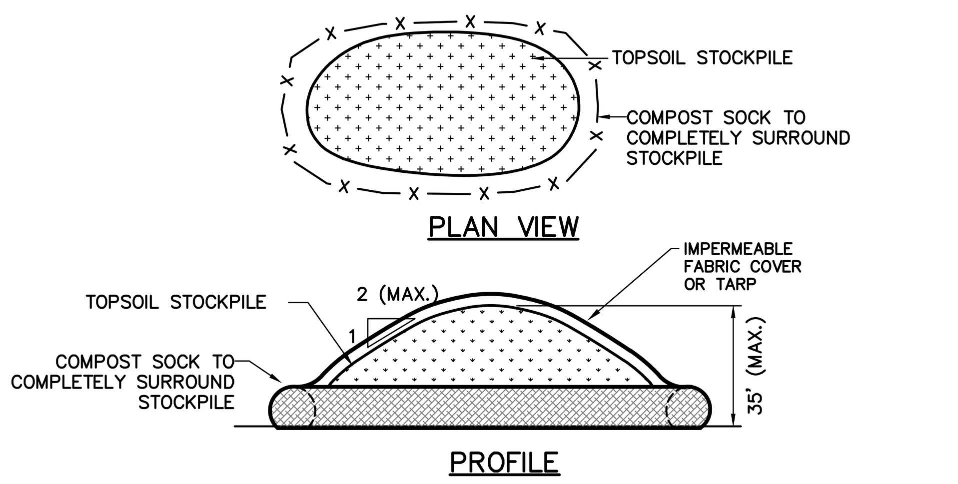
MUNICIPAL FILE No.: –

TAX MAP PARCEL No.: –

TOTAL AREA: 2.18 AC	TOTAL LOTS: N/A
DATE: 02/05/25	SCALE: 1"=30'
DRAWN BY: XXX	CHECKED BY: XXX

SHEET NO.: 2 OF 3

P:\GEO\GEOSCI\2016\16-01164-06-Radnor Trail Enviro-Civil Design\7.0 CALCS & ENGINEERING\CAD\Production_Drawings\REMD.dwg Layout: 600-1000 Plotted By: sdotts, on Mon Feb 17, 2025 at 9:28am By: sdotts



1. **CONTAINATED SOILS SHALL BE REMOVED FROM PROJECT SITE IMMEDIATELY UPON EXCAVATION.** IF CONTRACTOR CHOOSES TO STOCKPILE, LOCATION SHALL BE IDENTIFIED AND APPROVED BY PROJECT ENGINEER BEFORE IMPLEMENTING THIS DETAIL.
2. SEDIMENT BARRIER MUST COMPLETELY SURROUND THE PERIMETER OF CONTAMINATED SOIL STOCKPILES.
3. STOCKPILE SHALL BE COVERED WITH IMPERMEABLE FABRIC OR TARP AT ALL TIMES.

TEMPORARY STOCKPILE FOR CONTAMINATED SOILS DETAIL

NOT TO SCALE

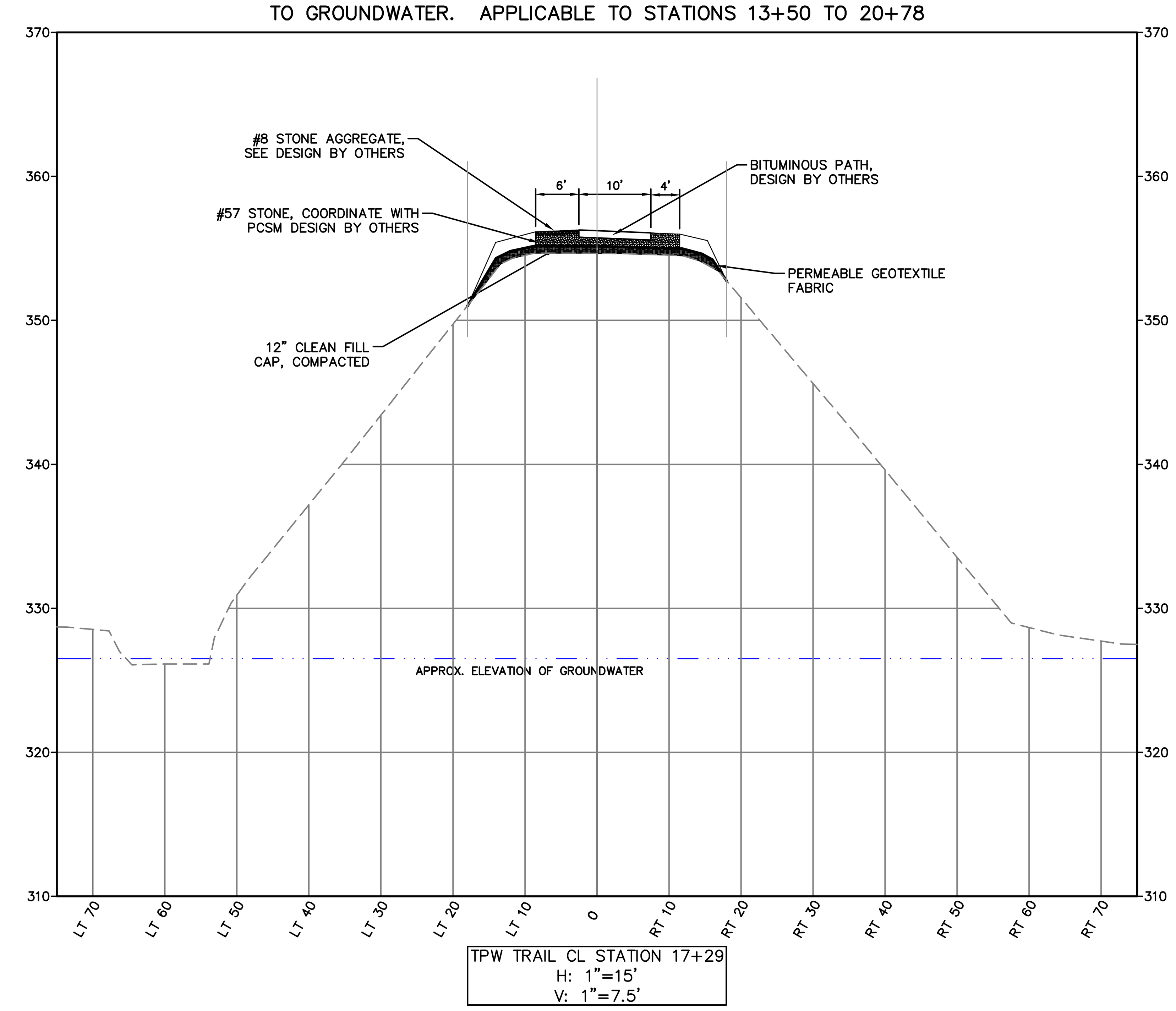
MANAGEMENT OF EXCAVATED MATERIALS:

ALL EARTH DISTURBANCE ACTIVITIES SHALL PROCEED IN ACCORDANCE WITH THE APPROVED EROSION & SEDIMENT CONTROL PLANS [BY OTHERS]. THESE PLANS SHALL BE CONSIDERED SUPPLEMENTAL TO THE APPROVED PLANS; ALL DETAILS AND NOTES FROM SAID PLANS SHALL REMAIN IN EFFECT.

REFER TO THE SEQUENCE OF CONSTRUCTION FOR GENERAL STAGES OF WORK. THE FOLLOWING SHALL APPLY ONLY TO AREAS WHERE CONTAMINATED SOILS HAVE BEEN IDENTIFIED AND ARE TO BE REMEDIATED.

1. CLEAN FILL SHALL BE MANAGED IN ACCORDANCE WITH THE APPROVED EROSION & SEDIMENT CONTROL PLANS.
2. EXCAVATED MATERIAL CLASSIFIED AS REGULATED FILL SHALL BE LOADED DIRECTLY INTO TRUCKS AND REMOVED FROM SITE. REGULATED FILL SHALL BE TRANSPORTED TO PERMITTED DISPOSAL SITE.
   - A. IF CONTRACTOR CHOOSES TO STOCKPILE THIS MATERIAL PRIOR TO TRANSPORT, PROPOSED LOCATION SHALL BE REVIEWED AND APPROVED BY PROJECT ENGINEER PRIOR TO PROCEEDING. ALL STOCKPILES SHALL BE INSTALLED PER DETAIL FOR CONTAMINATED SOILS ON THESE PLANS.
3. INFILTRATION PERMITTED, STATIONS 0+00 TO 2+00 AND 13+50 TO 20+78:
   - A. CAP EXISTING SURFACE WITH 12 INCHES CLEAN EARTH FILL MATERIAL. LIGHTLY COMPACT.
   - B. INSTALL PaDOT CLASS 4, TYPE A GEOTEXTILE FABRIC OVER COMPACTED EARTH FILL.
   - C. CONTINUE WITH TRAIL AND PCSM INSTALLATION PER APPROVED PLANS.
4. NON-INFILTRATION AREAS, STATIONS 2+00 TO 4+00 AND 7+05 TO 9+05:
   - A. IF NEEDED, ROUGH GRADE TO LINES & GRADES ESTABLISHED BY APPROVED PLANS INCLUDING ADDITIONAL 6-INCH DEPTH TO SUBGRADE.
   - B. CAP SUBGRADE WITH 6 INCHES CLAY FILL AND COMPACT TO 95% MODIFIED PROCTOR. CLAY CAP SHALL EXTEND UNDER STONE SHOULDERS AND VEGETATED SWALES WHERE USED.
   - C. CONTINUE WITH TRAIL AND PCSM INSTALLATION PER APPROVED PLANS

REMEDIATION DETAIL FOR AREAS WITH CLEAN SOIL SEPARATION TO GROUNDWATER. APPLICABLE TO STATIONS 13+50 TO 20+78



TPW TRAIL CL STATION 17+29
H: 1"=15'
V: 1"=7.5'

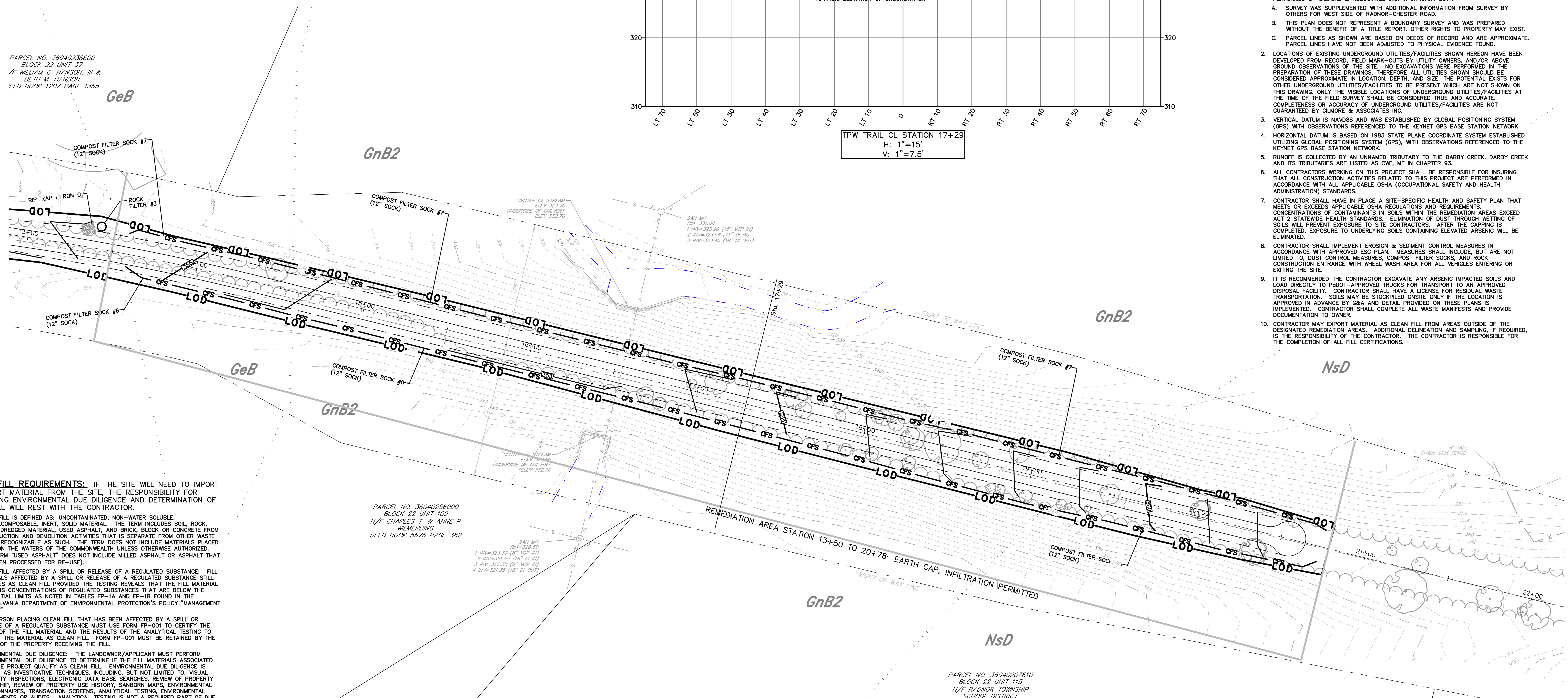


LOCATION MAP

1000 00 1000 2000
SCALE IN FEET
SCALE: 1"=1000'

EXISTING FEATURES GENERAL NOTES:

1. THE SITE FEATURES AND TOPOGRAPHY AS SHOWN ARE BASED ON A FIELD SURVEY PERFORMED BY GILMORE & ASSOCIATES INC. IN JANUARY 2017.
   - A. SURVEY WAS SUPPLEMENTED WITH ADDITIONAL INFORMATION FROM SURVEY BY OTHERS FOR WEST SIDE OF RADNOR-CHESTER ROAD.
   - B. THIS PLAN DOES NOT REPRESENT A BOUNDARY SURVEY AND WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT. OTHER RIGHTS TO PROPERTY MAY EXIST.
   - C. PARCEL LINES AS SHOWN ARE BASED ON DEEDS OF RECORD AND ARE APPROXIMATE. PARCEL LINES HAVE NOT BEEN ADJUSTED TO PHYSICAL EVIDENCE FOUND.
2. LOCATIONS OF EXISTING UNDERGROUND UTILITIES/FACILITIES SHOWN HEREON HAVE BEEN DEVELOPED FROM RECORD, FIELD MARK-OUTS BY UTILITY OWNERS, AND/OR ABOVE GROUND OBSERVATIONS OF THE SITE. NO EXCAVATIONS WERE PERFORMED IN THE PREPARATION OF THESE DRAWINGS, THEREFORE ALL UTILITIES SHOWN SHOULD BE CONSIDERED APPROXIMATE IN LOCATION, DEPTH, AND SIZE. THE POTENTIAL EXISTS FOR OTHER UNDERGROUND UTILITIES/FACILITIES TO BE PRESENT WHICH ARE NOT SHOWN ON THIS DRAWING. ONLY THE VISIBLE LOCATIONS OF UNDERGROUND UTILITIES/FACILITIES AT THE TIME OF THE FIELD SURVEY SHALL BE CONSIDERED TRUE AND ACCURATE. COMPLETENESS OR ACCURACY OF UNDERGROUND UTILITIES/FACILITIES ARE NOT GUARANTEED BY GILMORE & ASSOCIATES INC.
3. VERTICAL DATUM IS NAVD88 AND WAS ESTABLISHED BY GLOBAL POSITIONING SYSTEM (GPS) WITH OBSERVATIONS REFERENCED TO THE KEYNET GPS BASE STATION NETWORK.
4. HORIZONTAL DATUM IS BASED ON 1983 STATE PLANE COORDINATE SYSTEM ESTABLISHED UTILIZING GLOBAL POSITIONING SYSTEM (GPS), WITH OBSERVATIONS REFERENCED TO THE KEYNET GPS BASE STATION NETWORK.
5. RUNOFF IS COLLECTED BY AN UNNAMED TRIBUTARY TO THE DARBY CREEK. DARBY CREEK AND ITS TRIBUTARIES ARE LISTED AS CWF, MF IN CHAPTER 93.
6. ALL CONTRACTORS WORKING ON THIS PROJECT SHALL BE RESPONSIBLE FOR INSURING THAT ALL CONSTRUCTION ACTIVITIES RELATED TO THIS PROJECT ARE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE OSHA (OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION) STANDARDS.
7. CONTRACTOR SHALL HAVE IN PLACE A SITE-SPECIFIC HEALTH AND SAFETY PLAN THAT MEETS OR EXCEEDS APPLICABLE OSHA REGULATIONS AND REQUIREMENTS. CONCENTRATIONS OF CONTAMINANTS IN SOILS WITHIN THE REMEDIATION AREAS EXCEED ACT 2 STATEWIDE HEALTH STANDARDS. ELIMINATION OF DUST THROUGH WETTING OF SOILS WILL PREVENT EXPOSURE TO SITE CONTRACTORS. AFTER THE CAPPING IS COMPLETED, EXPOSURE TO UNDERLYING SOILS CONTAINING ELEVATED ARSENIC WILL BE ELIMINATED.
8. CONTRACTOR SHALL IMPLEMENT EROSION & SEDIMENT CONTROL MEASURES IN ACCORDANCE WITH APPROVED ESC PLAN. MEASURES SHALL INCLUDE, BUT ARE NOT LIMITED TO, DUST CONTROL MEASURES, COMPOST FILTER SOCKS, AND ROCK CONSTRUCTION ENTRANCE WITH WHEEL WASH AREA FOR ALL VEHICLES ENTERING OR EXITING THE SITE.
9. IT IS RECOMMENDED THE CONTRACTOR EXCAVATE ANY ARSENIC IMPACTED SOILS AND LOAD DIRECTLY TO PaDOT-APPROVED TRUCKS FOR TRANSPORT TO AN APPROVED DISPOSAL FACILITY. CONTRACTOR SHALL HAVE A LICENSE FOR RESIDUAL WASTE TRANSPORTATION. SOILS MAY BE STOCKPILED ONSITE ONLY IF THE LOCATION IS APPROVED IN ADVANCE BY G&A AND DETAIL PROVIDED ON THESE PLANS IS IMPLEMENTED. CONTRACTOR SHALL COMPLETE ALL WASTE MANIFESTS AND PROVIDE DOCUMENTATION TO OWNER.
10. CONTRACTOR MAY EXPORT MATERIAL AS CLEAN FILL FROM AREAS OUTSIDE OF THE DESIGNATED REMEDIATION AREAS. ADDITIONAL DELINEATION AND SAMPLING, IF REQUIRED, IS THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR THE COMPLETION OF ALL FILL CERTIFICATIONS.



CLEAN FILL REQUIREMENTS: IF THE SITE WILL NEED TO IMPORT OR EXPORT MATERIAL FROM THE SITE, THE RESPONSIBILITY FOR PERFORMING ENVIRONMENTAL DUE DILIGENCE AND DETERMINATION OF CLEAN FILL WILL REST WITH THE CONTRACTOR.

CLEAN FILL IS DEFINED AS: UNCONTAMINATED, NON-WATER SOLUBLE, NON-DECOMPOSABLE, INERT, SOLID MATERIAL. THE TERM INCLUDES SOIL, ROCK, STONE, DREDGED MATERIAL, USED ASPHALT, AND BRICK, BLOCK OR CONCRETE FROM CONSTRUCTION AND DEMOLITION ACTIVITIES THAT IS SEPARATE FROM OTHER WASTE AND IS RECOGNIZABLE AS SUCH. THE TERM DOES NOT INCLUDE MATERIALS PLACED IN OR ON THE WATERS OF THE COMMONWEALTH UNLESS OTHERWISE AUTHORIZED. (THE TERM "USED ASPHALT" DOES NOT INCLUDE MILLED ASPHALT OR ASPHALT THAT HAS BEEN PROCESSED FOR RE-USE).

CLEAN FILL AFFECTED BY A SPILL OR RELEASE OF A REGULATED SUBSTANCE: FILL MATERIALS AFFECTED BY A SPILL OR RELEASE OF A REGULATED SUBSTANCE STILL QUALIFIES AS CLEAN FILL PROVIDED THE TESTING REVEALS THAT THE FILL MATERIAL CONTAINS CONCENTRATIONS OF REGULATED SUBSTANCES THAT ARE BELOW THE RESIDENTIAL LIMITS AS NOTED IN TABLES FP-1A AND FP-1B FOUND IN THE PENNSYLVANIA DEPARTMENT OF ENVIRONMENTAL PROTECTION'S POLICY "MANAGEMENT OF FILL."

ANY PERSON PLACING CLEAN FILL THAT HAS BEEN AFFECTED BY A SPILL OR RELEASE OF A REGULATED SUBSTANCE MUST USE FORM FP-001 TO CERTIFY THE ORIGIN OF THE FILL MATERIAL AND THE RESULTS OF THE ANALYTICAL TESTING TO QUALIFY THE MATERIAL AS CLEAN FILL. FORM FP-001 MUST BE RETAINED BY THE OWNER OF THE PROPERTY RECEIVING THE FILL.

ENVIRONMENTAL DUE DILIGENCE: THE LANDOWNER/APPLICANT MUST PERFORM ENVIRONMENTAL DUE DILIGENCE TO DETERMINE IF THE FILL MATERIALS ASSOCIATED WITH THE PROJECT QUALIFY AS CLEAN FILL. ENVIRONMENTAL DUE DILIGENCE IS DEFINED AS INVESTIGATIVE TECHNIQUES, INCLUDING, BUT NOT LIMITED TO, VISUAL PROPERTY INSPECTIONS, ELECTRONIC DATA BASE SEARCHES, REVIEW OF PROPERTY OWNERSHIP, REVIEW OF PROPERTY USE HISTORY, SANBORN MAPS, ENVIRONMENTAL QUESTIONNAIRES, TRANSACTION SCREENS, ANALYTICAL TESTING, ENVIRONMENTAL ASSESSMENTS OR AUDITS. ANALYTICAL TESTING IS NOT A REQUIRED PART OF DUE DILIGENCE UNLESS VISUAL INSPECTION AND/OR REVIEW OF THE PAST LAND USE OF THE PROPERTY INDICATES THAT THE FILL MAY HAVE BEEN SUBJECTED TO A SPILL OR RELEASE OF REGULATED SUBSTANCE. IF THE FILL MAY HAVE BEEN AFFECTED BY A SPILL OR RELEASE OF A REGULATED SUBSTANCE, IT MUST BE TESTED TO DETERMINE IF IT QUALIFIES AS CLEAN FILL. TESTING SHOULD BE PERFORMED IN ACCORDANCE WITH APPENDIX A OF THE PENNSYLVANIA DEPARTMENT OF ENVIRONMENTAL PROTECTION'S POLICY "MANAGEMENT OF FILL."

FILL MATERIAL THAT DOES NOT QUALIFY AS CLEAN FILL IS REGULATED FILL. REGULATED FILL IS WASTE AND MUST BE MANAGED IN ACCORDANCE WITH THE PENNSYLVANIA DEPARTMENT OF ENVIRONMENTAL PROTECTION'S MUNICIPAL OR RESIDUAL WASTE REGULATIONS BASED ON 25 PA CODE CHAPTER 287 RESIDUAL WASTE MANAGEMENT OR CHAPTER 271 MUNICIPAL WASTE MANAGEMENT, WHICHEVER IS APPLICABLE. THESE REGULATIONS ARE AVAILABLE ON-LINE AT WWW.PACODE.COM .

THESE PLANS ARE FOR SOIL REMEDIATION MEASURES ONLY. SEE APPROVED PLANS BY OTHERS FOR GRADING, PCSM, AND EROSION CONTROL DESIGN. [SHOWN HERE FOR REFERENCE ONLY]

30 0 30 60
SCALE IN FEET
1"=30'

GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES
CORPORATE HEADQUARTERS
65 EAST BUTLER AVENUE, SUITE 100, NEW BRITAIN, PA 18901 • (215) 345-4330 • www.gilmore-assoc.com

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REV.	DESCRIPTION	DATE	BY

REMEDIATION PLANS

RADNOR TRAIL EXTENSION

RADNOR TOWNSHIP, DELAWARE COUNTY, PENNSYLVANIA

SOIL REMEDIATION PLAN – STATION 13+00 TO 22+00

GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

PROJECT No.: 1601164-06

OWNERS INFO:
TOWNSHIP OF RADNOR
301 IVEN AVENUE
WAYNE, PA 19087
610-688-1279

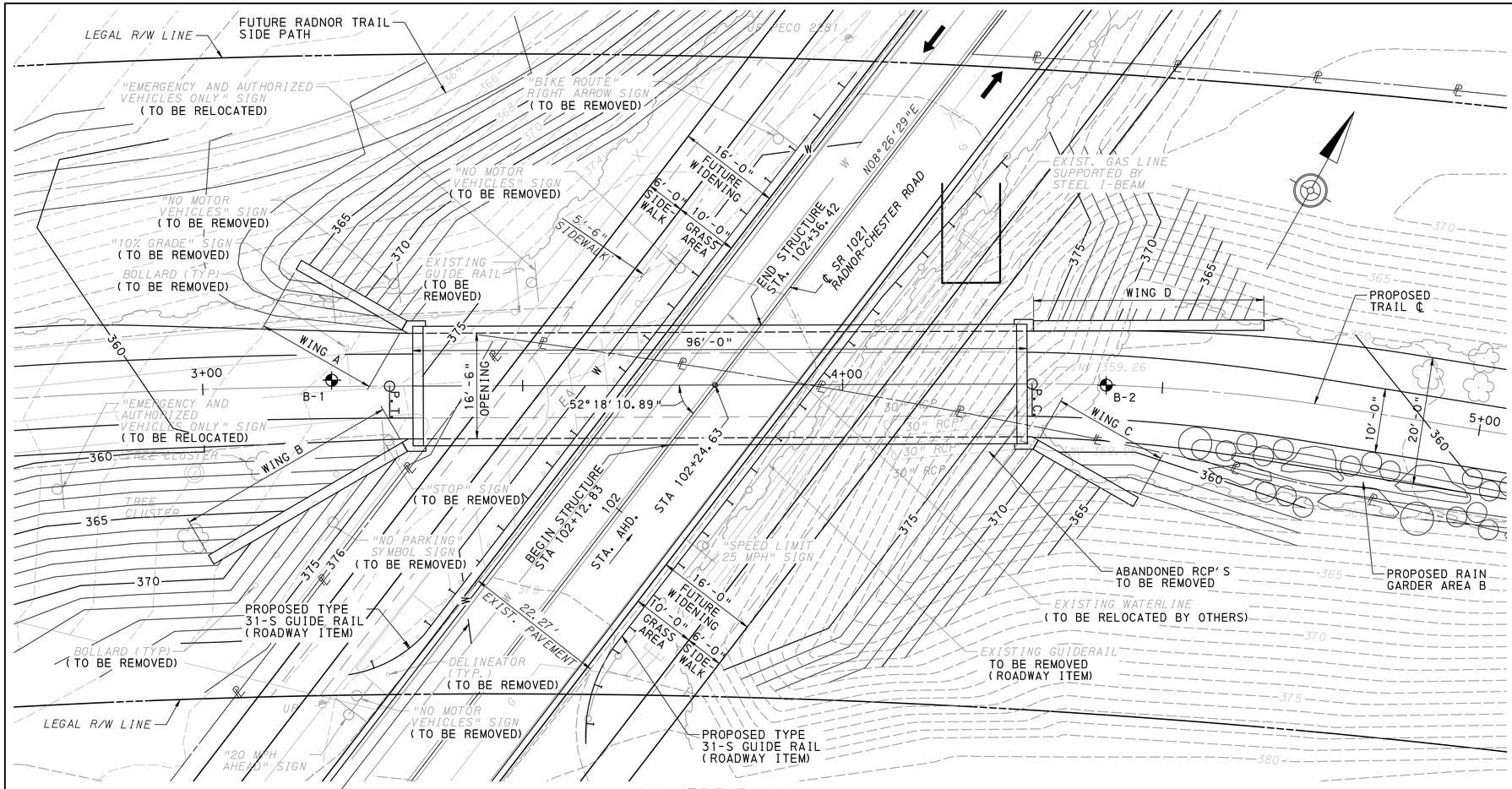
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TAX MAP PARCEL No.: –

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DATE: 02/05/25	SCALE: 1"=30'
DRAWN BY: XXX	CHECKED BY: XXX

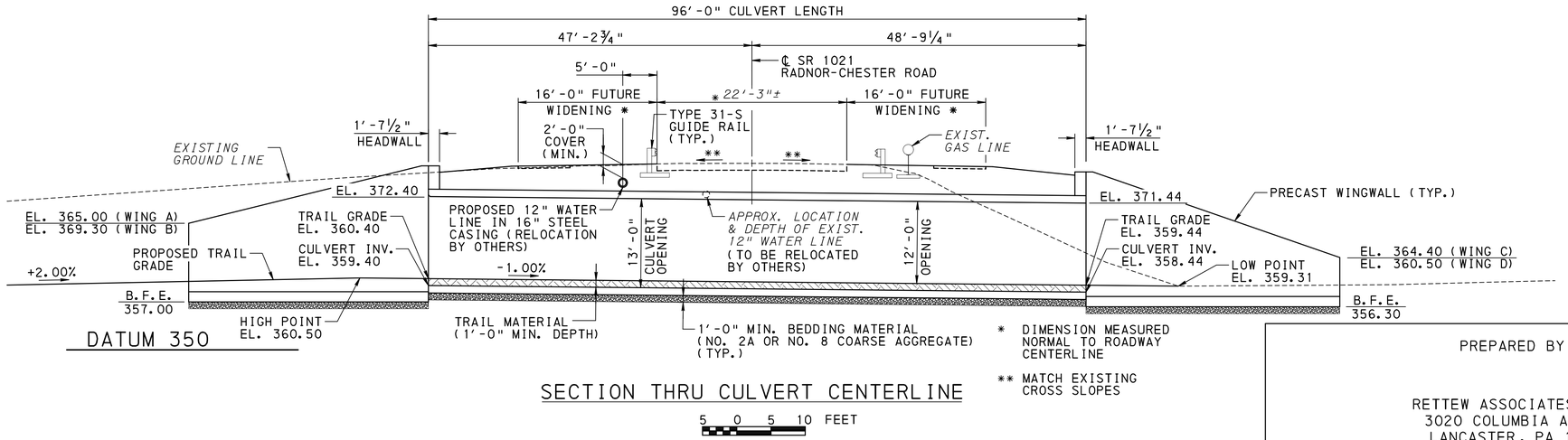
SHEET NO.: 3 OF 3

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CULVERT PLAN

5 0 5 10 FEET



* DIMENSION MEASURED NORMAL TO ROADWAY CENTERLINE

** MATCH EXISTING CROSS SLOPES

SECTION THRU CULVERT CENTERLINE

5 0 5 10 FEET

DESIGNED BY: DAR	DRAWING BY: MLH
DES. CHKD. BY: JMB	DWG. CHKD. BY: DAR

EXISTING STRUCTURE DATA

NONE

SR1021 VERTICAL CURVE DATA

-1.66%

STA. 102+00.00 EL. 377.64

STA. 102+50.00 EL. 376.81

SR1021 HORIZONTAL CURVE DATA

TANGENT

INDEX OF DRAWINGS

SHT. NO	DESCRIPTION
1	GENERAL PLAN & SECTION THRU CENTERLINE
2	GENERAL NOTES & TYPICAL SECTION
3	QUANTITIES, RATING TABLES & FOUND. SUMMARY
4	STAKE-OUT PLAN
5	PRECAST CULVERT DETAILS
6	INLET HEADWALL DETAILS
7	OUTLET HEADWALL DETAILS
8	HEADWALL SECTIONS
9	REINFORCEMENT BAR SCHEDULE
10	WING A & B DETAILS
11	WING C & D DETAILS
12	GEOTECH BORING LOGS

LEGEND

PROPERTY LINE - ℄

EXISTING CONTOUR - 370

PROPOSED CONTOUR - 370

TRAFFIC FLOW DIRECTION -

OVERHEAD ELECTRIC LINE - EA

UNDERGROUND GAS LINE - G

EXISTING WATER LINE - W

PROPOSED WATER LINE - W

EXISTING UTILITY POLE -

EXISTING SIGN -

EXISTING GUIDE RAIL -

PROPOSED GUIDE RAIL -

BORING LOCATION -

TEMPORARY EXCAVATION - SUPPORT & PROTECTION SYSTEM

Mark	Description	By	Chk'd.	Recm'd.	Date
REVISIONS					

PREPARED BY

RETTEW ASSOCIATES, INC.
3020 COLUMBIA AVENUE
LANCASTER, PA 17603
(717) 394-3721

RADNOR TOWNSHIP

DELAWARE COUNTY
S.R. 1021 (RADNOR-CHESTER ROAD)

SEGMENT 0040 OFFSET 2395

STA. 102+24.63

FORMER P & W R/W UNDER RADNOR-CHESTER ROAD

16'-6" SPAN X 13'-0" RISE

PRECAST CONCRETE BOX CULVERT

GENERAL PLAN & SECTION THRU CENTERLINE

RECOMMENDED _____

DISTRICT BRIDGE ENGINEER

SHEET 1 OF 12
+ SUPPLEMENTAL DRAWINGS

S-37320

OPERATOR: mholmes
FILE NAME: Z:\Shared\Projects\09213\092132001\CAD\DGN\BridgeFINAL PLANS\092132001_FINAL_001_GENERAL-PLAN.dgn
PLOTTED: 3/27/2025

GENERAL NOTES

DESIGN SPECIFICATIONS:

AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2017, AND AS SUPPLEMENTED BY DESIGN MANUAL, PART 4, DECEMBER 2019.

LIVE LOAD DISTRIBUTION IS BASED ON AASHTO EQUIVALENT STRIP (APPROXIMATE METHOD).

DESIGN IS IN ACCORDANCE WITH THE LRFD METHOD.

DESIGN LIVE LOADS:

PHL-93, P-82 AND P2016-13.

DEAD LOADS:

DEAD LOADS INCLUDE SURFACE AREA DENSITY OF 0.030 KSF FOR FUTURE WEARING SURFACE OVER THE TOP SLAB.

GENERAL:

PROVIDE MATERIALS AND PERFORM WORK IN ACCORDANCE WITH SPECIFICATIONS, PUBLICATION 408/2020, INCLUDING CHANGE NO. 9, AASHTO/AWS D1.5M/D1.5:2015 BRIDGE WELDING CODE (USE AASHTO/AWS D1.1/D1.1M: 2015 FOR WELDING NOT COVERED IN AASHTO/AWS D1.5M/D1.5:2015) AND CONTRACT SPECIAL PROVISIONS.

STATIONS AND ELEVATIONS ARE GIVEN IN FEET UNLESS OTHERWISE NOTED.

PROVIDE 2 IN. CONCRETE COVER ON REINFORCEMENT BARS, EXCEPT AS NOTED.

USE CLASS AA CEMENT CONCRETE HEADWALLS AND COLLARS.

USE CEMENT CONCRETE WITH A 28 DAY COMPRESSIVE STRENGTH OF 5000 PSI IN CONSTRUCTING PRECAST SECTIONS.

A HIGHER CLASS CONCRETE MAY BE SUBSTITUTED FOR A LOWER CLASS CONCRETE AT NO ADDITIONAL COST TO THE TOWNSHIP, IF APPROVED BY THE REPRESENTATIVE.

PROVIDE GRADE 60 REINFORCING STEEL BARS THAT MEET THE REQUIREMENTS OF ASTM A 615/A 615M, A 996/A 996M OR A 706/A 706M. DO NOT WELD GRADE 60 REINFORCING STEEL BARS UNLESS SPECIFIED. GRADE 40 REINFORCING STEEL BARS MAY BE SUBSTITUTED WITH A PROPORTIONAL INCREASE IN CROSS-SECTIONAL AREA, IF APPROVED BY THE REPRESENTATIVE. DO NOT USE RAIL STEEL A 996/A 996M REINFORCEMENT BARS WHERE BENDING OR WELDING OF THE REINFORCEMENT BARS IS INDICATED.

USE EPOXY-COATED REINFORCEMENT BARS IN HEADWALLS AND COLLARS.

WELDING OF REINFORCEMENT BARS DURING FABRICATION OR CONSTRUCTION IS NOT PERMITTED UNLESS SPECIFIED.

GALVANIZED REINFORCING STEEL BARS MAY BE SUBSTITUTED FOR EPOXY-COATED REINFORCING STEEL BARS AT NO ADDITIONAL COST TO THE TOWNSHIP.

RAKE-FINISH ALL HORIZONTAL CONSTRUCTION JOINTS, EXCEPT AS INDICATED.

SITE CLASS IS NOT CLASS E.

CHAMFER EXPOSED CONCRETE EDGES ¾" IN. BY ¾" IN., EXCEPT AS NOTED.

ALL DIMENSIONS SHOWN ARE HORIZONTAL, EXCEPT AS NOTED.

DIMENSIONS SHOWN ARE FOR A NORMAL TEMPERATURE OF 68° F.

PROVIDE MINIMUM EMBEDMENT AND SPLICE LENGTHS IN ACCORDANCE WITH STANDARD DRAWING BC-736M, UNLESS OTHERWISE INDICATED.

BRIDGE IS NOT WEIGHT RESTRICTED. SEE PUBLICATION 408 SECTION 105.17 FOR CONSTRUCTION LOADING LIMITS.

DO NOT EXCEED A 2 FT. DIFFERENCE IN FILL ELEVATION ON THE SIDES DURING PLACEMENT OF THE BACKFILL. DO NOT ALLOW THE WHEELS OF ROLLERS TO COME CLOSER THAN 1 FT. TO THE FACE OF THE STRUCTURE DURING COMPACTION OF THE BACKFILL.

PROVIDE MEMBRANE WATERPROOFING IN ACCORDANCE WITH BC-788M.

USE EPOXY BONDING COMPOUND WHEREVER CAST-IN-PLACE CEMENT CONCRETE COMES IN CONTACT WITH PRECAST CEMENT CONCRETE. THE EPOXY BONDING COMPOUND IS TYPE 2, GRADE 2 AS DESCRIBED IN ASTM-C881-90.

POST TENSION IN ACCORDANCE WITH PUBLICATION 408, SECTION 1108 AND STANDARD DRAWINGS BC-798M.

POST TENSION AND GROUT BEFORE BACKFILLING AND PLACING TRAFFIC OVER THE BOX CULVERT.

PRECAST FABRICATION NOTES:

THE PRECAST BOX CULVERT MAY REQUIRE SPECIAL FABRICATION AND REINFORCEMENT DETAILS. THE FABRICATOR IS TO PROVIDE DETAILS FOR REINFORCEMENT FOR APPROVAL ON SHOP DRAWINGS INCLUDING LIFTING AND PLACEMENT OF SEGMENTS. MINIMUM SEGMENT LENGTH IS 4'-0".

FABRICATOR TO INCORPORATE THREADED INSERTS IN THE PRECAST BOX SEGMENTS FOR HEADWALL REINFORCEMENT AND COLLAR REINFORCEMENT. FABRICATOR TO PROVIDE THREADED BOLTS FOR COLLAR AS INDICATED.

CONTRACTOR IS PERMITTED TO SUBMIT AN ALTERNATE ARCHITECTURAL TREATMENT FOR THE WINGWALLS USING A FIELD-INSTALLED STONE FACADE IN PLACE OF THE ARCHITECTURAL SURFACE TREATMENT. PRECAST WINGWALL STEM THICKNESS WILL BE MODIFIED TO 1'-6" AT TOP OF WALL FOR THIS ALTERNATIVE.

PRECAST FABRICATOR SHALL BE PENNDOT APPROVED AND ALL PRECAST UNITS SHALL BE INSPECTED IN THE FABRICATION PLANT BY DEPARTMENT INSPECTORS.

UTILITY NOTES:

COORDINATE, LOCATE, AND CONDUCT ALL WORK RELATED TO PUBLIC AND PRIVATE UTILITIES IN ACCORDANCE WITH PUBLICATION 408, SECTIONS 105.06 AND 107.12.

FOUNDATION NOTES:

PROVIDE A MINIMUM OF 48 HOURS ADVANCED NOTICE OF FOOTING EXCAVATION TO THE DISTRICT GEOTECHNICAL ENGINEER TO ALLOW FOR BEARING MATERIAL INSPECTION.

THE DISTRICT GEOTECHNICAL ENGINEER WILL INSPECT THE BOTTOM OF EXCAVATION AND DETERMINE IF BEARING MATERIAL IS SUITABLE. IF THE DISTRICT GEOTECHNICAL ENGINEER DETERMINES BOTTOM OF EXCAVATION TO BE UNSUITABLE, EXCAVATE TO A DEPTH THAT WILL PROVIDE SUITABLE BEARING MATERIAL FOR THE PROPOSED STRUCTURE AS DIRECTED BY THE DISTRICT GEOTECHNICAL ENGINEER (1'-0" MINIMUM). REPLACE UNSUITABLE MATERIAL WITH COMPACTED AASHTO 2A COARSE AGGREGATE OR APPROVED EQUAL.

CONSTRUCT FOOTINGS AT ANY DIMENSIONS AND/OR DEPTHS AS DIRECTED BY THE DISTRICT GEOTECHNICAL ENGINEER.

PROVIDE ADEQUATE DEWATERING OF EXCAVATED FOUNDATION AREAS TO FACILITATE PROPER INSPECTION BY THE DISTRICT GEOTECHNICAL ENGINEER.

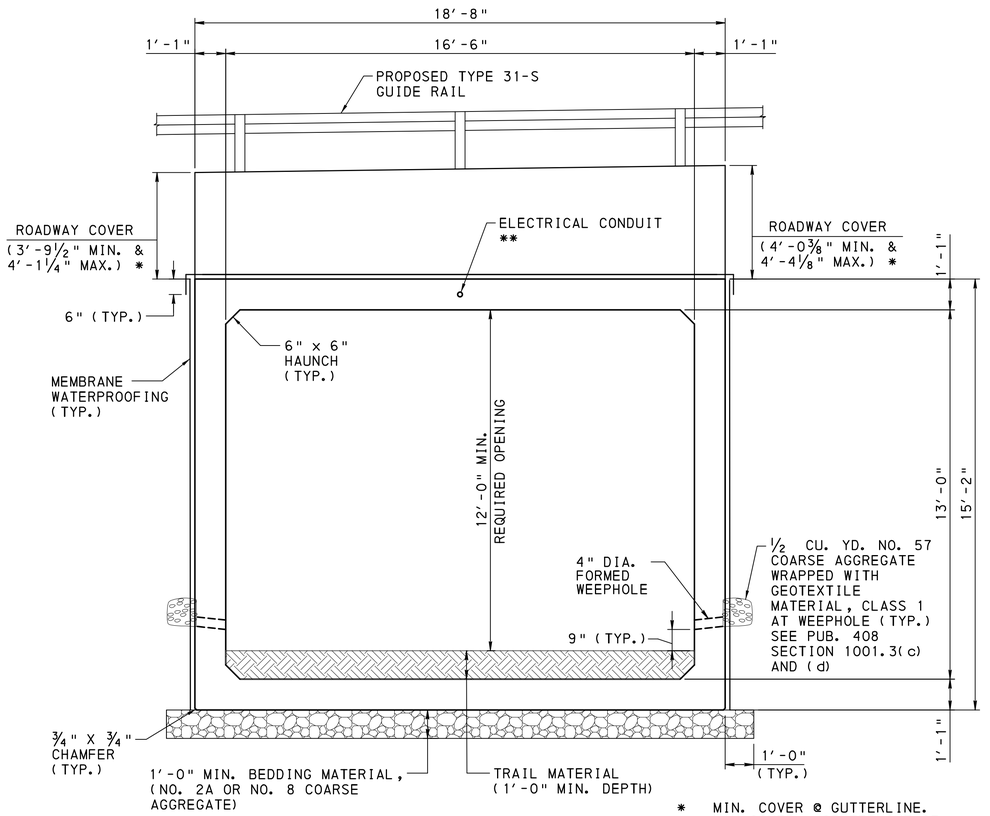
COMPLETELY REMOVE THE EXISTING ABUTMENTS AND WINGWALLS IN THEIR ENTIRETY WHERE THEY INTERFERE WITH THE PROPOSED FOUNDATIONS. BACKFILL OVEREXCAVATION BENEATH THE PROPOSED FOOTING WITH NO. 8 COARSE AGGREGATE OR APPROVED EQUAL.

BACKFILL THE PRECAST CULVERT AND WINGWALLS WITH A SELECT GRANULAR MATERIAL IN ACCORDANCE WITH PENNDOT RC-12M.

THE CONTRACTOR IS RESPONSIBLE FOR THE STABILITY OF ALL EXCAVATED SLOPES. PROVIDE TEMPORARY CUT SLOPES IN THE SOIL OVERBURDEN DURING CONSTRUCTION AT A MAXIMUM SLOPE OF 1.5H:1V. DIVERT ALL SURFACE RUNOFF AWAY FROM THE EXCAVATION USING CURBING OR A BARRIER PLACED ALONG THE TOP OF SLOPE. IF REQUIRED, COVER SLOPES WITH PLASTIC TO PROTECT AGAINST INFILTRATION. PERFORM EXCAVATIONS IN ACCORDANCE WITH OSHA REQUIREMENTS.

TEMPORARY EXCAVATION SUPPORT MAY BE REQUIRED TO CONSTRUCT THE FOUNDATIONS FOR THE PROPOSED STRUCTURES. USE THE FOLLOWING PARAMETERS FOR DESIGN OF TEMPORARY EXCAVATION SUPPORT. NOTE THAT THESE PARAMETERS ARE BASED ON MEDIUM DENSE SAND, AND ARE BASED ON LIMITED SUBSURFACE INFORMATION. THE CONTRACTOR IS RESPONSIBLE FOR INFORMING THE ENGINEER OF ANY UNFORESEEN SUBSURFACE CONDITIONS WHICH MAY AFFECT THE DESIGN OF THE TEMPORARY EXCAVATION SUPPORT:

UNIT WEIGHT OF SOIL = 125 PCF
SATURATED UNIT WEIGHT OF SOIL = 135 PCF
DRAINED FRICTION ANGLE = 30°
COHESION = 0 PSF
UNDRAINED SHEAR STRENGTH OF SOIL (SU) = 1,000 PSF
STATIC WATER LEVEL = EL 325
LATERAL EARTH PRESSURES:
AT REST (KO) = 0.50
ACTIVE (KA) = 0.33
PASSIVE (KP) = 3.00



TYPICAL CULVERT SECTION

(LOOKING EAST)

1 0 1 2 3 FEET

* MIN. COVER @ GUTTERLINE. MAX COVER @ CENTERLINE OF ROADWAY. COVERS DO NOT CONSIDER FUTURE WIDENING.

** PROVIDE LIGHTING DESIGN AND CONDUIT DETAILS WITH PRECAST FABRICATION SHOP DRAWINGS.

THE FOLLOWING ABBREVIATIONS APPLY TO ALL DRAWING SHEETS:

B.F.E.	= BOTTOM OF FOOTING ELEVATION	I.D.	= INSIDE DIAMETER
BOT.	= BOTTOM	INV.	= INVERT
CL	= CENTERLINE	JT.	= JOINT
CONSTR.	= CONSTRUCTION	MAX.	= MAXIMUM
DIA.	= DIAMETER	MIN.	= MINIMUM
EA.	= EACH	N.T.S.	= NOT TO SCALE
E.F.	= EACH FACE	REINF.	= REINFORCMENT
EL.	= ELEVATION	SPA.	= SPACING
EQ.	= EQUAL	STA.	= STATION
EXP.	= EXPANSION	TYP.	= TYPICAL
F.F.	= FRONT FACE	W.P.	= WORK POINT

SUPPLEMENTAL DRAWINGS

DESCRIPTION	DWG. NO.	REM'D DATE
ANCHOR SYSTEMS	BC-734M	02-19-21
WALL CONSTRUCTION & EXPANSION JOINT DETAILS	BC-735M	09-30-16
REINFORCEMENT BAR FABRICATION DETAILS	BC-736M	11-23-22
BRIDGE DRAINAGE	BC-751M	01-31-19
TYPICAL WATERPROOFING AND EXPANSION DETAILS	BC-788M	11-23-22
MECHANICAL CONNECTION DETAILS	BC-798M	02-14-23
CLASSIFICATION OF EARTHWORK FOR STRUCTURES	RC-11M	06-01-10
BACKFILL AT STRUCTURES	RC-12M	11-01-22
TYPE 31 STRONG POST GUIDE RAIL	RC-51M	09-01-23

Mark	Description	By	Chk'd.	Recm'd.	Date
REVISIONS					

RADNOR TOWNSHIP

DELAWARE COUNTY
S.R. 1021 (RADNOR-CHESTER ROAD)
SEGMENT 0040 OFFSET 2395
STA. 102+24.63
FORMER P & W R/W UNDER RADNOR-CHESTER ROAD
16'-6" SPAN X 13'-0" RISE
PRECAST CONCRETE BOX CULVERT
GENERAL NOTES & TYPICAL SECTION

RECOMMENDED _____

SHEET 2 OF 12

S-37320

DESIGNED BY: DAR	DRAWING BY: MLH
DES. CHKD. BY: JMB	DWG. CHKD. BY: DAR

OPERATOR: mholmes
FILE NAME: Z:\Shared\Projects\09213\092132001\CAD\DGN\Bridge\FINAL PLANS\092132001_FINAL_002_GENERAL NOTES.dgn
PLOTTED: 3/27/2025

APPROXIMATE QUANTITIES
BRIDGE STRUCTURE AS DESIGNED

ITEM NO.	DESCRIPTION	UNIT	TOTAL
8510-0001	PRECAST CONCRETE BOX CULVERT, AS DESIGNED, S-37320	LS	LS
(1)	CLASS 1 EXCAVATION	CY	3012
(1)	CLASS 3 EXCAVATION	CY	2351
(1)	SELECTED BORROW EXCAVATION, COARSE AGGREGATE NO. 57 (2)	CY	13
(1)	SELECTED BORROW EXCAVATION, COARSE AGGREGATE NO. 2A (3)	CY	121
(1)	STRUCTURE BACKFILL, COARSE AGGREGATE NO. 57	CY	1295
(1)	GEOTEXTILE, CLASS 4, TYPE A	SY	746
(1)	MEMBRANE WATERPROOFING SYSTEM INSTALLED ON OTHER SURFACES (4)	SY	359
(1)	CLASS AA CEMENT CONCRETE (5)	CY	17
(1)	PROTECTIVE COATING FOR REINFORCED CONCRETE SURFACES (PENETRATING SEALERS, BRIDGE SUPERSTRUCTURE) (6)	SY	9
(1)	PRECAST WINGWALLS (7) (SP)	EA	12
(1)	16.5' x 13' PRECAST REINFORCED CONCRETE BOX CULVERT (8)	LF	96
(1)	ARCHITECTURAL SURFACE TREATMENT (SP)	SF	1118
(1)	ANTI-GRAFFITI COATING (9) (SP)	SY	376
AND 1002-0052	REINFORCEMENT BARS, EPOXY COATED	LB	1854
4204-0100	CLASS 3 EXCAVATION, MODIFIED (SP)	CY	10
9000-0001	SUPPORT OF PECO GAS ENERGY FACILITIES DURING CONSTRUCTION (SP)	LS	LS
9203-0001	TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEM (SP)	LS	LS

(1) ITEMS IN PRECAST CONCRETE BOX CULVERT LUMP SUM ITEM 8510-0001 - GIVEN FOR INFORMATION ONLY.
(2) INCLUDES GEOTEXTILE, CLASS 1 AT EACH WEEPHOLE.
(3) INCLUDES 121 CY OF BEDDING MATERIAL THAT MAY BE SUBSTITUTED WITH NO. 8 COARSE AGGREGATE.
(4) INCLUDES WATERPROOFING AT CULVERT, AT REAR FACE OF PRECAST WINGWALL STEMS AT BASE JOINT AND ALONG REAR FACE OF STEM JOINTS. PROTECTIVE BOARD INCIDENTAL TO MEMBRANE WATERPROOFING.
(5) INCLUDES CLASS AA IN INLET & OUTLET HEADWALL AND COLLARS.
(6) APPLY A PROTECTIVE COATING IN ACCORDANCE WITH 1019.3(c). APPLY TO EXPOSED INSIDE AND TOP FACE OF HEADWALLS.
(7) SEE OPTIONAL CONSTRUCTION JOINT DETAIL THIS SHEET.
(8) INCLUDES POST-TENSIONING, GROUTING, BOLTS, THREADED INSERTS, AND CONNECTION STRAPS.
(9) INCLUDES ANTI-GRAFFITI COATING APPLIED TO THE INSIDE FACES OF THE PRECAST WALLS.
(SP) SEE SPECIAL PROVISIONS.

BOX CULVERT FOUNDATION DATA

LOCATION	CONTROLLING LIMIT STATE	FACTORED LOAD (KSF)	FACTORED BEARING RESISTANCE (KSF)
BOX CULVERT	STR-I	4.12	35.6

WINGWALL FOUNDATION DATA

SLIDING

LOCATION	LIMIT STATE	LOAD CASE	STAGE	A HORIZ. FORCE (KIP)	B SLIDING RESIST. (KIP)	B/A PERFORMANCE RATIO
WING A SEG. 2	STR-I	MIN	TMP/FIN	5.50	5.67	1.030
WING B SEG. 4	STR-I	MIN	FINAL	11.11	11.34	1.021
WING C SEG. 2	STR-I	MIN	TMP/FIN	5.55	5.55	1.001
WING D SEG. 1	STR-I	MIN	FINAL	15.04	15.17	1.009

BEARING CAPACITY

LOCATION	LIMIT STATE	LOAD CASE	STAGE	A MAX. BEARING (KSF)	B BEARING RESIST. (KSF)	B/A PERFORMANCE RATIO
WING A SEG. 1	STR-I	MIN	TMP/FIN	7.54	8.23	1.092
WING B SEG. 1	STR-I	MIN	FINAL	8.74	9.39	1.075
WING C SEG. 1	STR-I	MAX	TMP/FIN	4.20	8.07	1.922
WING D SEG. 1	STR-I	MAX	FINAL	5.15	9.43	1.834

CULVERT LOAD RATINGS WITH FUTURE WEARING SURFACE

		PRECAST BOX CULVERT (16'-6" X 13'-0")						
		H20	HS20	ML-80	TK527	PHL-93	P-82	P2016-13
INVENTORY RATING (IR)	CRITICAL MEMBER	TOP SLAB	WALL	WALL	WALL	WALL	-	-
	LOCATION (FT)*	8.25	0.50	12.50	0.50	12.50	-	-
	LIMIT STATE	STR-I	STR-I	STR-I	STR-I	STR-I	-	-
	RATING FACTOR W/FWS	2.21 M	1.73 M	1.53 M	2.00 M	1.19 M	-	-
OPERATING RATING (OR)	CRITICAL MEMBER	TOP SLAB	WALL	WALL	WALL	WALL	WALL	WALL
	LOCATION (FT)*	8.25	0.50	12.50	0.50	12.50	0.50	0.50
	LIMIT STATE	STR-II	STR-II	STR-II	STR-II	STR-IA	STR-II	STR-II
	RATING FACTOR W/FWS	2.87 M	2.24 M	1.98 M	2.60 M	1.54 M	1.34 M	1.45 M

MAXIMUM FACTORED
FLEXURAL RESISTANCE (KIP-FT): 62.68
LOCATION (FT)*: TOP SLAB, 3.30 FT.

MAXIMUM FACTORED
SHEAR RESISTANCE (KIPS): 25.33
LOCATION (FT.)*: TOP SLAB, 3.30 FT.

CULVERT LOAD RATINGS WITHOUT FUTURE WEARING SURFACE

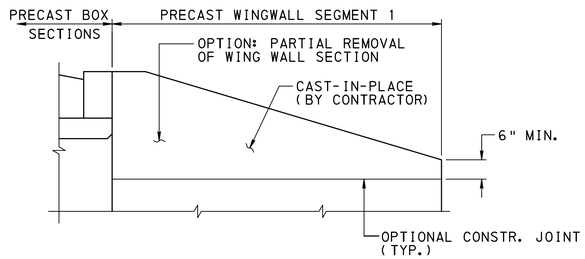
		PRECAST BOX CULVERT (16'-6" X 13'-0")						
		H20	HS20	ML-80	TK527	PHL-93	P-82	P2016-13
INVENTORY RATING (IR)	CRITICAL MEMBER	TOP SLAB	WALL	WALL	WALL	WALL	-	-
	LOCATION (FT)*	8.25	0.50	12.50	0.50	12.50	-	-
	LIMIT STATE	STR-I	STR-I	STR-I	STR-I	STR-I	-	-
	RATING FACTOR W/O FWS	2.27 M	1.78 M	1.57 M	2.07 M	1.22 M	-	-
OPERATING RATING (OR)	CRITICAL MEMBER	TOP SLAB	WALL	WALL	WALL	WALL	WALL	WALL
	LOCATION (FT)*	8.25	0.50	12.50	0.50	12.50	0.50	0.50
	LIMIT STATE	STR-II	STR-II	STR-II	STR-II	STR-IA	STR-II	STR-II
	RATING FACTOR W/O FWS	2.94 M	2.31 M	2.03 M	2.68 M	1.58 M	1.38 M	1.49 M

MAXIMUM FACTORED
FLEXURAL RESISTANCE (KIP-FT): 62.68
LOCATION (FT)*: TOP SLAB, 3.30 FT.

MAXIMUM FACTORED
SHEAR RESISTANCE (KIPS): 25.33
LOCATION (FT.)*: TOP SLAB, 3.30 FT.

* WALL DISTANCES BEGIN AT THE BOTTOM OF THE WALL AND SLAB DISTANCES BEGIN AT THE LEFT END OF THE SLAB.

NOTE: M OR S REPORTED AFTER THE RATING FACTOR INDICATES WHETHER THE RATING IS FOR FLEXURE (M) OR SHEAR (S).



OPTIONAL CONSTRUCTION JOINT DETAIL

NOTES:
1. OPTIONAL CAST-IN-PLACE PORTION OF THE TALLEST WINGWALL SEGMENTS. THE FABRICATOR HAS THE OPTION TO FABRICATE THE PRECAST WINGWALL SEGMENTS IN THEIR ENTIRETY. THE HEIGHT OF PRECAST PORTION TO BE DETERMINED BY THE FABRICATOR. THE FABRICATOR IS TO PROVIDE ALL REQUIRED REINFORCEMENT UTILIZING EPOXY COATED MECHANICAL SPLICE SYSTEMS AT THE JOINT LOCATIONS FOR THE CAST-IN-PLACE SECTIONS TO THE CONTRACTOR. THE CONTRACTOR IS TO CONSTRUCT THE CAST-IN-PLACE PORTION OF THE WINGWALL SEGMENTS USING CLASS AAAP CEMENT CONCRETE. ALL WORK IS INCIDENTAL TO ITEM 8510-0001.
2. COORDINATE ARCHITECTURAL SURFACE TREATMENT (AST) ON CAST-IN-PLACE PORTION WITH AST ON PRECAST WINGWALL SEGMENTS SUCH THAT THE PATTERN, TEXTURE, SIZE AND COLOR IS MATCHED.

Mark	Description	By	Chk'd.	Recm'd.	Date
REVISIONS					

RADNOR TOWNSHIP
DELAWARE COUNTY
S.R. 1021 (RADNOR-CHESTER ROAD)
SEGMENT 0040 OFFSET 2395
STA. 102+24.63
FORMER P & W R/W UNDER RADNOR-CHESTER ROAD
16'-6" SPAN X 13'-0" RISE
PRECAST CONCRETE BOX CULVERT
QUANTITIES, RATING TABLES & FOUND. SUMMARY

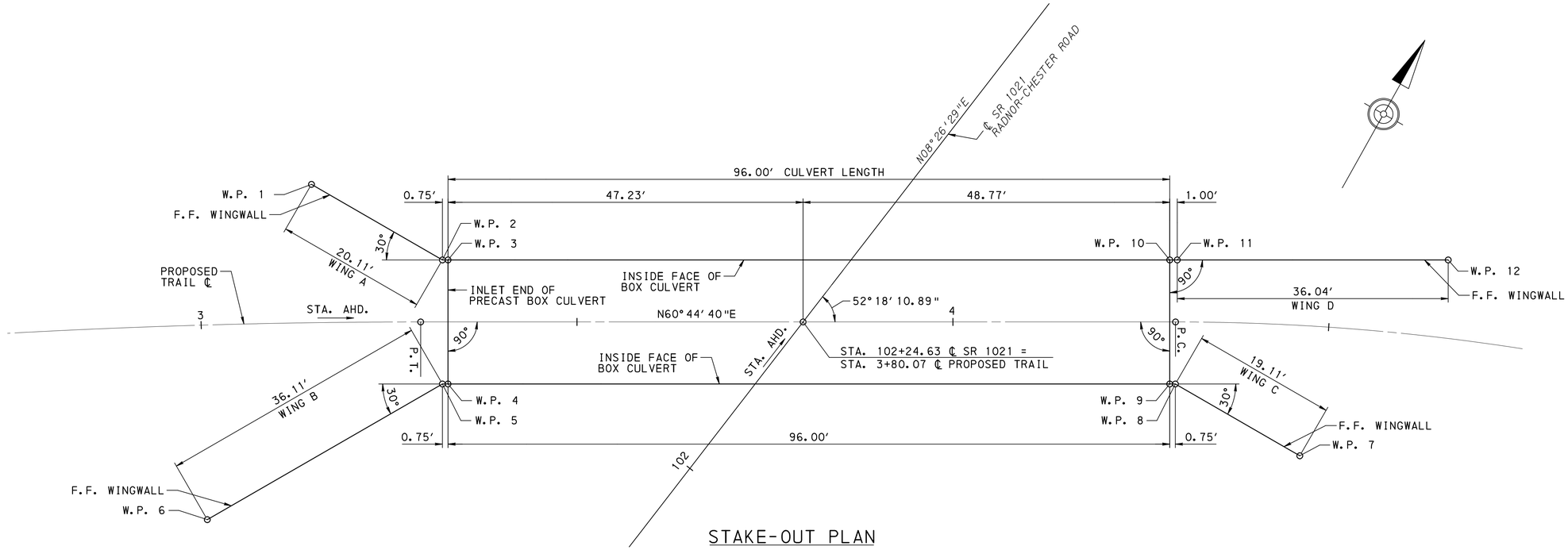
RECOMMENDED _____

SHEET 3 OF 12

S-37320

DESIGNED BY: CAS	DRAWING BY: MLH
DES. CHKD. BY: SVL	DWG. CHKD. BY: CAS

OPERATOR: mholmes
FILE NAME: Z:\Shared\Projects\092131\092132001\CAD\DGN\Bridge\FINAL PLANS\092132001_FINAL_003_QUANTS-RATINGS.dgn
PLOTTED: 2/13/2025



STAKE-OUT PLAN

2 0 4 8 FEET

WORK POINTS

NUMBER	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1	101+99.12	62.94' LT.	265272.7130	2635765.4403	END OF WING A @ FRONT FACE
2	102+01.82	43.01' LT.	265272.4517	2635785.5488	END OF WING A NEAR INLET END OF CULVERT
3	102+02.28	42.41' LT.	265272.8182	2635786.2032	END OF CULVERT, INSIDE FACE @ WING A
4	101+89.22	32.32' LT.	265258.4228	2635794.2668	END OF CULVERT, INSIDE FACE @ WING B
5	101+88.76	32.92' LT.	265258.0563	2635793.6125	END OF WING B NEAR INLET END OF CULVERT
6	101+55.35	46.62' LT.	265227.0211	2635775.1527	END OF WING B @ FRONT FACE
7	102+50.94	63.17' RT.	265305.4570	2635897.7848	END OF WING C @ FRONT FACE
8	102+48.38	44.23' RT.	265305.7053	2635878.6762	END OF WING C NEAR OUTLET END OF CULVERT
9	102+47.92	43.64' RT.	265305.3388	2635878.0218	END OF CULVERT, INSIDE FACE @ WING C
10	102+60.98	33.55' RT.	265319.7342	2635869.9582	END OF CULVERT, INSIDE FACE @ WING D
11	102+61.59	34.34' RT.	265320.2229	2635870.8306	END OF WIND D NEAR OUTLET END OF CULVERT
12	102+83.63	62.86' RT.	265337.8367	2635902.2751	END OF WING D @ FRONT FACE

NOTE:
FOUR PLACE COORDINATES ARE FOR COMPUTATIONAL PURPOSES ONLY
AND DO NOT IMPLY A PRECISION BEYOND TWO DECIMAL POINTS.

LEGEND

W.P. - DENOTES WORK POINT
F.F. - DENOTES FRONT FACE

Mark	Description	By	Chk'd.	Recm'd.	Date
REVISIONS					

RADNOR TOWNSHIP

DELAWARE COUNTY
S.R. 1021 (RADNOR-CHESTER ROAD)
SEGMENT 0040 OFFSET 2395
STA. 102+24.63
FORMER P & W R/W UNDER RADNOR-CHESTER ROAD
16'-6" SPAN X 13'-0" RISE
PRECAST CONCRETE BOX CULVERT
STAKE-OUT PLAN

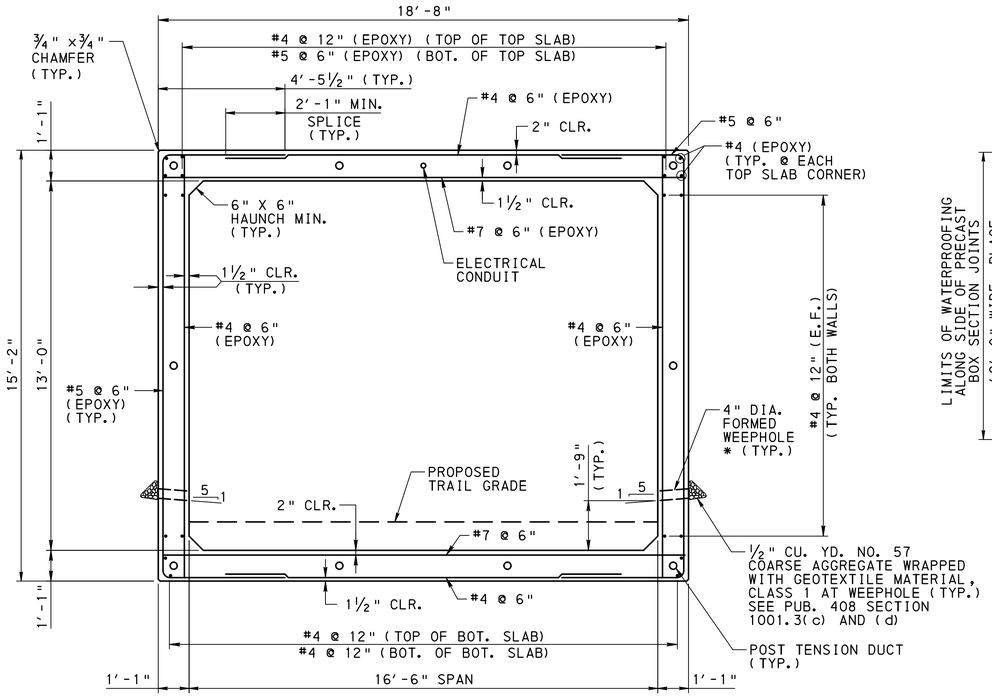
RECOMMENDED _____

SHEET 4 OF 12

S-37320

DESIGNED BY: MLH	DRAWING BY: MLH
DES. CHKD. BY: CAS	DWG. CHKD. BY: CAS

OPERATOR: mholmes
FILE NAME: Z:\Shared\Projects\09213\092132001\CAD\DGN\Bridge\FINAL PLANS\092132001_FINAL_004_STAKEOUT-PLAN.dgn
PLOTTED: 1/31/2025



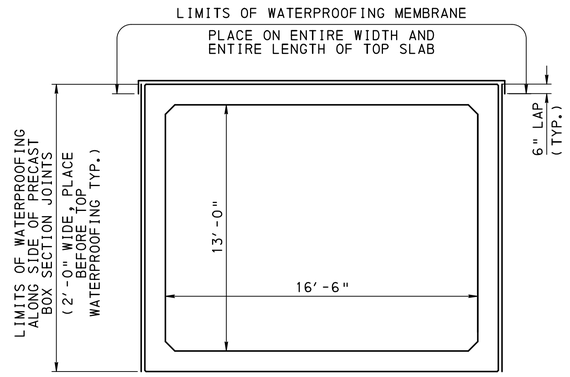
TYPICAL PRECAST BOX SECTION

1 0 1 2 3 FEET

LEGEND

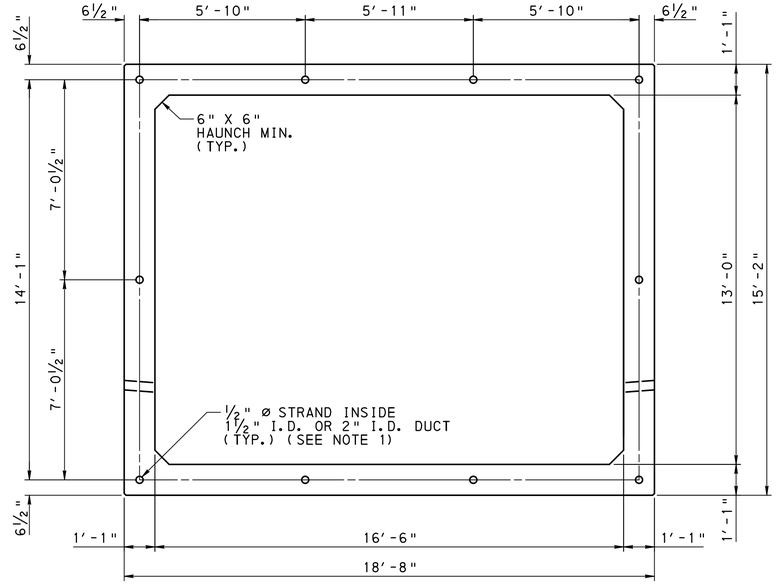
* - PLACE WEEPHOLE AT EVERY OTHER PRECAST BOX CULVERT SECTION. MAX. SPACING = 15′-0". WEEPHOLE LOCATION MAY BE ADJUSTED BY A MAX. OF 2" IN ANY DIRECTION OR RELOCATE REINF. BY A MAX. OF 1/2". DO NOT CUT REINF. BARS.

** - TOTAL NEOPRENE WIDTH SHALL BE DESIGNED FOR THE CROSS-SECTION STRESS FROM POST-TENSION FORCES. TOTAL NEOPRENE WIDTH SHALL BE DIVIDED BETWEEN THE INSIDE AND OUTSIDE FACES. DIVIDE THE TOTAL WIDTH BY 2 AND ROUND TO NEAREST INCH. SEE BC-798M FOR NEOPRENE WIDTH TABLE.



WATERPROOFING DETAIL

NOT TO SCALE

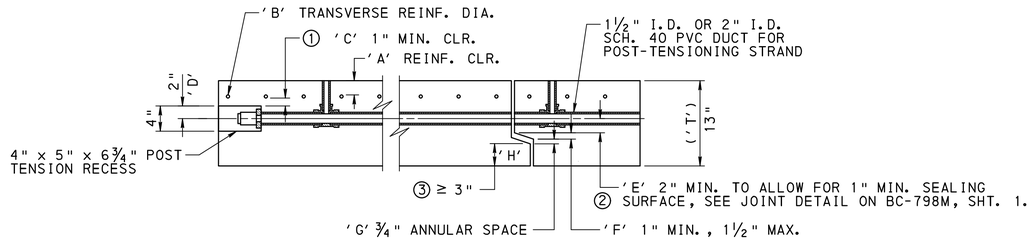


POST TENSION SECTION VIEW

1 0 1 2 3 FEET

NOTES:

1. NUMBER OF POST-TENSIONING STRANDS AND LOCATIONS ARE ESTIMATED AS SHOWN. NUMBER AND LOCATIONS TO BE DETERMINED BY FABRICATOR AND INDICATED ON SHOP DRAWINGS. FABRICATOR TO SUBMIT POST-TENSIONING COMPUTATIONS WITH SHOP DRAWINGS.
2. SEE BC-798M FOR POST-TENSIONING SEQUENCE REQUIREMENTS.



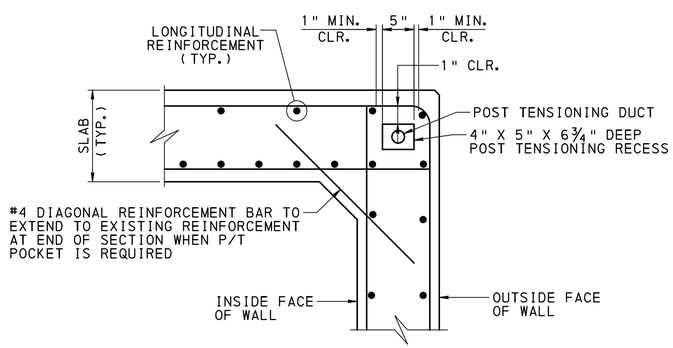
CONFIGURATION FOR SLAB/WALL WITH POST-TENSIONING

N.T.S.

MIN. SLAB/WALL THICKNESS ('T') DETERMINED TO ENSURE THE MIN. REQUIREMENTS ① ② & ③ ARE MET.

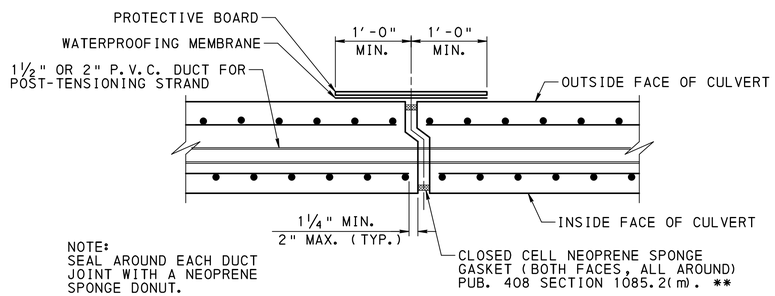
MIN. SLAB/WALL THICKNESS:
T = A + B + C + D + E + F + G + H

NOTES:
1. FOR GENERAL NOTES AND TYPICAL SECTION SEE SHT. NO. 2.
2. FOR INLET HEADWALL DETAILS SEE SHT. NO. 6.
3. FOR OUTLET HEADWALL DETAILS SEE SHT. NO. 7.



CORNER DETAIL

N.T.S.



NOTE:
SEAL AROUND EACH DUCT JOINT WITH A NEOPRENE SPONGE DONUT.

PRECAST CULVERT JOINT DETAIL

N.T.S.

Mark	Description	By	Chk'd.	Recm'd.	Date
REVISIONS					

DESIGNED BY: SVL	DRAWING BY: MLH
DES. CHKD. BY: CAS	DWG. CHKD. BY: CAS

RADNOR TOWNSHIP

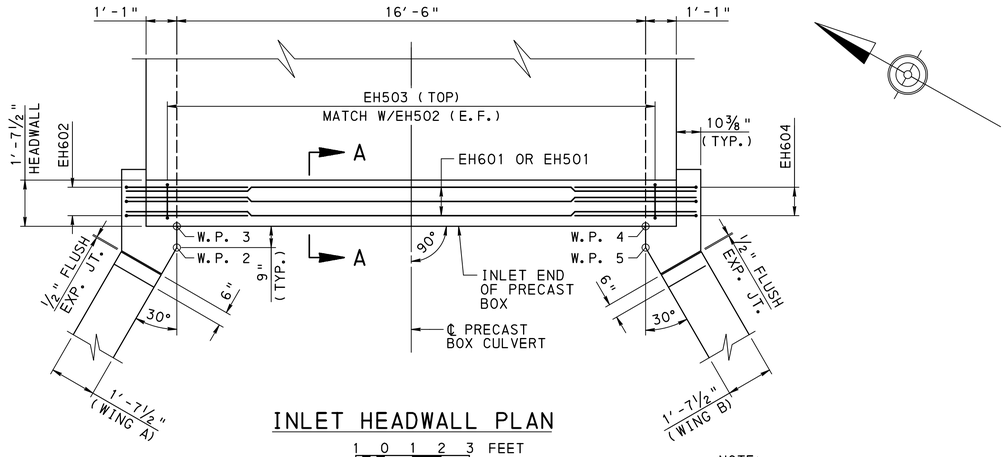
DELAWARE COUNTY
S.R. 1021 (RADNOR-CHESTER ROAD)
SEGMENT 0040 OFFSET 2395
STA. 102+24.63
FORMER P & W R/W UNDER RADNOR-CHESTER ROAD
16′-6" SPAN X 13′-0" RISE
PRECAST CONCRETE BOX CULVERT
PRECAST CULVERT DETAILS

RECOMMENDED _____

SHEET 5 OF 12

S-37320

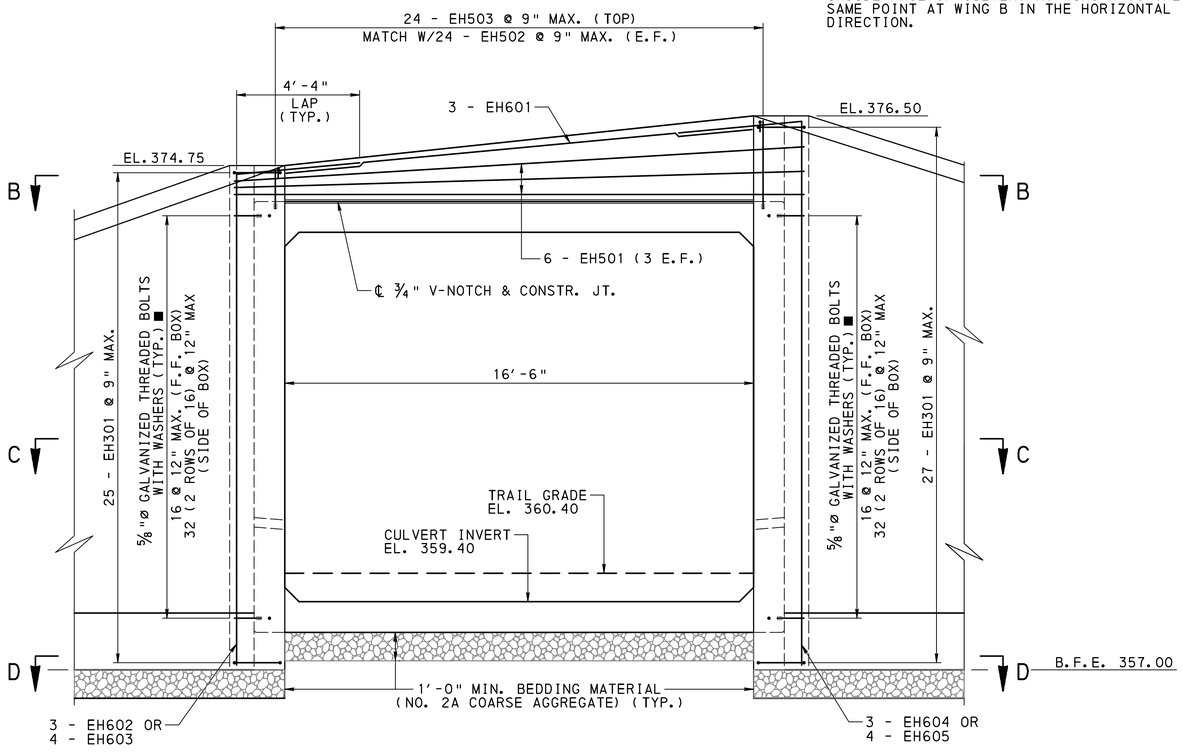
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FILE NAME: Z:\Shared\Projects\09213\092132001\CADDGN\Bridge\FINAL PLANS\092132001_FINAL_005_CULVERT DETS-01.dgn
PLOTTED: 2/13/2025



INLET HEADWALL PLAN

1 0 1 2 3 FEET

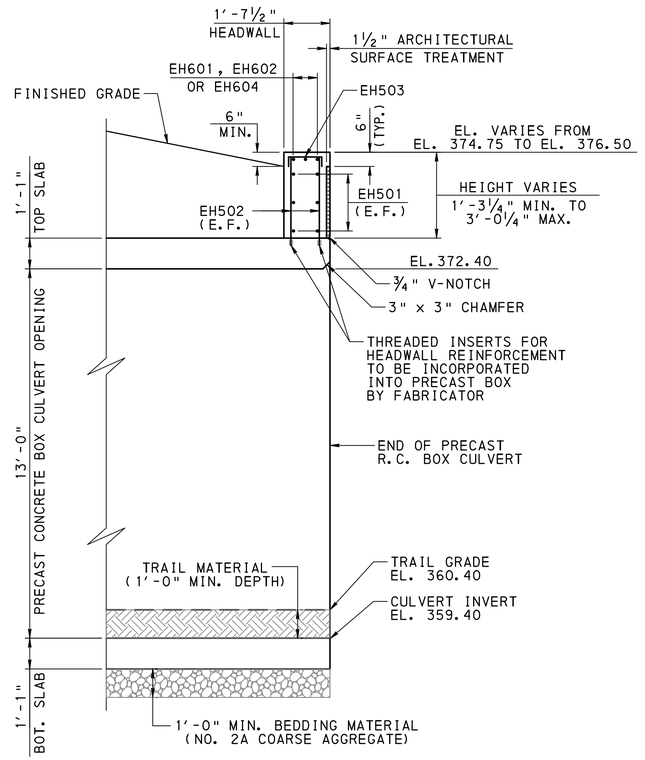
NOTE:
THE LIMITS OF ARCHITECTURAL SURFACE TREATMENT EXTEND FROM 6 INCH BELOW TOP OF HEADWALL TO THE BOTTOM OF HEADWALL IN THE VERTICAL DIRECTION AND FROM THE POINT AT WHICH CAST-IN-PLACE COLLAR CONNECTS TO INSIDE FACE OF CULVERT AT WING A TO THE SAME POINT AT WING B IN THE HORIZONTAL DIRECTION.



INLET HEADWALL ELEVATION

1 0 1 2 3 FEET

■ - (TO BE SUPPLIED BY PRECAST MANUFACTURER)



TYPICAL PRECAST BOX SECTION A-A

1 0 1 2 3 FEET

NOTES:
1. FOR GENERAL NOTES & TYPICAL SECTION SEE SHT. NO. 2.
2. FOR STAKE-OUT PLAN SEE SHT. NO. 4.
3. FOR PRECAST CULVERT DETAILS SEE SHT. NO. 5.
4. FOR OUTLET HEADWALL DETAILS SEE SHT. NO. 7.
5. FOR SECTIONS B-B, C-C & D-D SEE SHT. NO. 8.
6. FOR REINFORCEMENT BAR SCHEDULE SEE SHT. NO. 9.
7. FOR WING A & B DETAILS SEE SHT. NO. 10.

Mark	Description	By	Chk'd.	Recm'd.	Date
REVISIONS					

RADNOR TOWNSHIP

DELAWARE COUNTY
S.R. 1021 (RADNOR-CHESTER ROAD)
SEGMENT 0040 OFFSET 2395
STA. 102+24.63
FORMER P & W R/W UNDER RADNOR-CHESTER ROAD
16′-6" SPAN X 13′-0" RISE
PRECAST CONCRETE BOX CULVERT

INLET HEADWALL DETAILS

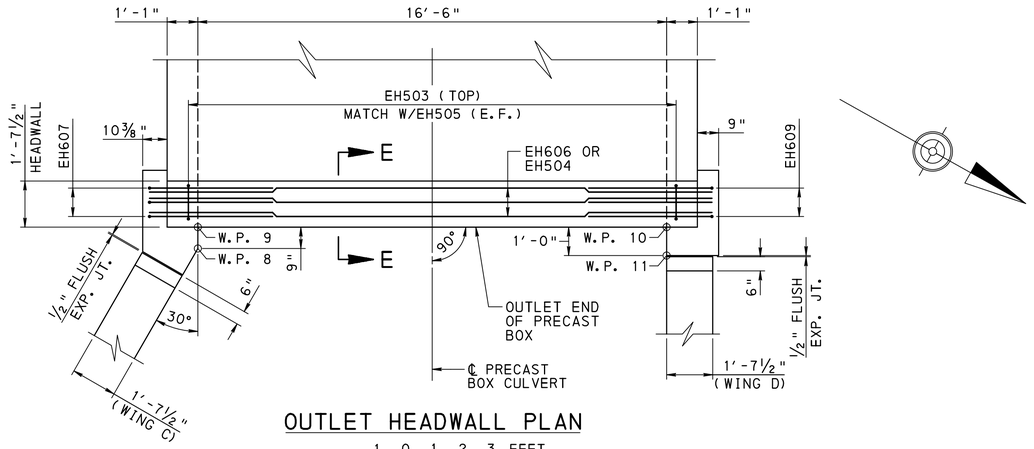
RECOMMENDED _____

SHEET 6 OF 12

S-37320

DESIGNED BY: SVL	DRAWING BY: MLH
DES. CHKD. BY: CAS	DWG. CHKD. BY: CAS

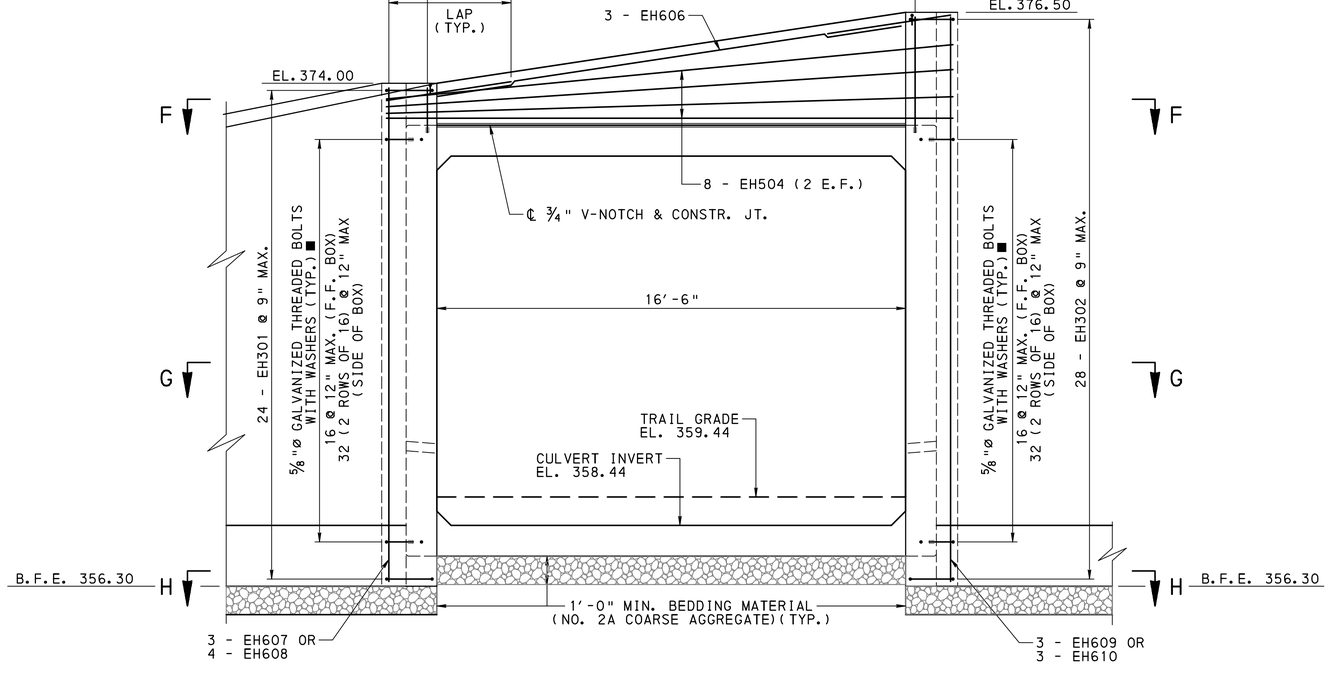
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FILE NAME: Z:\Shared\Projects\09213\09213200l\CAD\DGN\Bridge\FINAL PLANS\09213200l_FINAL_006.INLET-HEADWALL-DETS-01.dgn
PLOTTED: 1/31/2025



OUTLET HEADWALL PLAN

1 0 1 2 3 FEET

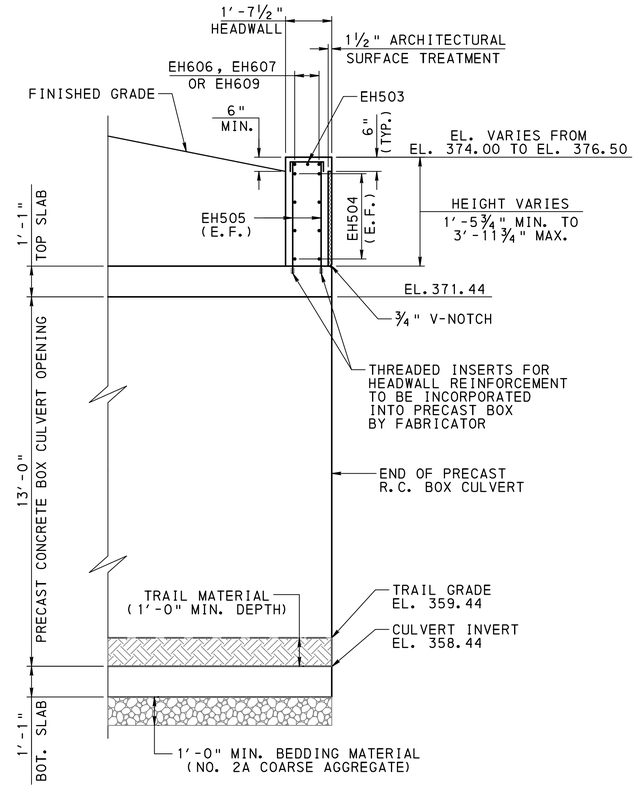
NOTE:
THE LIMITS OF ARCHITECTURAL SURFACE TREATMENT EXTEND FROM 6 INCH BELOW TOP OF HEADWALL TO THE BOTTOM OF HEADWALL IN THE VERTICAL DIRECTION AND FROM THE POINT AT WHICH CAST-IN-PLACE COLLAR CONNECTS TO INSIDE FACE OF CULVERT AT WING C TO THE SAME POINT AT WING D IN THE HORIZONTAL DIRECTION.



OUTLET HEADWALL ELEVATION

1 0 1 2 3 FEET

■ - (TO BE SUPPLIED BY PRECAST MANUFACTURER)



TYPICAL PRECAST BOX SECTION E-E

1 0 1 2 3 FEET

NOTES:
1. FOR GENERAL NOTES & TYPICAL SECTION SEE SHT. NO. 2.
2. FOR STAKE-OUT PLAN SEE SHT. NO. 4.
3. FOR PRECAST CULVERT DETAILS SEE SHT. NO. 5.
4. FOR INLET HEADWALL DETAILS SEE SHT. NO. 6.
5. FOR SECTIONS F-F, G-G & H-H SEE SHT. NO. 8.
6. FOR REINFORCEMENT BAR SCHEDULE SEE SHT. NO. 9.
7. FOR WING C & D DETAILS SEE SHT. NO. 11.

Mark	Description	By	Chk'd.	Recm'd.	Date
REVISIONS					

RADNOR TOWNSHIP

DELAWARE COUNTY
S.R. 1021 (RADNOR-CHESTER ROAD)

SEGMENT 0040 OFFSET 2395
STA. 102+24.63
FORMER P & W R/W UNDER RADNOR-CHESTER ROAD
16′-6" SPAN X 13′-0" RISE
PRECAST CONCRETE BOX CULVERT

OUTLET HEADWALL DETAILS

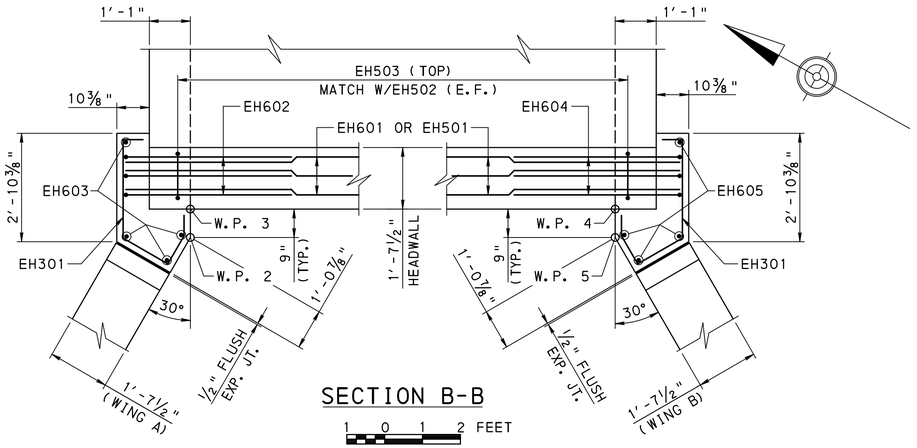
RECOMMENDED _____

SHEET 7 OF 12

S-37320

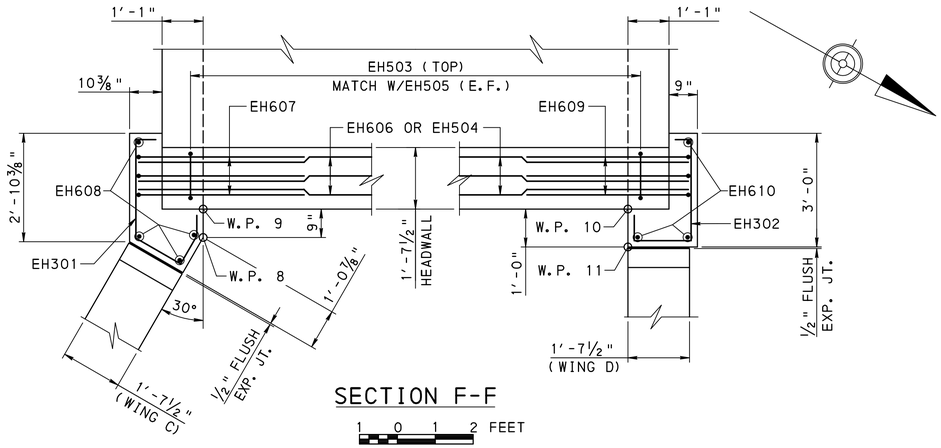
DESIGNED BY: SVL	DRAWING BY: MLH
DES. CHKD. BY: CAS	DWG. CHKD. BY: CAS

OPERATOR: mholmes
FILE NAME: Z:\Shared\Projects\09213\092132001\CAD\DGN\Bridge\FINAL PLANS\092132001_FINAL_007_OUTLET-HEADWALL-DETS-01.dgn
PLOTTED: 1/31/2025



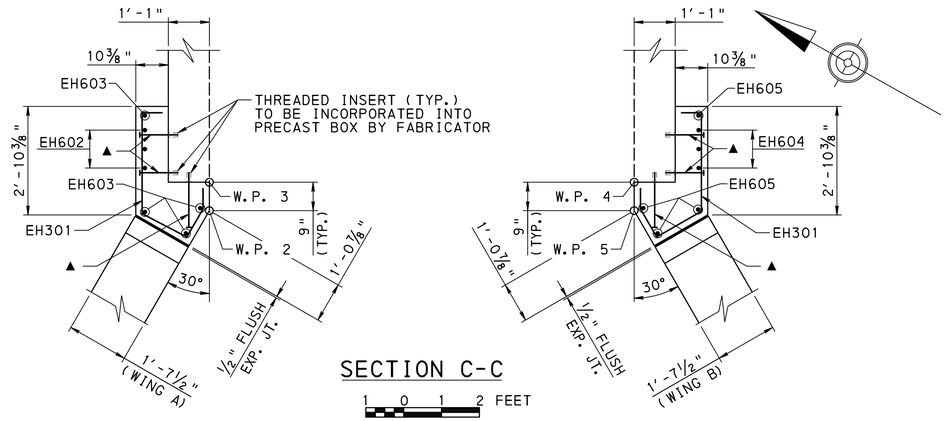
SECTION B-B

1 0 1 2 FEET



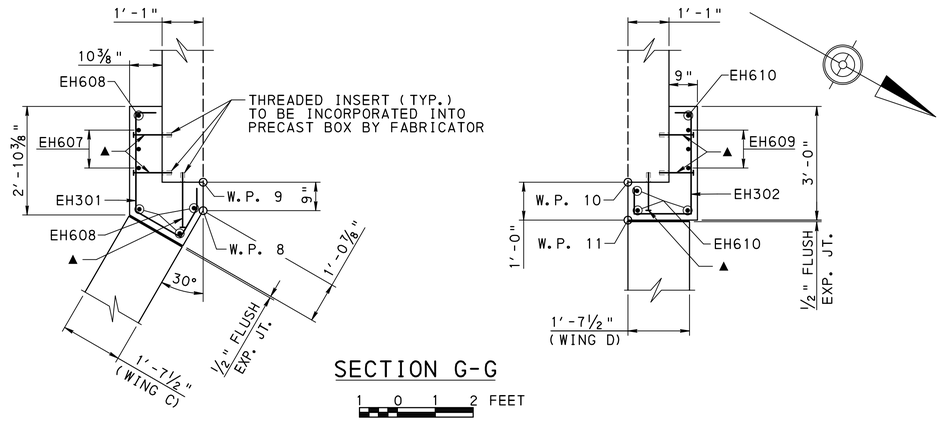
SECTION F-F

1 0 1 2 FEET



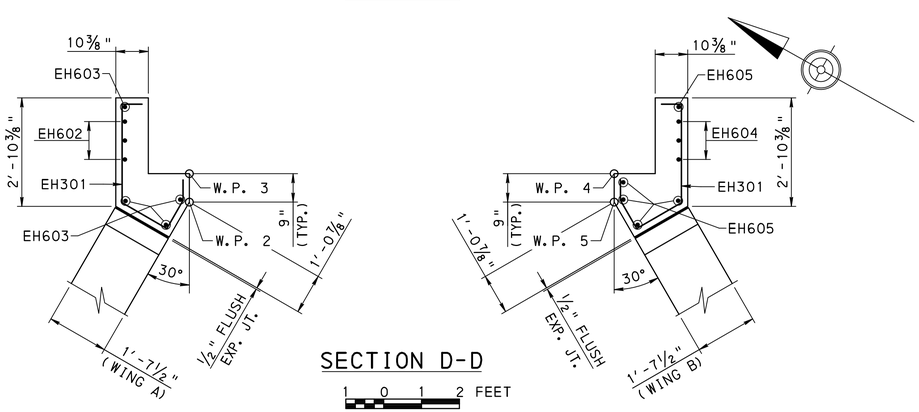
SECTION C-C

1 0 1 2 FEET



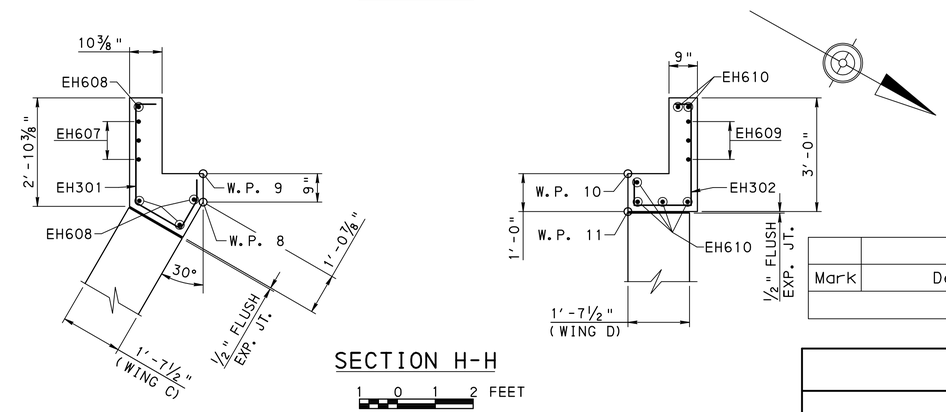
SECTION G-G

1 0 1 2 FEET



SECTION D-D

1 0 1 2 FEET



SECTION H-H

1 0 1 2 FEET

▲ ⅝"ø GALVANIZED THREADED BOLTS WITH WASHERS SUPPLIED BY PRECAST BOX FABRICATOR.

NOTES:
1. FOR GENERAL NOTES & TYPICAL SECTION SEE SHT. NO. 2.
2. FOR STAKE-OUT PLAN SEE SHT. NO. 4.
3. FOR PRECAST CULVERT DETAILS SEE SHT. NO. 5.
4. FOR INLET DETAILS AND SECTION B-B, C-C & D-D LOCATIONS SEE SHT. NO. 6.
5. FOR OUTLET DETAILS AND SECTION F-F, G-G & H-H LOCATION SEE SHT. NO. 7.
6. FOR REINFORCEMENT BAR SCHEDULE SEE SHT. NO. 9.
7. FOR WING A & B DETAILS SEE SHT. NO. 10.
8. FOR WING C & D DETAILS SEE SHT. NO. 11.

Mark	Description	By	Chk'd.	Recm'd.	Date
REVISIONS					

DESIGNED BY: SVL	DRAWING BY: MLH
DES. CHKD. BY: CAS	DWG. CHKD. BY: CAS

RADNOR TOWNSHIP

DELAWARE COUNTY
S.R. 1021 (RADNOR-CHESTER ROAD)

SEGMENT 0040 OFFSET 2395
STA. 102+24.63
FORMER P & W R/W UNDER RADNOR-CHESTER ROAD
16′-6" SPAN X 13′-0" RISE
PRECAST CONCRETE BOX CULVERT

HEADWALL SECTIONS

RECOMMENDED _____

SHEET 8 OF 12

S-37320

OPERATOR: mholmes
FILE NAME: Z:\Shared\Projects\09213\092132001\CAD\DGN\Bridge\FINAL PLANS\092132001_FINAL_008_HEADWALL SECTIONS.dgn
PLOTTED: 1/31/2025

REINFORCEMENT BAR SCHEDULE

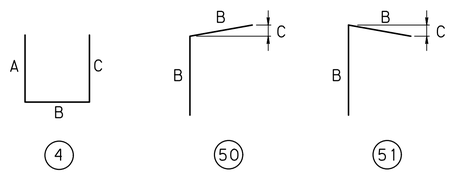
MARK	SIZE	NUMBER	LENGTH	TYPE	A	B	C	D	E	R	REMARKS
INLET HEADWALL											
EH301	3	52	5′-10⅝"	STR							BEND IN FIELD
EH501	5	6	20′-0⅝"	STR							
EH502	5	48	1′-3½" TO	STR							(2 SETS OF 24)
			3′-0½"								VARY EA. BY EQ. SPA.
											THREADED ON END (1)
EH503	5	24	1′-10"	4	4"	1′-2"	4"				
EH601	6	3	20′-0⅝"	STR							
EH602	6	3	21′-9"	50	17′-5"	4′-4"	4⅞"				
EH603	6	4	17′-5"	STR							
EH604	6	3	23′-6"	51	19′-2"	4′-4"	4⅞"				
EH605	6	4	19′-2"	STR							

REINFORCEMENT BAR SCHEDULE

MARK	SIZE	NUMBER	LENGTH	TYPE	A	B	C	D	E	R	REMARKS
OUTLET HEADWALL											
EH301	3	24	5′-10⅝"	STR							BEND IN FIELD
EH302	3	28	5′-3"	STR							BEND IN FIELD
EH503	5	24	1′-10"	4	4"	1′-2"	4"				
EH504	5	8	19′-9⅝"	STR							
EH505	5	48	1′-6" TO	STR							(2 SETS OF 24)
			4′-0"								VARY EA. BY EQ. SPA.
											THREADED ON END (1)
EH606	6	3	19′-9⅝"	STR							
EH607	6	3	21′-8"	50	17′-4"	4′-4"	8¼"				
EH608	6	4	17′-4"	STR							
EH609	6	3	24′-2¼"	51	19′-10¼"	4′-4"	8¼"				
EH610	6	3	19′-10¼"	STR							

(1) BAR LENGTH INCLUDES 3" THREADED LENGTH. THREAD AS PER COUPLER MANUFACTURER & ADJUST LENGTH IF NEEDED.

- "*" DIMENSION ON 180° HOOKS TO BE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE, OTHERWISE STANDARD HOOKS ARE TO BE USED.
- FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING BC-736M.
- FIGURES IN CIRCLES SHOW TYPES.
- "E" - INDICATES EPOXY COATED REBARS.
- FOR ALL BAR TYPES SHOWN, DIMENSIONS A-H AND LENGTH ARE MEASURED ALONG OUTSIDE OF BAR. R IS MEASURED ALONG INSIDE OF BAR.



Mark	Description	By	Chk'd.	Recm'd.	Date
REVISIONS					

RADNOR TOWNSHIP

DELAWARE COUNTY
S.R. 1021 (RADNOR-CHESTER ROAD)
SEGMENT 0040 OFFSET 2395
STA. 102+24.63
FORMER P & W R/W UNDER RADNOR-CHESTER ROAD
16′-6" SPAN X 13′-0" RISE
PRECAST CONCRETE BOX CULVERT
REINFORCEMENT BAR SCHEDULE

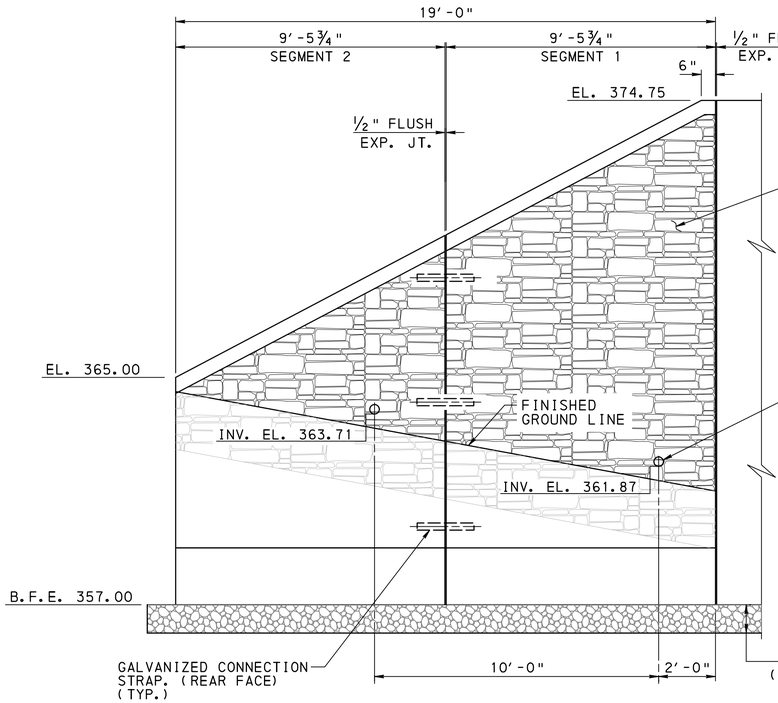
RECOMMENDED _____

SHEET 9 OF 12

S-37320

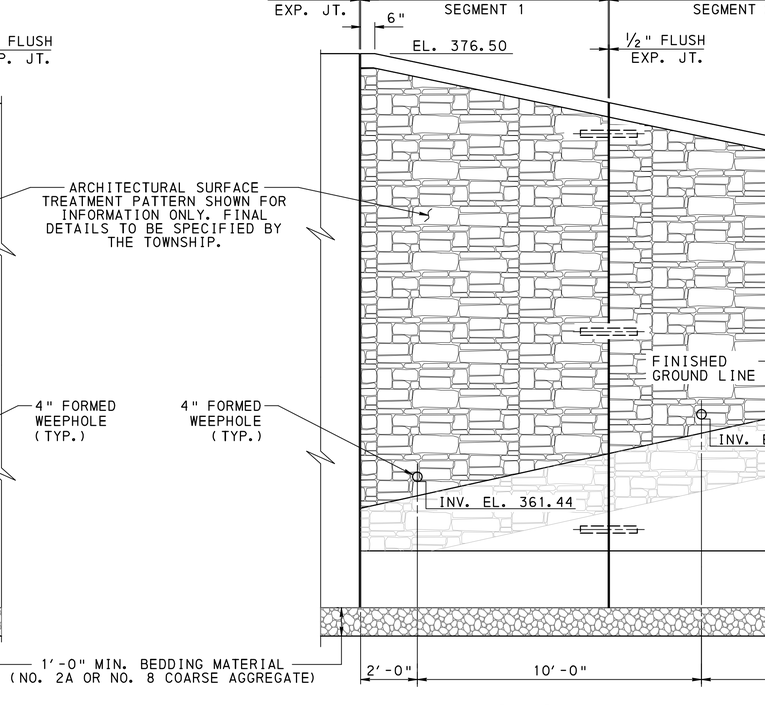
DESIGNED BY: MLH	DRAWING BY: MLH
DES. CHKD. BY: CAS	DWG. CHKD. BY: CAS

OPERATOR: mholmes
FILE NAME: Z:\Shared\Projects\09213\092132001\CAD\DGN\Bridge\FINAL PLANS\092132001_FINAL_009_REBAR SCHEDULE.dgn
PLOTTED: 1/31/2025



WING A ELEVATION

1 0 1 2 3 FEET



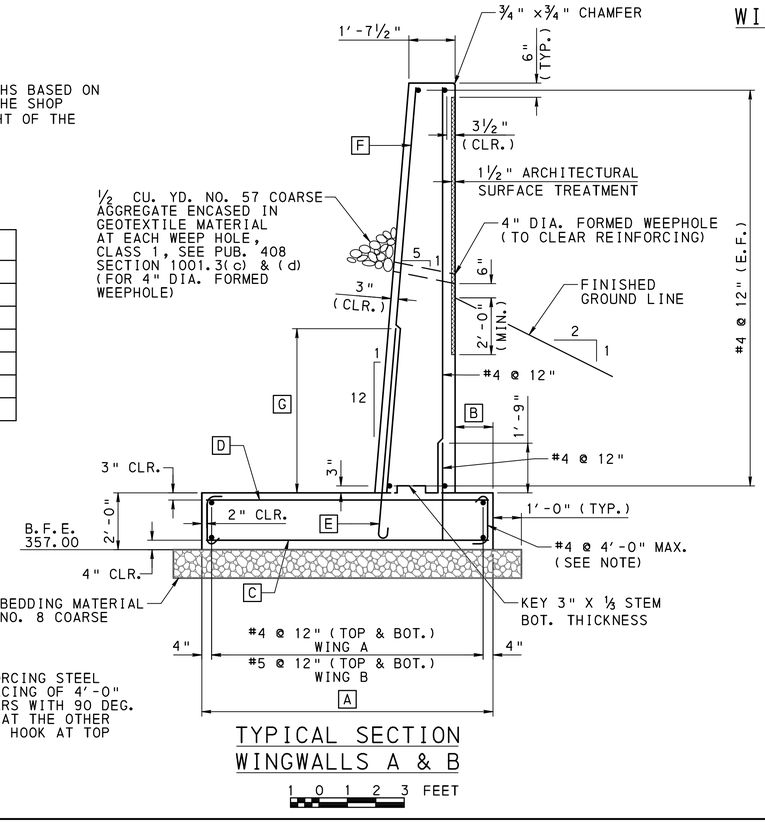
WING B ELEVATION

1 0 1 2 3 FEET

NOTE:
FABRICATOR MAY REVISE NUMBER OF SEGMENTS AND/OR SEGMENT LENGTHS BASED ON FABRICATION AND SHIPPING PREFERENCES. SUBMIT REVISIONS WITH THE SHOP DRAWINGS ALONG WITH REVISED WALL DESIGNS BASED ON THE ⅔ HEIGHT OF THE REVISED WALL SEGMENT DIMENSIONS.

WING DIMENSIONS & REINFORCEMENT TABLE							
	A	B	C	D	E	F	G
WING A, SEG. 1	7′-3"	1′-0½"	#4 @ 9"	#7 @ 18"	#6 @ 9" (E)	#6 @ 18"	5′-2"
WING A, SEG. 2	5′-4"	1′-0½"	#4 @ 9"	#5 @ 18"	#4 @ 12" (E)	*	*
WING B, SEG. 1	8′-8"	1′-0½"	#4 @ 9"	#7 @ 9"	#7 @ 9" (E)	#7 @ 18"	6′-3"
WING B, SEG. 2	8′-10"	1′-0½"	#4 @ 9"	#7 @ 9"	#6 @ 9" (E)	#6 @ 18"	5′-11"
WING B, SEG. 3	9′-8"	1′-0½"	#4 @ 9"	#7 @ 9"	#6 @ 9" (E)	#6 @ 18"	4′-10"
WING B, SEG. 4	8′-9"	1′-0½"	#4 @ 9"	#6 @ 9"	#4 @ 6" (E)	#4 @ 12"	4′-7"

* - NO SPLICE. HOOKED BARS EXTEND TO TOP OF WALL.
(E) - EPOXY COATED



TYPICAL SECTION
WINGWALLS A & B

1 0 1 2 3 FEET

NOTE:
TIE TOP AND BOTTOM MATS OF REINFORCING STEEL WITH #4 TIE BARS AT A MAXIMUM SPACING OF 4′-0" IN BOTH DIRECTION. PROVIDE TIE BARS WITH 90 DEG. HOOK AT ONE END END 135 DEG HOOK AT THE OTHER END. ALTERNATE 90 DEG AND 135 DEG HOOK AT TOP IN ALTERNATE TIES.

NOTES:
1. FOR GENERAL NOTES & TYPICAL SECTION SEE SHT. NO. 2.
2. FOR OPTIONAL CONSTRUCTION JOINT DETAIL, SEE SHT. NO. 3.
3. FOR INLET HEADWALL DETAILS SEE SHT. NO. 6.

Mark	Description	By	Chk'd.	Recm'd.	Date
REVISIONS					

RADNOR TOWNSHIP

DELAWARE COUNTY
S.R. 1021 (RADNOR-CHESTER ROAD)
SEGMENT 0040 OFFSET 2395
STA. 102+24.63
FORMER P & W R/W UNDER RADNOR-CHESTER ROAD
16′-6" SPAN X 13′-0" RISE
PRECAST CONCRETE BOX CULVERT
WING A & B DETAILS

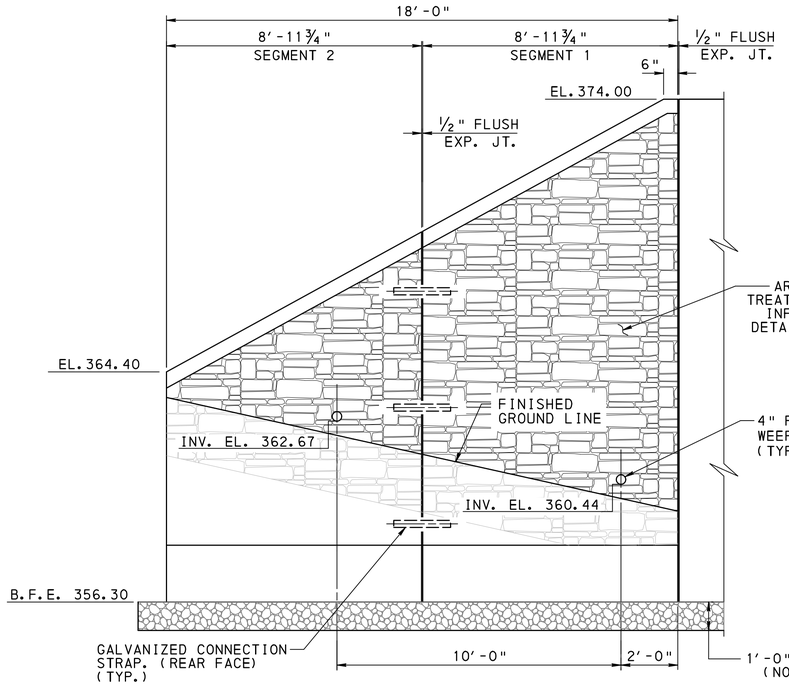
RECOMMENDED _____

SHEET 10 OF 12

S-37320

DESIGNED BY: CAS	DRAWING BY: MLH
DES. CHKD. BY: SVL	DWG. CHKD. BY: CAS

OPERATOR: mholmes
FILE NAME: Z:\Shared\Projects\09213\092132001\CAD\DGN\BridgeFINAL PLANS\092132001_FINAL_010_WINGWALLS-AB-DETAILS.dgn
PLOTTED: 2/13/2025



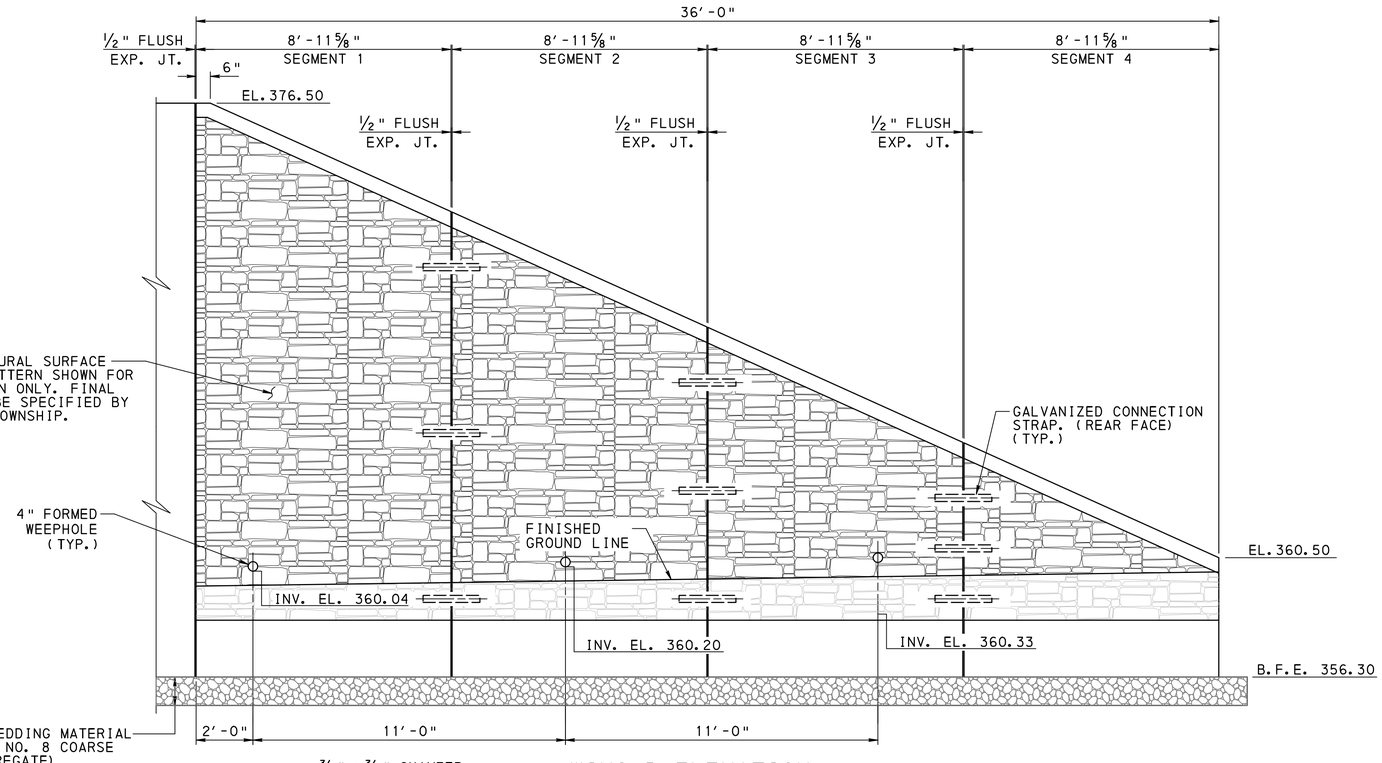
ARCHITECTURAL SURFACE TREATMENT PATTERN SHOWN FOR INFORMATION ONLY. FINAL DETAILS TO BE SPECIFIED BY THE TOWNSHIP.

4" FORMED WEEPHOLE (TYP.)

1′-0" MIN. BEDDING MATERIAL (NO. 2A OR NO. 8 COARSE AGGREGATE)

WING C ELEVATION

1 0 1 2 3 FEET



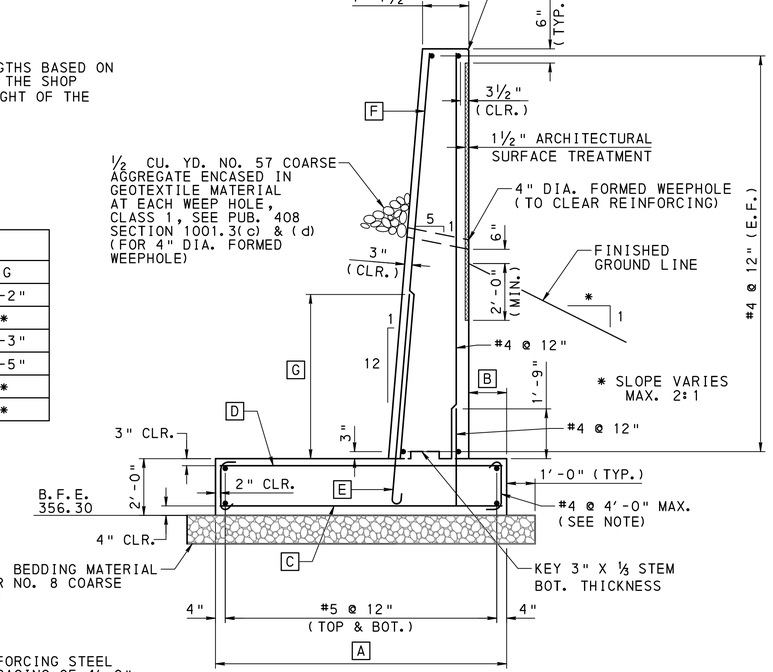
WING D ELEVATION

1 0 1 2 3 FEET

NOTE:
FABRICATOR MAY REVISE NUMBER OF SEGMENTS AND/OR SEGMENT LENGTHS BASED ON FABRICATION AND SHIPPING PREFERENCES. SUBMIT REVISIONS WITH THE SHOP DRAWINGS ALONG WITH REVISED WALL DESIGNS BASED ON THE ⅔ HEIGHT OF THE REVISED WALL SEGMENT DIMENSIONS.

WING DIMENSIONS & REINFORCEMENT TABLE							
	A	B	C	D	E	F	G
WING C, SEG. 1	9′-9"	1′-0½"	#4 @ 9"	#6 @ 9"	#6 @ 9" (E)	#6 @ 18"	5′-2"
WING C, SEG. 2	7′-4"	1′-0½"	#4 @ 9"	#5 @ 18"	#4 @ 12" (E)	*	*
WING D, SEG. 1	11′-11"	1′-0½"	#4 @ 9"	#7 @ 9"	#7 @ 9" (E)	#7 @ 18"	6′-3"
WING D, SEG. 2	12′-8"	1′-0½"	#4 @ 9"	#7 @ 9"	#5 @ 9" (E)	#5 @ 18"	5′-5"
WING D, SEG. 3	9′-0"	1′-0½"	#4 @ 9"	#6 @ 18"	#4 @ 12" (E)	*	*
WING D, SEG. 4	7′-2"	1′-0½"	#4 @ 9"	#5 @ 18"	#4 @ 12" (E)	*	*

* - NO SPLICE. HOOKED BARS EXTEND TO TOP OF WALL.
(E) - EPOXY COATED



TYPICAL SECTION WINGWALLS C & D

1 0 1 2 3 FEET

NOTE:
TIE TOP AND BOTTOM MATS OF REINFORCING STEEL WITH #4 TIE BARS AT A MAXIMUM SPACING OF 4′-0" IN BOTH DIRECTION. PROVIDE TIE BARS WITH 90 DEG. HOOK AT ONE END AND 135 DEG HOOK AT THE OTHER END. ALTERNATE 90 DEG AND 135 DEG HOOK AT TOP IN ALTERNATE TIES.

NOTES:
1. FOR GENERAL NOTES & TYPICAL SECTION SEE SHT. NO. 2.
2. FOR OPTIONAL CONSTRUCTION JOINT DETAIL, SEE SHT. NO. 3.
3. FOR OUTLET HEADWALL DETAILS SEE SHT. NO. 7.

Mark	Description	By	Chk'd.	Recm'd.	Date
REVISIONS					

DESIGNED BY: CAS	DRAWING BY: MLH
DES. CHKD. BY: SVL	DWG. CHKD. BY: CAS

RADNOR TOWNSHIP

DELAWARE COUNTY
S.R. 1021 (RADNOR-CHESTER ROAD)
SEGMENT 0040 OFFSET 2395
STA. 102+24.63
FORMER P & W R/W UNDER RADNOR-CHESTER ROAD
16′-6" SPAN X 13′-0" RISE
PRECAST CONCRETE BOX CULVERT
WING C & D DETAILS

RECOMMENDED _____

SHEET 11 OF 12

S-37320

OPERATOR: mholmes
FILE NAME: Z:\Shared\Projects\09213\092132001\CAD\DGN\Bridge\FINAL PLANS\092132001_FINAL_011_WINGWALLS-CD-DETAILS.dgn
PLOTTED: 2/13/2025

SUBSTRUCTURE UNIT:
CULVERT

LOG 1 OF 1

BORING NUMBER:	BORING LOCATION	START: 05/30/2017 10:00 AM	HAMMER: AUTOMATIC
B-1	STATION: 101+88.0 OFFSET: 48.0 FT. LT.	FINISH: 05/30/2017 4:30 PM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-HQ, AUTOMATIC, TRACK RIG	1.874 IN.	0 FT. 5 FT.	374.1 FT.

DRILLING INSPECTOR: SCOTT HOUSER
DRILLER & DRILLING COMPANY: MIKE ALBRIGHT
EICHELBERGERS, INC.

▽ 0 HR. READING – ELAPSED TIME: NR – NR
▼ 24 HR. READING – ELAPSED TIME: DRY – 23.5 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.	BLOW COUNT PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)
		subbase. 0.5'/El. 373.6	a-1-b / sw	0.5	A-				
370		SAND and fine to coarse GRAVEL, contains ash and cinders, very dense, dry, well graded, gray and black, fill. 2.5'/El. 371.6	a-1-b / sw	2.5	S-1	29-27-48-35	100	1.5	75
		SAND and SILT, some fine Gravel, contains ash and cinders, medium dense to dense, dry to moist, black, fill. 6.5'/El. 367.6		4.5	S-2	5-17-17-15	45	1.0	50
365		medium dense, fill. 8.5'/El. 365.6		6.5	S-3	5-3-8-5	15	0.5	25
		CLAY, some fine Gravel, hard, moist, low plastic fines, brown, fill. 13.0'/El. 361.1	a-6 / cl	8.5	S-4	9-9-7-8	21	0.0	0
360		SILT, some fine to coarse Sand, little fine Gravel, very stiff, moist, low plastic fines, brown, fill, auger refusal at 18.0. 18.0'/El. 356.1	A-4 / ML	10.5	S-5	5-16-20-8	48	0.3	15
BCE 358.30				13.0					
		CEMENT CONCRETE, Former Railroad Bedding Surface. 18.3'/El. 355.8		14.9	S-6	1-4-20-50/.4'	>32	1.8	95
355		GNEISS, red white to orange, gneissic foliation, fine grained, medium hard, highly weathered, indistinct bedding, narrow spacing, steep dip, tight joints, very broken. 23.0'/El. 351.1		18.0					
		SAND and fine to coarse GRAVEL, very dense, moist, well graded, non-plastic, orange and white, residuum, weathered rock. 23.2'/El. 350.9	a-1-b / sw	23.0	S-7	50/.2'	>67	0.1	50
350		GNEISS, red white to orange, gneissic foliation, fine grained, medium hard, highly weathered, indistinct bedding, narrow spacing, very steep dip, tight joints, very broken. 28.0'/El. 346.1	a-1-b / sw	23.2	R-2		8%	0.6	12
		SAND and fine to coarse GRAVEL, very dense, moist, well graded, non-plastic, orange and white, residuum, weathered rock. 28.8'/El. 345.3	a-1-b / sw	28.0	S-8	17-50/.3'	>67	0.5	62
345		GNEISS, red white to orange, gneissic foliation, fine grained, hard, highly weathered, indistinct bedding, close spacing, steep dip, tight joints, very broken. 30.0'/El. 344.1		28.8	R-3		0%	0.8	67
		SAND and fine to coarse GRAVEL, very dense, moist, well graded, non-plastic, orange and white, residuum, weathered rock. 30.1'/El. 344.0		30.0	S-9	50/.1'	>67	0.1	100
340		GNEISS, red white to orange, gneissic foliation, fine grained, hard, highly weathered to moderately weathered, indistinct bedding, close to medium spacing, steep to sheer dip, tight joints, Unit Rec.96% and RQD 44%. 37.0'/El. 337.1		30.1	R-4		42%	1.9	100
				32.0	R-5		44%	4.8	96

◇ RQD %
⊙ Soil/Rock Rec. %
▲ SPT (N60)▲

SUBSTRUCTURE UNIT:
CULVERT

LOG 1 OF 1

BORING NUMBER:	BORING LOCATION	START: 05/31/2017 1:15 PM	HAMMER: AUTOMATIC
B-2	STATION: 102+61.0 OFFSET: 48.5 FT. RT.	FINISH: 05/31/2017 4:00 PM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-HQ, AUTOMATIC, TRACK RIG	1.874 IN.	0 FT. 5 FT.	359.3 FT.

DRILLING INSPECTOR: SCOTT HOUSER
DRILLER & DRILLING COMPANY: MIKE ALBRIGHT
EICHELBERGERS, INC.

▽ 0 HR. READING – ELAPSED TIME: NR – NR
▼ 24 HR. READING – ELAPSED TIME: DRY – 0.0 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.	BLOW COUNT PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)
		SILT and SAND, little Gravel, medium dense, dry, orange brown, residuum. 2.0'/El. 357.3	a-4 / ml	2.0	S-1	3-8-6-4	19	1.5	75
BCE 357.40		SAND and some Silt, loose to very dense, dry, orange brown, residuum. 8.0'/El. 351.3	A-2-4 / SM	4.0	S-2	4-2-3-3	7	1.5	75
355		SAND, little Silt, very dense to medium dense, dry, well graded, brown white, residuum. 12.0'/El. 347.3	a-1-b / sw	6.0	S-3	5-7-8-7	20	2.0	100
		SAND, little Gravel, dense to medium dense, moist, well graded, brown white and white, residuum, auger refusal at 22.5'. 22.5'/El. 336.8	a-1-b / sw	7.4	S-4	6-20-50/.4'	93	1.0	71
350				8.0	S-5	3-15-28-30	57	2.0	100
				10.0	S-6	3-11-9-7	27	2.0	100
				12.0	S-7	3-15-16-18	41	2.0	100
345				14.0	S-8	4-12-12-12	32	2.0	100
				16.0	S-9	2-12-16-12	37	2.0	100
				18.0					
340				22.5	R-1		32%	2.5	100
		GNEISS, red white, gneissic foliation, hard, moderately weathered, indistinct bedding, narrow to medium spacing, moderate to sheer dip, tight joints, Unit Rec.100% and RQD 29%. 30.5'/El. 328.8		25.0	R-2		30%	5.0	100
335				30.0	R-3		80%	2.5	100
		GNEISS, red white, gneissic foliation, very hard, slightly weathered, indistinct bedding, medium spacing, sheer dip, tight joints, Unit Rec.100% and RQD 100%. 32.5'/El. 326.8							
330									

◇ RQD %
⊙ Soil/Rock Rec. %
▲ SPT (N60)▲

GENERAL NOTES:
THIS SHEET IS INCLUDED FOR THE CONVENIENCE OF THE DEPARTMENT. REFER TO PUBLICATION 408 SECTION 102.05 FOR FURTHER INFORMATION.

FOR ADDITIONAL SOIL AND ROCK DESCRIPTIONS SEE PUBLICATION 222.

THE BORING LOGS AND RELATED INFORMATION DEPICT SUBSURFACE CONDITIONS ONLY AT THE SPECIFIC LOCATIONS AND DATES INDICATED. SUBSURFACE CONDITIONS MAY DIFFER FROM THE CONDITIONS REPORTED AT THE SPECIFIC LOCATIONS. ALSO, THE PASSAGE OF TIME MAY RESULT IN A CHANGE OF CONDITIONS AT THE BORING LOCATIONS.

THE DESCRIPTIONS OF THE MATERIALS HAVE BEEN VERIFIED.

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THE SUBSURFACE EXPLORATION DATA THAT ARE PRESENTED ON THESE DRAWINGS (INCLUDING BORING LOGS, EARTH SAMPLES, ROCK CORES, CLASSIFICATION OF MATERIALS AND DEPTH OF BORINGS) ACCURATELY REPRESENT THE CONDITIONS ENCOUNTERED BY THE TEST BORING PROGRAM AT EACH BORING LOCATION.

_____ _____
ENGINEERING GEOLOGIST DATE

Mark	Description	By	Chk'd.	Recm'd.	Date
REVISIONS					

RADNOR TOWNSHIP

DELAWARE COUNTY
S.R. 1021 (RADNOR-CHESTER ROAD)
SEGMENT 0040 OFFSET 2395
STA. 102+24.63
FORMER P & W R/W UNDER RADNOR-CHESTER ROAD
16'-6" SPAN X 13'-0" RISE
PRECAST CONCRETE BOX CULVERT
GEOTECH BORING LOGS

RECOMMENDED _____

SHEET 12 OF 12

S-37320

DESIGNED BY: CAS	DRAWING BY: JME
DES. CHKD. BY: SVL	DWG. CHKD. BY: CTB

OPERATOR: mholmes
FILE NAME: Z:\Shared\Projects\09213\092132001\CAD\DGN\Bridge\FINAL PLANS\092132001_FINAL_012_BORING LOGS.dgn
PLOTTED: 2/3/2025

PENDOT STRUCTURE BORING LOG - PENNDOT_GINT_VERSION_1.2.1_2-26-2016.GDT - 12/14/17 14:33 - Z:\SHARED\PROJECTS\092132001\CAD\DGN\TRAILER.GPJ

RESOLUTION NO. 2026-115

A RESOLUTION OF RADNOR TOWNSHIP, DELAWARE COUNTY, PENNSYLVANIA, AUTHORIZING THE EXECUTION OF A GRANT APPLICATION TO THE COMMONWEALTH FINANCING AUTHORITY'S STATEWIDE LOCAL SHARE ACCOUNT ASSESSMENT GRANT FOR THE RADNOR TRAIL EXTENSION IN AN AMOUNT NOT TO EXCEED $750,000

Be it RESOLVED that **RADNOR TOWNSHIP** of **DELAWARE COUNTY** hereby request a Statewide Local Share Assessment grant of not to exceed **$750,000** from the Commonwealth Financing Authority to be used for **THE RADNOR TRAIL EXTENSION;** and

Be it FURTHER RESOLVED that the Applicant does hereby designate **JIM RILEY, PRESIDENT** and **WILLIAM M. WHITE**, **TOWNSHIP MANAGER** as the officials to execute all documents and agreements between **RADNOR TOWNSHIP** and the Commonwealth Financing Authority to facilitate and assist in obtaining the requested grant.

I, **WILLIAM M. WHITE**, duly qualified Secretary of **RADNOR TOWNSHIP**, **DELAWARE COUNTY**, PA, hereby certify that the forgoing is a true and correct copy of a Resolution duly adopted by a majority vote of the **RADNOR TOWNSHIP BOARD OF COMMISSIONERS** at a regular meeting held **MONDAY, OCTOBER 12, 2026,** and said Resolution has been recorded in the Minutes of **RADNOR TOWNSHIP** and remains in effect as of this date.

IN WITNESS THEREOF, I affix my hand and attach the seal of **RADNOR TOWNSHIP**, this **12th** day of **OCTOBER 2026**.

RADNOR TOWNSHIP,
DELAWARE COUNTY

BY: _____
Name: Jim Riley
Title: President

ATTEST: _____
Name: William M. White
Title: Township Manager / Secretary

Radnor Township

PROPOSED LEGISLATION

DATE:	October 12, 2026
TO:	Board of Commissioners
CC:	William White, Township Manager
FROM:	Robert V. Tate, Director of Finance
LEGISLATION:	Resolution 2026-116 - Authorizing the Execution of a Grant Application to the Commonwealth Financing Authority's Statewide Local Share Assessment Grant for consideration of a Utility Terrain Vehicle (UTV) for use by the Radnor Police Department, in an Amount Not to Exceed $65,000

LEGISLATIVE HISTORY:

This item has not previously been before the Board of Commissioners.

PURPOSE AND EXPLANATION: Radnor Township has the opportunity to apply for a Commonwealth Financing Authority (CFA) Statewide Local Share Assessment (LSA) grant in an amount not to exceed $65,000 for the purchase of a Utility Terrain Vehicle (UTV), which will provide significant safety and operational benefits to the Township community and improve the quality of life of citizens in the community.

The LSA requires public sector applicants to provide a resolution duly adopted by the applicant's governing board formally requesting the grant, designating two officials to execute all documents, briefly describing the project scope, and identifying the grant amount. The approval of the resolution will appoint President of the Board of Commissioners Jim Riley and Township Manager William White as the Township's authorized agents for administration and execution of all necessary public assistance documents for state funding from the Commonwealth Financing Authority.

To safeguard the residents, visitors, business owners and employees, patrons, students, and commuters of Radnor Township, the 50 full-time sworn officers of the Radnor Township Police Department provide 24/7 public safety, emergency response, and event security.

Township staff respectfully requests approval to apply for an LSA grant to fund the purchase of a Utility Terrain Vehicle (UTV) to enhance public safety operations during large-scale events, parades, and music festivals where crowds and narrow alleyways restrict traditional patrol vehicles. A dedicated

UTV will also provide critical community engagement, such as providing support for those having medical emergencies, responding quickly to calls for service such as disorderly subjects, distributing water during hot summer parades, and drastically reducing emergency response times for injured hikers across the township's off-road trail network, which is already equipped with new color-coded markers and QR codes.

Ultimately, acquiring a UTV will empower first responders to quickly and safely reach individuals in both crowded event spaces and secluded natural areas. This essential equipment will directly improve emergency response capabilities and security, ensuring the highest quality of life and safety for everyone who lives, works, and visits Radnor Township.

IMPLEMENTATION SCHEDULE: The application for the Statewide Local Share Assessment Grant will be submitted prior to the November 30, 2026, deadline.

FISCAL IMPACT: There is no direct fiscal impact or financial obligation to authorizing the execution of a grant application to the Commonwealth Financing Authority's Statewide Local Share Assessment Grant. Matching funds are not required for this grant application.

RECOMMENDED ACTION: Radnor Township has the opportunity to apply for a Commonwealth Financing Authority (CFA) Statewide Local Share Assessment (LSA) grant in an amount not to exceed $65,000 for the purchase of a Utility Terrain Vehicle (UTV), which will provide significant safety and operational benefits to the Township community and improve the quality of life of citizens in the community.

Staff requests that the Radnor Township Board of Commissioners authorize the Township Manager to execute all documents and agreements between the Township of Radnor and the Department of Community and Economic Development to facilitate and assist in obtaining CFA's LSA grant for the purchase of a Utility Terrain Vehicle (UTV) in an amount not to exceed $65,000. The proposed resolution is attached.

ATTACHMENTS:
2026-116 -- Local Shares Account (Statewide) Grant Program -- PD UTV - Resolution -- October 12 2026.pdf

RESOLUTION NO. 2026-116

A RESOLUTION OF RADNOR TOWNSHIP, DELAWARE COUNTY, PENNSYLVANIA, AUTHORIZING THE EXECUTION OF A GRANT APPLICATION TO THE COMMONWEALTH FINANCING AUTHORITY'S STATEWIDE LOCAL SHARE ACCOUNT ASSESSMENT GRANT FOR THE PURCHASE OF A UTILITY TERRAIN VEHICLE IN AN AMOUNT NOT TO EXCEED $65,000

Be it RESOLVED that **RADNOR TOWNSHIP** of **DELAWARE COUNTY** hereby request a Statewide Local Share Assessment grant of not to exceed **$65,000** from the Commonwealth Financing Authority to be used for the **PURCHASE OF A UTILITY TERRAIN VEHICLE;** and

Be it FURTHER RESOLVED that the Applicant does hereby designate **JIM RILEY, PRESIDENT** and **WILLIAM M. WHITE**, **TOWNSHIP MANAGER** as the officials to execute all documents and agreements between **RADNOR TOWNSHIP** and the Commonwealth Financing Authority to facilitate and assist in obtaining the requested grant.

I, **WILLIAM M. WHITE**, duly qualified Secretary of **RADNOR TOWNSHIP**, **DELAWARE COUNTY**, PA, hereby certify that the forgoing is a true and correct copy of a Resolution duly adopted by a majority vote of the **RADNOR TOWNSHIP BOARD OF COMMISSIONERS** at a regular meeting held **MONDAY, OCTOBER 12, 2026,** and said Resolution has been recorded in the Minutes of **RADNOR TOWNSHIP** and remains in effect as of this date.

IN WITNESS THEREOF, I affix my hand and attach the seal of **RADNOR TOWNSHIP**, this **12th** day of **OCTOBER 2026**.

RADNOR TOWNSHIP,
DELAWARE COUNTY

BY: _____
Name: Jim Riley
Title: President

ATTEST: _____
Name: William M. White
Title: Township Manager / Secretary

Radnor Township

PROPOSED LEGISLATION

DATE: October 12, 2026

TO: Board of Commissioners

CC:

FROM: Steve Norcini, PE, Township Engineer and Director of Engineering & Community Development

LEGISLATION: Resolution 2026-117 - Presentation and Acceptance of "A Vision for Wayne", the Downtown Master Plan for Wayne.

LEGISLATIVE HISTORY:

PURPOSE AND EXPLANATION: The Draft Vision for Wayne plan, aka Wayne Business Master Plan, is before you tonight for adoption. Adoption of this plan will allow the framework for implementation of the plan for funding and grant applications, based on the steps forward approved by the Board of Commissioners.

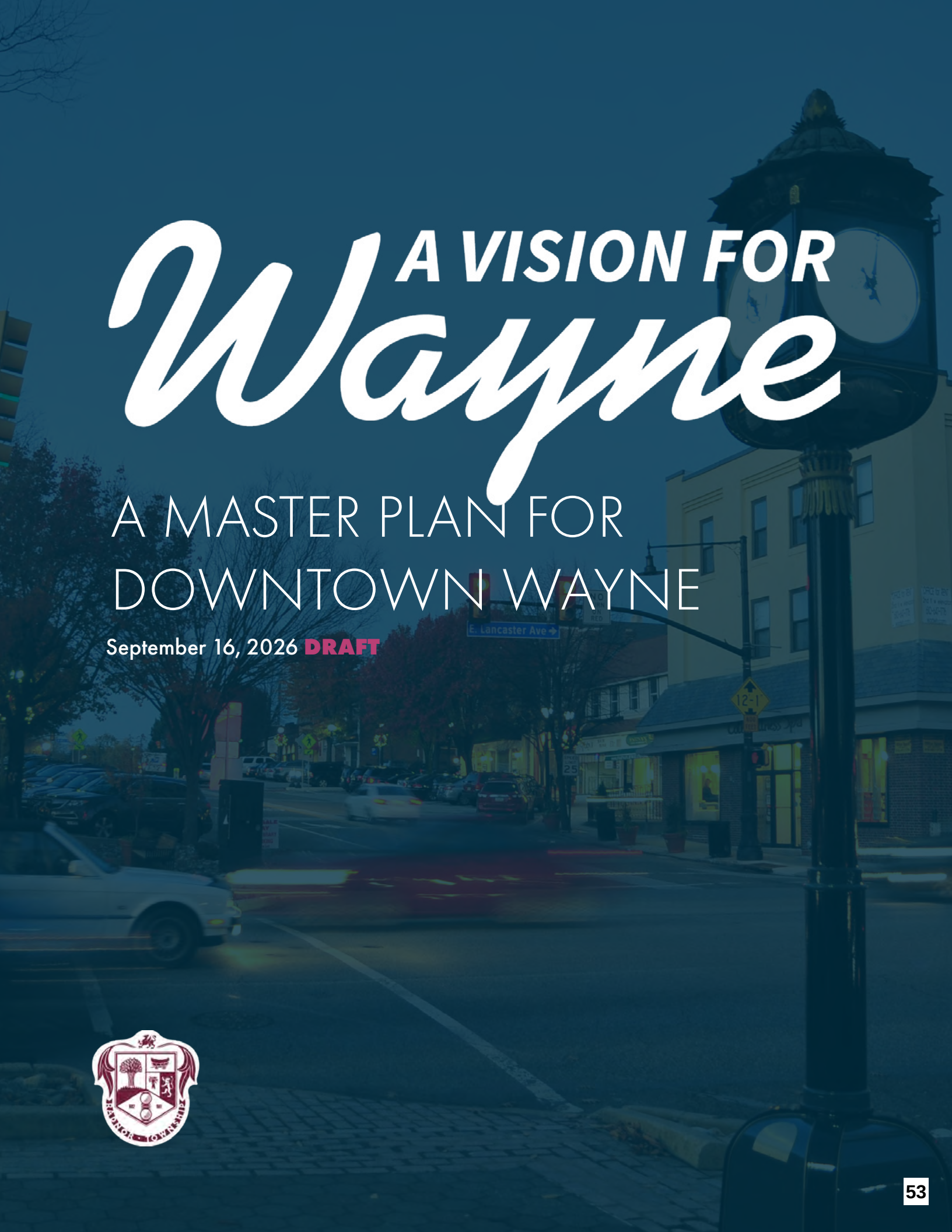
IMPLEMENTATION SCHEDULE: If it so please the Commissioners to adopt the Vision for Wayne Plan, we will then with Commissioners' approval begin to craft a draft framework as previously noted, considering phasing, costs, and grant opportunities.

FISCAL IMPACT: There is no fiscal impact associated with adoption of the Vision for Wayne plan.

RECOMMENDED ACTION: I respectfully request the Board of Commissioners adopt the Vision for Wayne plan.

ATTACHMENTS:

Wayne Maste Plan Draft.pdf
Resolution - Downtown Wayne Master Plan 10.06.26.pdf
Wayne MP Public Comment Summary.pdf
Wayne Master Plan - Engagement Summary.pdf



A VISION FOR Wayne

A MASTER PLAN FOR DOWNTOWN WAYNE

September 16, 2026 **DRAFT**

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DRAFT

Township of
RADNOR
PENNSYLVANIA

The Township thanks the hundreds of residents, business owners, and stakeholders who contributed their time and energy to the success of this plan. Without your support, this plan would not have been possible. Special thanks to the following people who dedicated countless hours to the success of the plan.

Project Team

Maggy Myers, MD
President
Board of Commissioners, Ward 2

Catherine Agnew
Board of Commissioners, Ward 3

John Larkin
Board of Commissioners, Ward 1

William White, MBA
Township Manager

Steve Norcini, PE
Township Engineer

Sam Thomas
Economic Development Manager

Consultant Team

IMEG
Adam Tecza, AICP, PP
Kamya Khandelwal

Walker Consultants
Megan Gardo

MJB Consultant
Michael Berne

Technical Advisory Committee

Andrew Svekla	DVRPC
Chris Todd	Wayne Business Association
Daniel Burnham	Environmental Advisory Council
Donna Galvin	The Penn Group of Companies
James Gibbons	Shade Tree Commission
Jay Osterholm	Business Advisory Committee
Jennifer Dougherty	SEPTA
Jerry Linden	Business Advisory Committee
John Lord	Zoning Hearing Board
Joyce Platfoot	Radnor Township Library
Ken Batchelor	Radnor Township School District
Konstantin Nikolaev	HARB
Lane Vines	Planning Commission, Chair
Mirlene Saintival, Sr.	PennDOT
Rebecca Ross	Delaware County
Ricky Foster	Public Works
Robert D'Amicantonio	Design Review Board
Todd Scott	Anthony Wayne Theatre
Woo Kim	Planning Commission

Township Staff

Bill White	Township Manager
Kevin Kochanski	Planning and Zoning (former)
Sam Thomas	Economic Development Manager
Steve Norcini	Township Engineer
Tammy Cohen	Parks & Recreation

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INTRODUCTION

Downtown Wayne serves as the economic and social center of Radnor Township. Located at the crossroads of Lancaster Avenue (Route 30) and Wayne Avenue, it is both a premier regional destination and a highly valued community gathering place. Supported by Wayne Station on the Paoli/ Thorndale Line and SEPTA Bus Route 106, the downtown features key civic anchors, including the Radnor Senior Center and Radnor Memorial Library, alongside a vibrant mix of local businesses and restaurants.

As Wayne continues to evolve, the Township faces the challenge of balancing growth, historic preservation, and infrastructure needs while maintaining the district's unique character. To guide this next chapter, Radnor Township has initiated the Wayne Master Plan. This document provides a coordinated framework for future investments, bringing together land use, transportation, public space, economic development, and infrastructure strategies into a shared vision for Downtown Wayne.

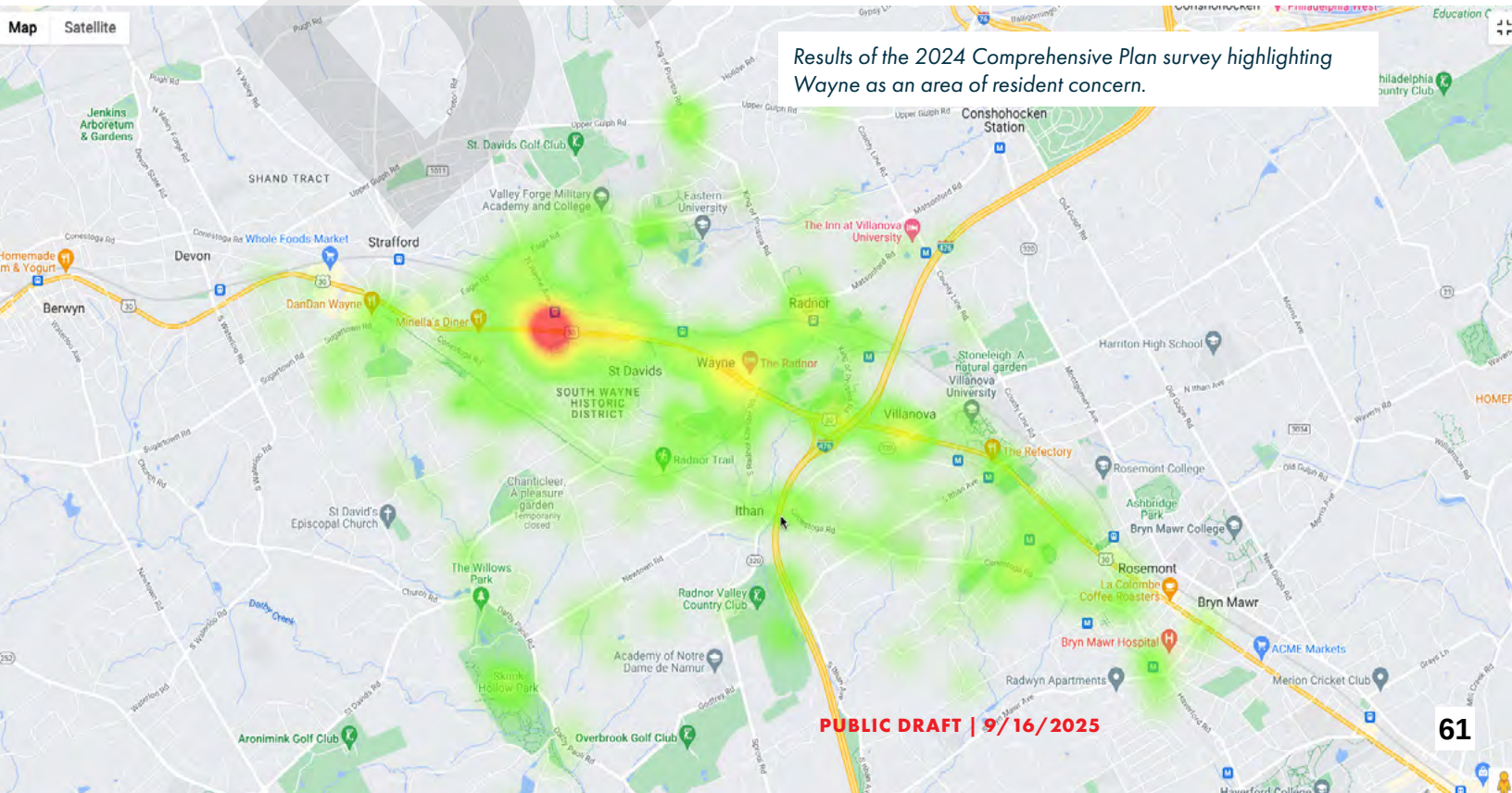
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PROJECT BACKGROUND

The Wayne Master Plan is a targeted effort to address community priorities related to mobility, business and economic development, land use, housing diversity and affordability, stormwater management, placemaking and open spaces, and parking . A virtual survey conducted as part of the 2024 Comprehensive Plan found that Wayne was both one of the Township's most valued places and one of its greatest areas of concern (below).

Residents identified challenges including inadequate pedestrian infrastructure, traffic congestion and safety concerns, flooding, limited public green space, retail vacancies, and a need for clearer development and design standards.

Functioning as a specialized extension of Radnor Township's broader Comprehensive Plan, this effort is designed to update downtown-specific guidance and respond directly to the concerns raised in the 2024 survey. The Master Plan is made possible through a strategic partnership and a blended funding approach, anchored by a $100,000 Transportation and Community Development Initiative (TCDI) grant awarded by the Delaware Valley Regional Planning Commission (DVRPC). The TCDI grant specifically funds the land use, placemaking, and urban design elements of the Master Plan. Concurrently, Radnor Township is directly funding critical supplementary components, including a detailed parking supply and demand analysis and a specialized business attraction and retention study. This integrated funding approach ensures that all physical design and placemaking recommendations are supported by market realities and true infrastructure capacity.



Results of the 2024 Comprehensive Plan survey highlighting Wayne as an area of resident concern.

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WAYNE'S HISTORY

Wayne's history began at the intersection of two critical transportation corridors: the Lancaster Pike, which opened in 1794 as the first macadamized turnpike in the world, and the Columbia Railroad, completed in the 1830s. These routes did more than just move goods; they defined the "Main Line" identity, transforming the original Welsh Quaker farmsteads into a strategic focal point for regional development. J. Henry Askin first formalized this vision by establishing the private estate of Louella, named for his daughters Louisa and Ella. His work laid the groundwork for the primary grid and the distinctive mansard-roofed Victorian character that the Master Plan seeks to preserve and enhance.

Central to this early design was a robust foundation of civic and institutional uses, intended to provide residents with urban amenities in a pastoral setting. Askin integrated three distinct pillars to anchor the social fabric: Wayne Hall for administrative governance, Lyceum Hall for cultural life and retail, and the Wayne Presbyterian Church for spiritual assembly. Lyceum Hall, later known as the Wayne Opera House, was a pioneer in mixed use architecture, housing a post office and library on its ground floor to ensure that essential community services were always within walking distance of the residential core. When Anthony Drexel and George Childs took over development in 1880, they marketed Wayne as a town provided at the start with all the conveniences to which residents of cities are accustomed. They expanded this civic vision to include a wider range of denominations and centralized school facilities. The continuity of the centrally located school property, which has served the community for over a century, reflects a long-term commitment to a multi-generational downtown where educational, spiritual, and commercial needs remain integrated.

The built environment of Wayne serves as a living record of adaptation rather than a static museum, though this evolution has brought significant progress in some areas along with the loss of some historic assets in others. Adaptive reuse has allowed the town to remain economically viable through changing eras and shifting market demands. For example, the Wayne Opera House was successfully converted into office and retail space after a fire in 1914, proving that historic structures can survive through functional transformation. Similarly, the subdivision of the Louella Mansion lawn in the 1920s introduced Louella Court, which replaced a private estate with high density brick storefronts and apartments. This transition marked a pivotal shift from a village of estates to a true "Main Street" environment, creating the vibrant commercial character that defines Wayne Avenue today. This history provides a vital precedent for the plan's focus on optimizing the downtown tenant mix to meet modern consumer needs.

Conversely, the drive for modernization has sometimes come at a high cost to the town's unique architectural rhythm. Ornate Victorian villas, many featuring the intricate Second Empire and Queen Anne details that once defined the streetscape, have been replaced by utilitarian structures that lack the same craftsmanship and architectural depth. In other cases, the "evolution" of the town has been marked by insensitive renovations, such as painting original limestone, the removal of decorative turrets, or the installation of bulky, modern storefronts that obscure the elegant proportions of 19th-century facades. These changes have often eroded the visual cohesion of the downtown, highlighting the delicate balance between functional utility and historic preservation that the community must manage in the coming years.

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The history of Wayne demonstrates that progress requires balancing the need to preserve key unique and special assets, while allowing for the evolution of some areas to ensure a lively and active town center, and, occasionally, supporting substantial transformations that allow the area to keep pace with modern needs while adding to the amenities enjoyed for generations. While not always prefect, it has been this approach that has allowed Wayne to evolve over time from an agrarian landscape to a premier Victorian summer resort and then finally into the diverse regional hub it is today.

For more information about the history of Wayne, please see this video by Greg Prichard of Prichard Design & History Studio (PD&HS).

Below: 150 and 168 East Lancaster Avenue



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PREVIOUS PLANS

Over the past two decades, Wayne has been the focus of several planning studies exploring opportunities to enhance downtown vitality, improve mobility, strengthen public spaces, and guide future development. However, its foundational guiding documents require modernization to address evolving regional trends, pedestrian safety needs, and shifts in the retail landscape.

As detailed in Figure 2, several recommendations have been implemented, while others remain relevant considerations as the community looks toward the future. The following plans provide important context for understanding the evolution of planning efforts in Downtown Wayne. A review of these past plans highlights the community's longstanding desire for enhanced walkability, cohesive identity, and public space:

2003 Comprehensive Plan

The 2003 Comprehensive Plan established the foundation for many of the planning efforts that followed in Downtown Wayne. The plan identified Wayne as Radnor Township's primary town center and emphasized protecting its unique character while accommodating future growth. Key priorities included improving the pedestrian environment, managing parking demand, strengthening the retail mix, creating additional public gathering spaces, enhancing district

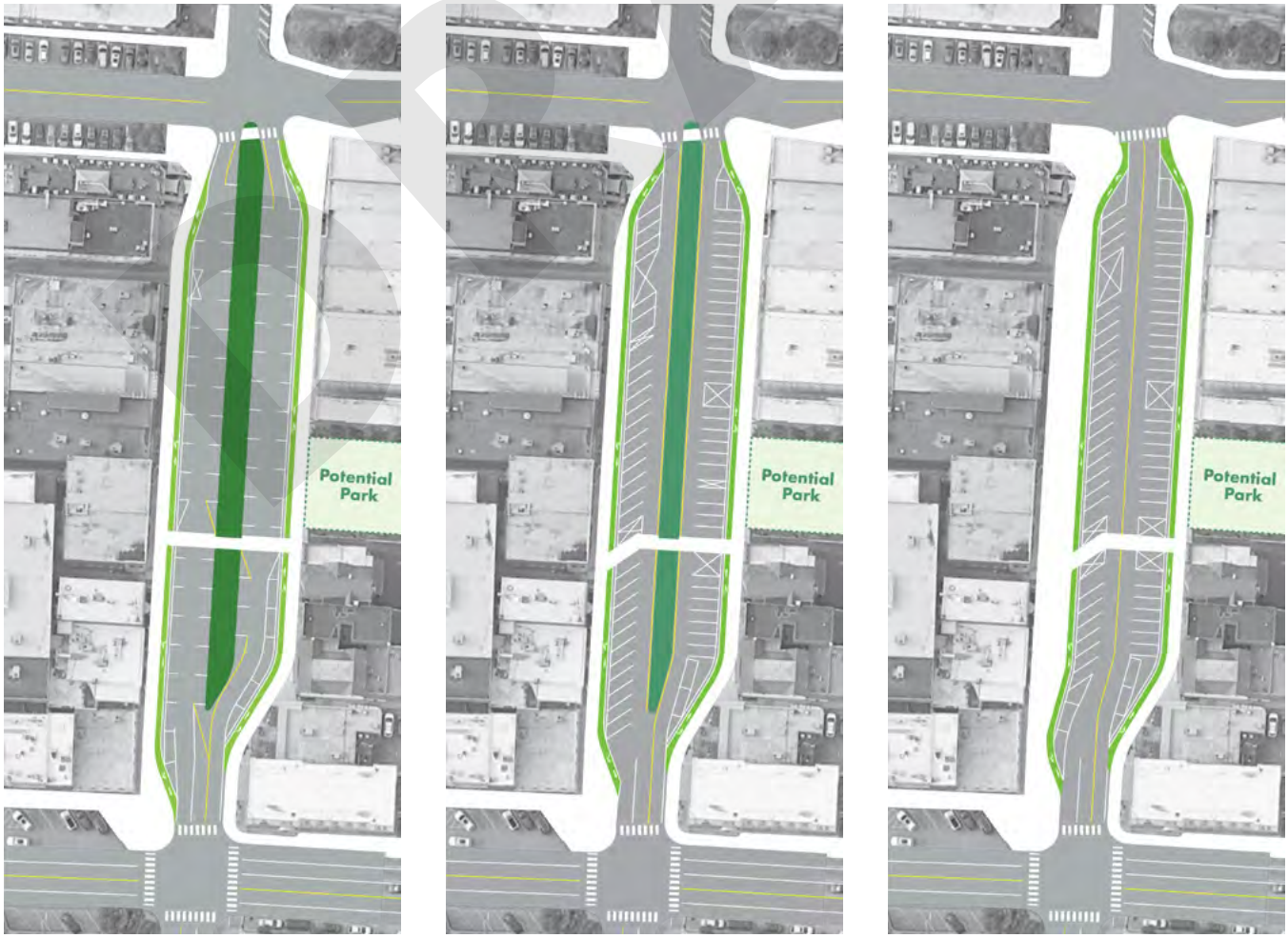


Figure 1. 2003 Comp Plan - Allee and Promenade (left), Landscaped Median (center), and Wide West Side Sidewalk (right).

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gateways, and encouraging mixed-use development near the train station. It also introduced concepts such as a North Wayne Avenue promenade, town commons spaces, structured parking, and transit-oriented development, many of which were explored in detail through the subsequent Wayne Business District Master Plan. Concepts for North Wayne Avenue included an allee and promenade, a landscaped median, and a widened west-side sidewalk, each balancing pedestrian and public-space improvements with changes to parking.

2006 Wayne Master Plan

Building on the Comprehensive Plan, the Wayne Business District Master Plan provided a detailed vision for the future of Downtown Wayne. The plan focused on balancing the needs of pedestrians and vehicles while preserving Wayne's small-town character. Major recommendations included wider sidewalks, enhanced pedestrian crossings, improved streetscape elements, expanded public gathering spaces ("Commons"), structured parking opportunities, and redevelopment incentives through a proposed overlay district. The plan also identified three "Special Use Areas" as locations for potential mixed-use redevelopment:

1. North Wayne Municipal Lot/Train Station area
2. South Wayne Municipal Lot/Post Office area
3. Bellevue Park & Walk (AT&T Lot)

While some pedestrian improvements and streetscape enhancements have been implemented over time, and major Special Use redevelopment is now underway at the AT&T Lot along West Avenue, other larger concepts like the Commons remain unrealized.

2011 US 30 Corridor Study (DVRPC)

The DVRPC US 30 Corridor Study examined Wayne within the broader Lancaster Avenue corridor and focused on safety and mobility improvements. The study identified traffic congestion, pedestrian safety concerns, high vehicle speeds, access management issues, and conflicts created by angle parking as key challenges. Recommendations included enhancing gateway treatments at the eastern and western entrances to downtown, improving sidewalk continuity, upgrading pedestrian crossings, exploring transit-oriented development near Wayne Station, installing a planted median along North Wayne Avenue, converting selected pull-in parking spaces to back-in angle parking, and improving safety at the Aberdeen Avenue and Bloomingdale/Banbury intersections. Several pedestrian and traffic improvements have been implemented, while other recommendations continue to guide discussions on downtown mobility and streetscape enhancements.

2015 Green Ways and Open Space Plan

The Plan focused on strengthening connections between parks, trails, neighborhoods, and commercial areas throughout Radnor Township. Within Wayne, the plan emphasized improving pedestrian and bicycle connectivity, enhancing access to public open spaces, and integrating green infrastructure into future streetscape and redevelopment projects. The plan reinforced the importance of walkability, streetscape improvements, and public gathering spaces in the town center while encouraging better connections between Downtown Wayne, surrounding neighborhoods, and regional trail networks. Many of its recommendations complement earlier planning efforts by supporting a more connected, walkable, and attractive downtown environment.

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Figure 2. Previous Plans Recommendations

Proposed North Wayne Ave (DVRPC 2011)



Create a European-style promenade with seasonal uses like kiosks & outdoor cafés, reconfigure parking, with separate one-way lanes with a landscaped median strip, & strengthen connections to surrounding retail. (CompPlan 2003) **See Public Realm | North Wayne Avenue Board for more discussion**

Reconfigure and reconstruct pedestrian crossing at the intersection. (WMP 2006)

New public parking lot created as part of 60 West Avenue redevelopment project. Scheduled to open 11/3/2025

Create mixed-use buildings with structured parking on the AT&T Parking Lot. (WMP 2006) Residential building construction to start late 2025 - early 2026.

Make pedestrian improvements. (DVRPC, 2011)

Create Western Gateway. (DVRPC 20011)

Add mid-block crossing at parking lot entrances & exits for safer access. (WMP 2006)

Add landscaped islands between back-in angled parking & sidewalk. (CompPlan 2003)

Create safer, more connected sidewalks for pedestrians. (DVRPC 2011)

Create Wayne commons with serpentine sidewalk. (WMP 2006)

Create a pedestrian crossing connecting the Commons to the theater & nearby retail. (WMP 2006)

Add multi-use trails. (GWOSP 2015)

Create mixed-use buildings with structured parking on the municipal parking lot. (WMP 2006)
The lot was improved to include stormwater management as identified in the Stormwater Master Plan, precludes construction of building & parking structure.

West Ave

S Bellevue Ave

Bloomingdale Ave

W Wayne Ave

S Wayne Ave

Anthony Wayne Theatre

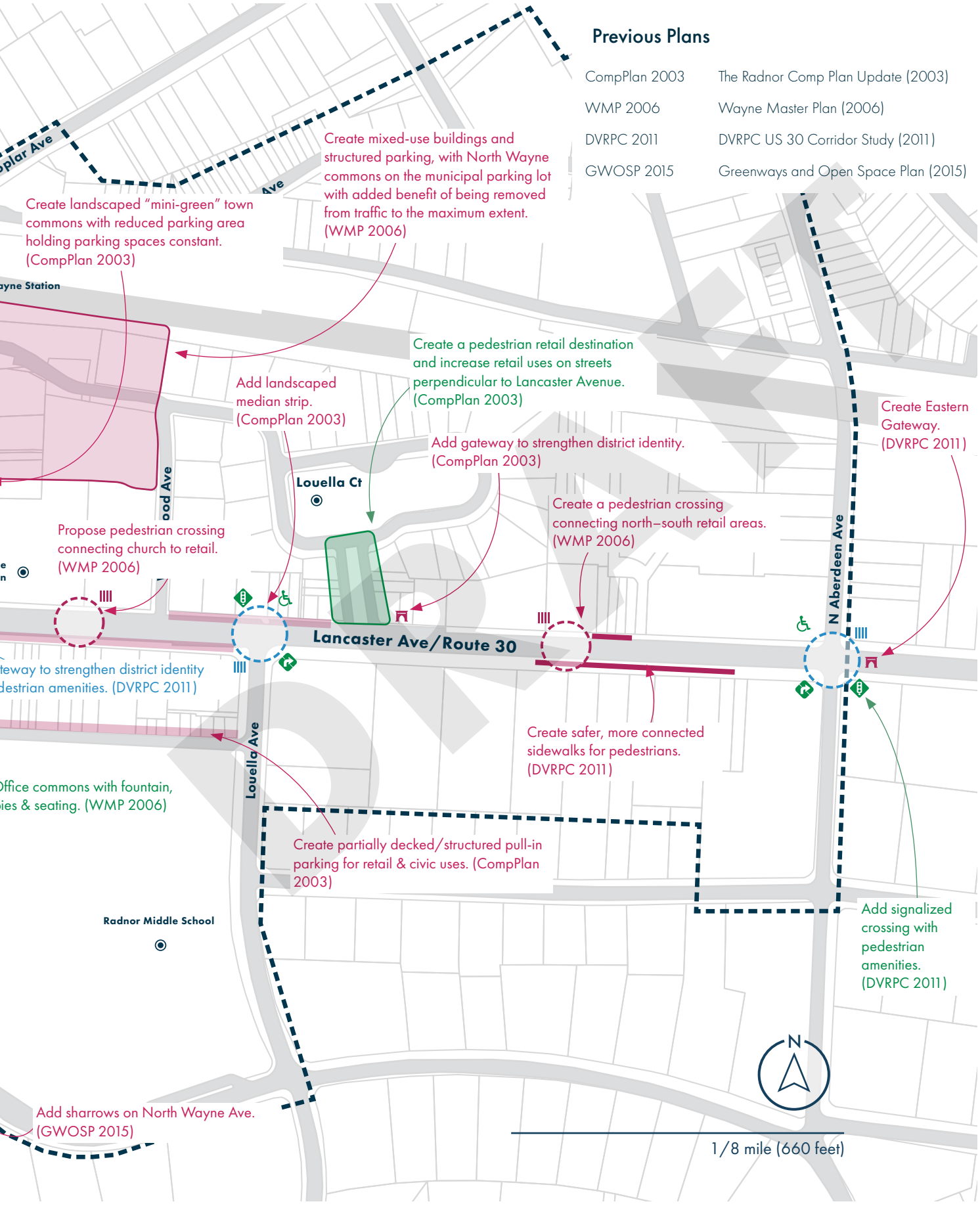
Post Office

Radnor Memorial Library

Legend

- Landmark
- Make No Right on Red
- Create Gateway
- Improve Crosswalk
- Add Curb Ramps
- Install Pedestrian Signals
- Intersection & Street Improvements
- Improve On-Street Parking
- Enhance Sidewalks
- Install Bicycle Facilities
- Special Uses Areas

Implemented | Partially Implemented | Not Implemented | Un-Planned Improvements


Previous Plans
CompPlan 2003 The Radnor Comp Plan Update (2003)
WMP 2006 Wayne Master Plan (2006)
DVRPC 2011 DVRPC US 30 Corridor Study (2011)
GWOSP 2015 Greenways and Open Space Plan (2015)
Create mixed-use buildings and structured parking, with North Wayne commons on the municipal parking lot with added benefit of being removed from traffic to the maximum extent. (WMP 2006)
Create landscaped "mini-green" town commons with reduced parking area holding parking spaces constant. (CompPlan 2003)
Create a pedestrian retail destination and increase retail uses on streets perpendicular to Lancaster Avenue. (CompPlan 2003)
Add landscaped median strip. (CompPlan 2003)
Add gateway to strengthen district identity. (CompPlan 2003)
Create Eastern Gateway. (DVRPC 2011)
Louella Ct
Propose pedestrian crossing connecting church to retail. (WMP 2006)
Create a pedestrian crossing connecting north–south retail areas. (WMP 2006)
N Aberdeen Ave
Lancaster Ave/Route 30
teway to strengthen district identity
destrian amenities. (DVRPC 2011)
Louella Ave
Create safer, more connected sidewalks for pedestrians. (DVRPC 2011)
Office commons with fountain,
ies & seating. (WMP 2006)
Create partially decked/structured pull-in parking for retail & civic uses. (CompPlan 2003)
Radnor Middle School
Add signalized crossing with pedestrian amenities. (DVRPC 2011)
Add sharrows on North Wayne Ave. (GWOSP 2015)
N
1/8 mile (660 feet)

DEVELOPMENT ACTIVITY

Recent approved and in-process projects reflect continued interest in reinvestment, mixed-use development, and center-oriented living within Downtown Wayne. Together, these projects add new housing, retail, restaurant, and office space while also highlighting important planning considerations related to parking, pedestrian improvements, building design, and the overall character of the downtown.

60 West Avenue: Also known as 101 Bellevue, this is an approved 45-unit condominium project that includes a retail space as well as ground-floor on-site parking and a green roof for improved stormwater management. The project is pursuing LEED certification and includes an agreement to lease the West Avenue parking lot to the Township, as well as a $450,000 contribution toward pedestrian and motorist improvements in the area.

118-120 North Wayne Avenue: An application for a proposed mixed-use project has been submitted for the site but is still in review as of the date of publication of this draft.

150 & 168 East Lancaster Avenue: This is an approved mixed-use project that includes 24 residential rental units, 10,000 square feet of retail or restaurant space, and 36 underground parking spaces for the apartments. The project also received zoning relief from restaurant parking requirements.





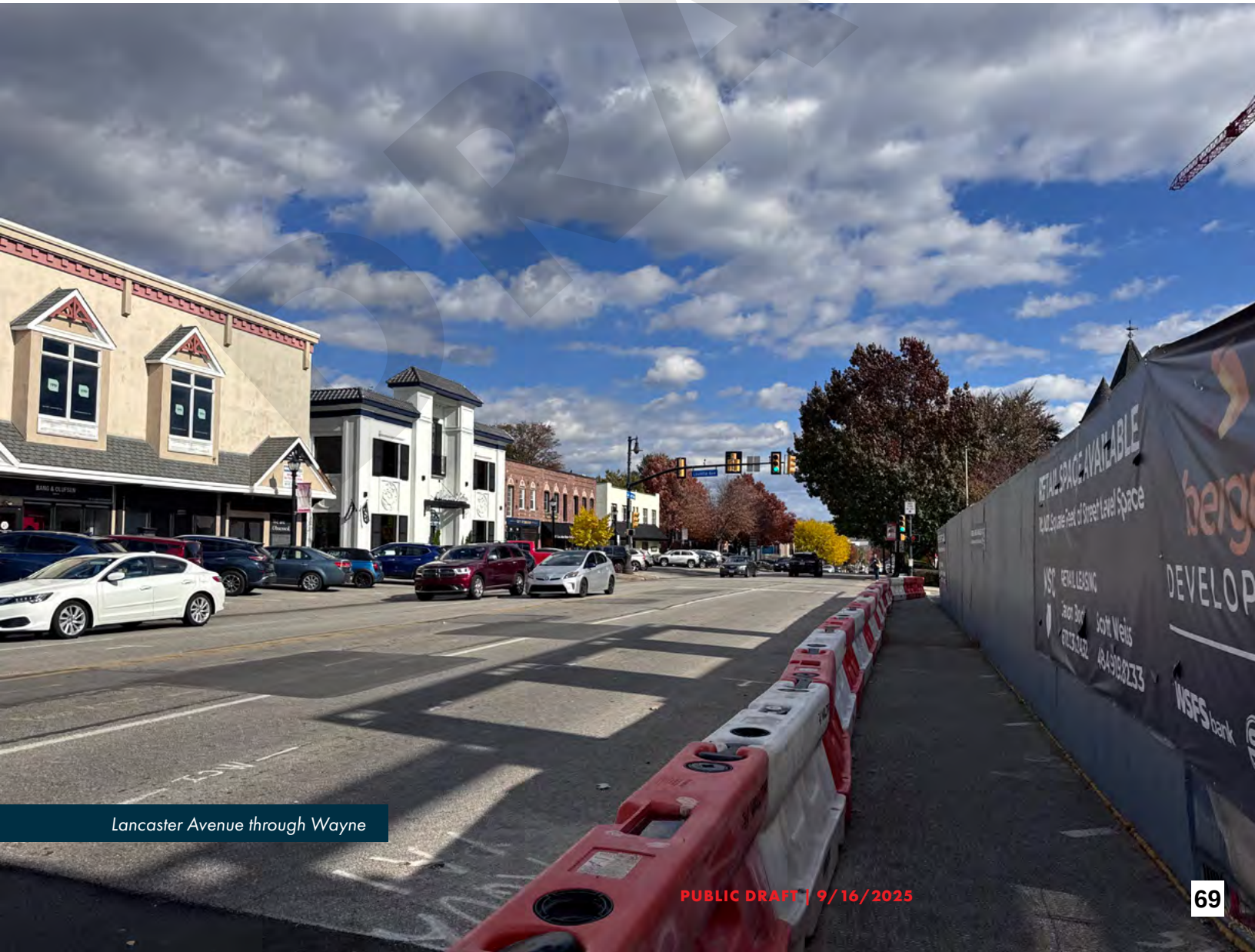
Above: 60 West Avenue (also known as 101 Bellevue)

Below: 150 and 168 East Lancaster Avenue

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Upcoming Work

The Wayne Master Plan will coordinate with several ongoing and upcoming initiatives to ensure a holistic approach to the downtown's future. In December 2025, Radnor Township was awarded a federal Safe Streets and Roads for All (SS4A) grant. This funding facilitates supplemental safety planning activities and road safety audits along Route 30 to identify crash risks and develop planning-level safety concepts in coordination with PennDOT, Delaware County, and the Delaware Valley Regional Planning Commission (DVRPC). Additionally, the recommendations established within this Master Plan will help inform a comprehensive zoning update for the Township, ensuring that future land use and development regulations directly align with the community's vision for Downtown Wayne.



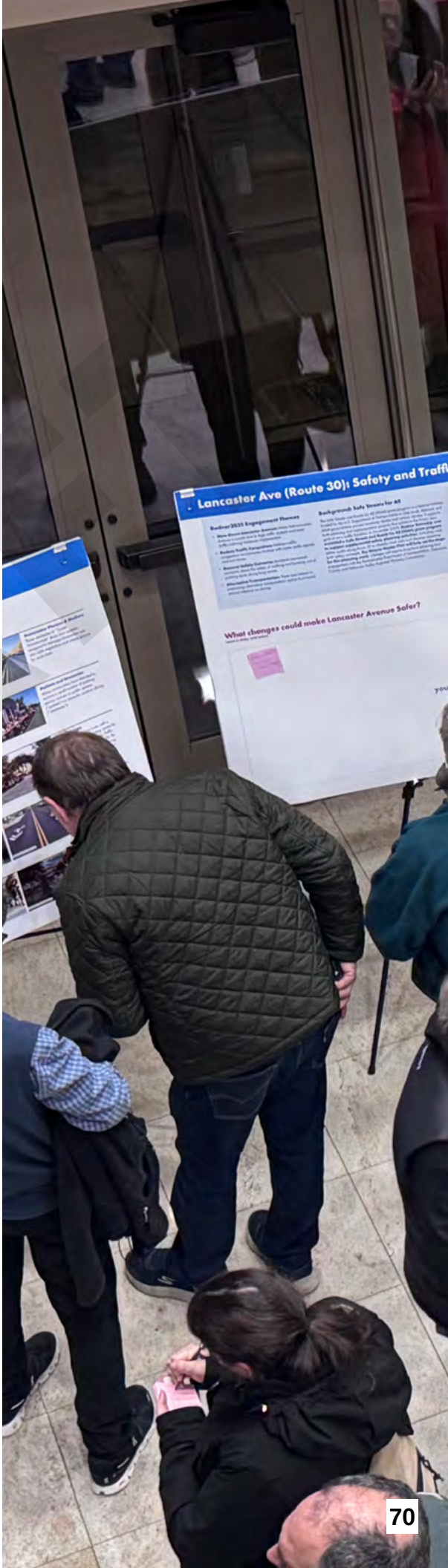
Lancaster Avenue through Wayne

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COMMUNITY ENGAGEMENT

Community engagement for the Downtown Wayne Master Plan was designed to ground future decisions in the lived experience, values, and long-term aspirations of the community. Through surveys, open houses, and public meetings, residents identified what they appreciate most about Downtown Wayne today, including its walkability, historic character, local businesses, and civic institutions. Simultaneously, participants pointed to critical areas where targeted improvements are needed.

This input provides a clear foundation for shaping recommendations that reflect community priorities. The goal of this process was not only to gather feedback, but to understand where there is broad agreement and where thoughtful planning can make a meaningful difference, ensuring that future investments, policies, and design decisions strengthen Wayne's identity as both a daily destination and a regional draw.



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EXIT
Public Realm | Sidewalks
your ideas
Housing and Development
Approved and In-Process Projects
What would you want see included in any new development in Wayne?



Plan Promotion and Outreach

Throughout the planning process, the Township implemented a coordinated community engagement effort to ensure broad participation from residents, business owners, property owners, and visitors to Downtown Wayne. Engagement opportunities were promoted through a combination of digital and print outreach, including:

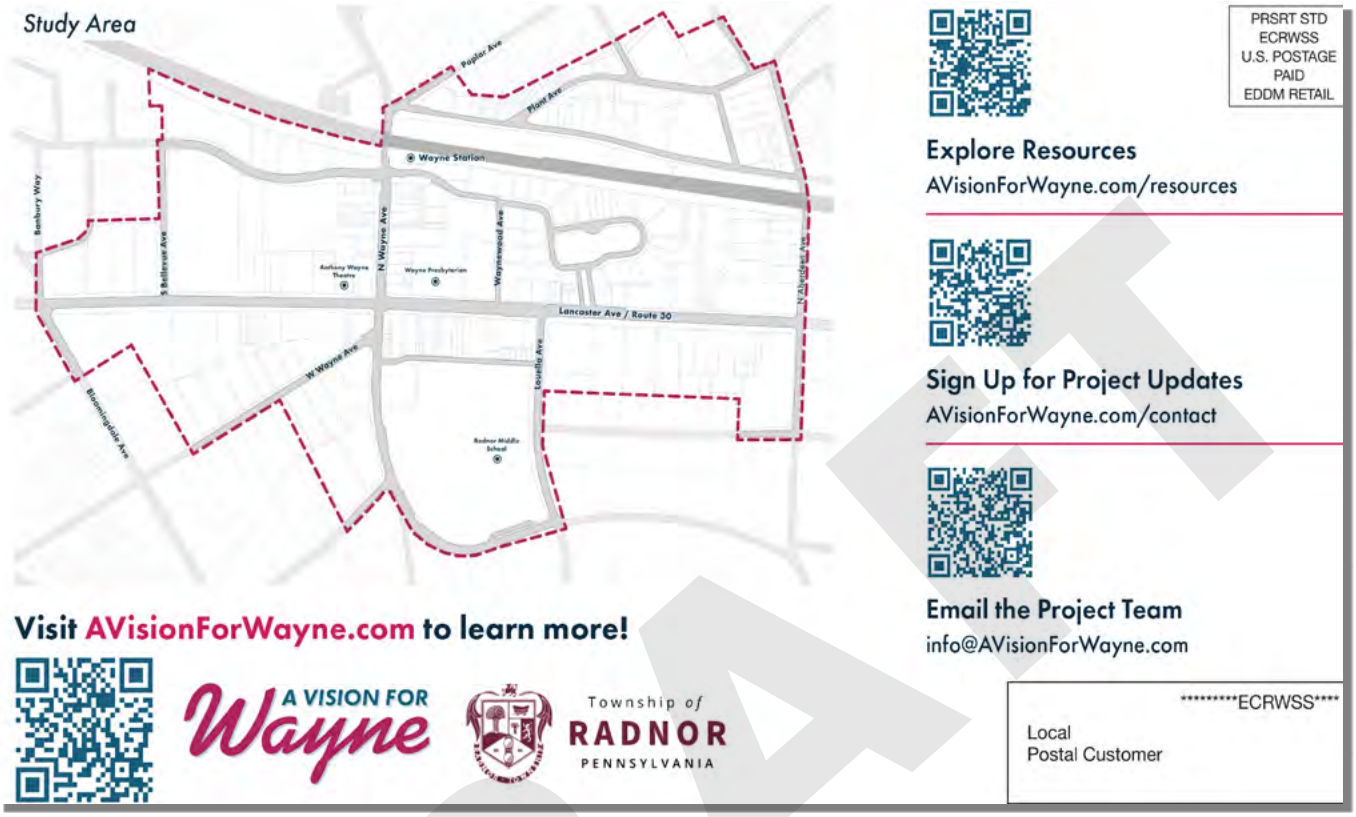
1. Township social media posts announcing meetings, workshops, and surveys
2. Flyers distributed throughout the Wayne area
3. An Every Door Direct Mail (EDDM) outreach effort to notify households of engagement opportunities

The project website, **www.AVisionForWayne.com**, served as the central hub for information about the planning process. Community members could learn about the purpose of the Plan, review background materials, find upcoming engagement opportunities, and access project updates. The website provided ongoing access to materials and information throughout the planning process.

These promotion efforts were intended to ensure broad awareness of the planning initiative and provide multiple ways for individuals to stay informed and involved.



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Public Workshops

Two interactive open houses, one in Wayne and one in the Township Building, engaged nearly 190 participants through mapping exercises and scenario evaluations, gathering place-based input on walkability, parking, public space, retail mix, and future development scale.

Stakeholder Interviews

Targeted discussions with local business owners, civic and religious institutions, property representatives, Township departments, and regional transportation agencies (including Amtrak, PennDOT, SEPTA, and DVRPC) provided critical insight into operational conditions, economic trends, and implementation constraints.

Online Survey

A digital survey generated 373 responses, capturing broad community priorities, concerns, and demographic connections to the downtown. The survey collected broad input on what residents, business owners, and stakeholders value most about Downtown Wayne, while identifying shared priorities for improvement across retail mix, walkability, traffic, public space, housing, and development.

Parking Specific Survey

As the project progressed, there was a desire to get more information from those parking in Wayne. As such, the Township developed a survey and went to Wayne to distribute it directly to people parking in the area. The additional 432 responses confirmed the findings from the first survey, while providing important additional details.



Overall Vision and Core Themes

It is clear that people care deeply about Wayne, viewing the downtown as the heart of the community and a place where people come together. There is strong pride in its quality, character, and overall strength as a complete and active center, with shops, restaurants, civic spaces, transportation options, and housing all within walking distance. Looking ahead to the next ten years, residents want to see continued improvement that builds on what already works well, rather than change that alters its core identity. The shared vision is to strengthen these existing assets while preserving the character that makes Wayne feel distinct and connected.

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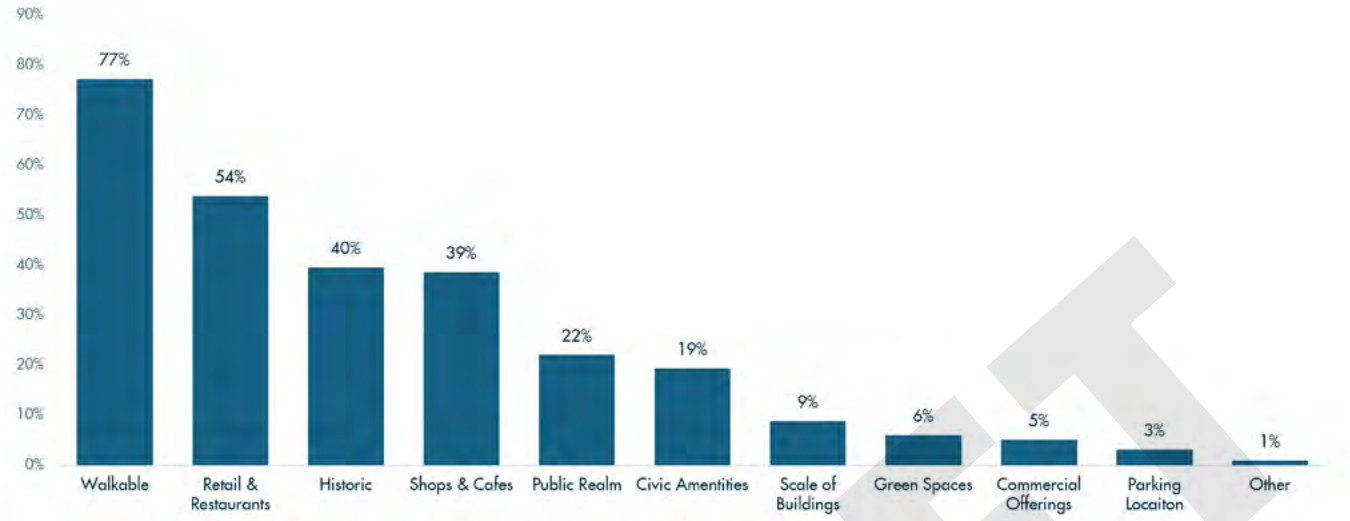


Figure 3. **Survey responses: What do you love most about Downtown Wayne?**

> *I would say that areas of downtown Wayne should be tweaked and the character enhanced, rather than needing major development. Encouraging retail, reopening the theater and expanding walkability along Lancaster Ave are priorities.*

> *Currently the crosswalk at Lancaster and N. Wayne Ave. favors traffic not people. Therefore people get tired of waiting for the walk light and cross the street. I have seen several people almost get hit by vehicles because they have to wait so long to cross. I think that intersection should favor pedestrians in the timing of the lights instead of favoring traffic.*

A Historic, Walkable Hub. Wayne is highly valued for its historic village character and human-scaled streets. Its compact mix of uses, where homes, shops, civic institutions, and transit are situated close together, is a defining strength that creates an active, well-connected community.

Balancing Daily Needs and Regional Appeal. Wayne serves as both a regional dining destination and a reliable community hub. To maintain this balance, participants strongly prioritized expanding everyday shops and local services to complement the restaurant base and support daily life.

Context-Sensitive Reinvestment. While open to reinvesting in underutilized public spaces, participants voiced strong concerns about over-development. Future growth is supported only if it carefully aligns with the downtown's existing scale and enhances, rather than alters, the village experience.

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WHAT PEOPLE SAID

Mobility and Transportation

Mobility and transportation emerged as a central theme throughout the community engagement process. While biking, transit, and driving were all part of the conversation, the strongest emphasis remained on the quality and comfort of moving through downtown on foot. Overall, community input reflects a desire to ensure that mobility decisions reinforce Downtown Wayne's identity and support a safe, balanced, and people-oriented town center.

Walkability and Safety. Walkability ranked as the most valued quality of the downtown experience. Consequently, pedestrian safety, specifically safer crossings, continuous sidewalks, and traffic calming, emerged as the top priority for improvement. Lancaster Avenue was frequently cited as the biggest mobility challenge, with participants noting that traffic speeds and crossing conditions feel out of step with the scale and character of a walkable village.

Enhancing Alternative Transportation. Participants encouraged prioritizing protected bike lanes, better bike parking, and safer routes along major roads like South Wayne Avenue. Transit was generally viewed as a strong existing asset. Notably, many respondents who drive instead of using rideshares indicated their trips to Wayne are part of broader daily errands, meaning visits are often part of existing routines rather than standalone trips.

> *If Wayne was more pedestrian friendly, it may ease some of the parking issues as many residents like to walk into town.*

> *More Crosswalks in downtown for greater access. Maintain sidewalks. Indirectly groom nearby trails for walk access during snow months.*



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Parking and Loading

Parking was consistently raised as an important topic of discussion, generating strong opinions. Survey results show that it ranks below pedestrian comfort, public space improvements, and retail diversity as a priority for investment. As can be seen in Figure 4, for most respondents, parking does not prevent visits to Downtown Wayne. Moreover, 70% of respondents to the parking specific survey (Figure 5) noted that the parking experience Wayne was the same or better than that in similar areas (Adrmoe, Bryn Mawr, West Chester, Media, and Phoenixveille). The follow up survey also found that cost (5%) was the least important factor for respondents relative to availability (55%), proximity (35%), and other factors (5%).

Nonetheless, convenience remains an important consideration. For example, parking in South Wayne and West Avenue Lots are seen as less desirable because they are less convenient. Overall, the discussion points to the need to balance convenient driver access with Downtown Wayne's walkable character and broader mobility goals.

Prioritizing Convenience and Clarity. While a frequent topic, parking availability ranked below pedestrian comfort, public space, and retail diversity as an investment priority. A majority of respondents reported that parking rarely prevents them from visiting. When concerns arise, they stem from a desire for convenient spaces close to destinations rather than a total lack of spots or pricing. Feedback focused heavily on improving parking management through better signage, clearer rules, and simplified parking kiosks.

Managing the Curbside. Localized congestion and pedestrian discomfort are frequently caused by curbside conflicts, especially along North Wayne Avenue. Participants frequently cited "double parking and short term stopping" from deliveries and ride-shares as an operational priority to address.

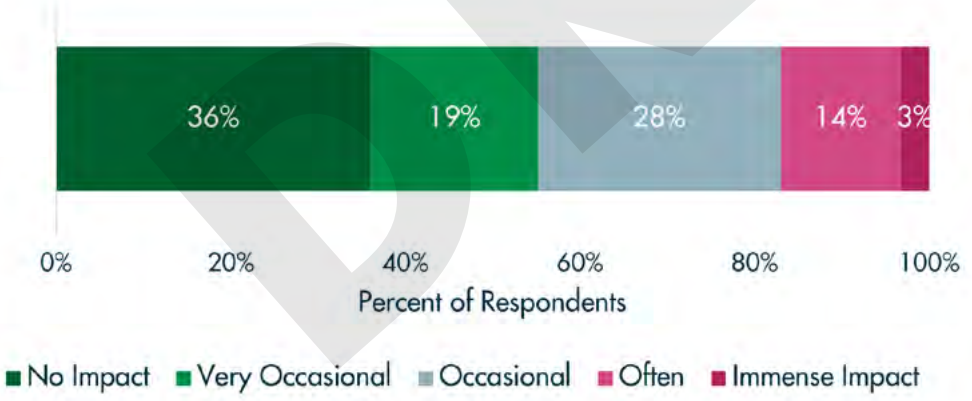


Figure 4. **Survey responses: Do current parking conditions affect your willingness to visit Wayne?**

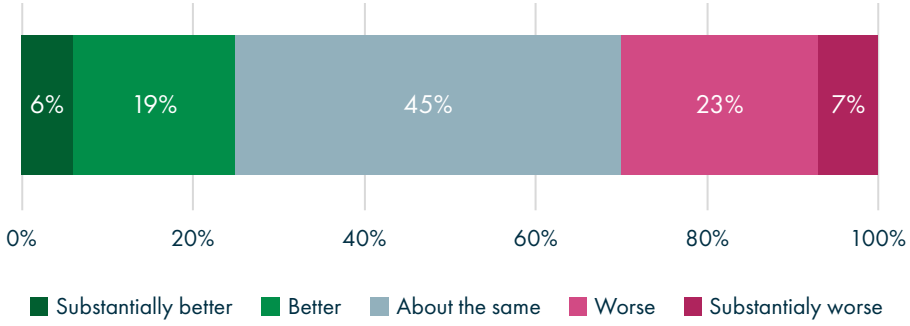


Figure 5. **Survey responses: Relative to other town centers in the region (e.g. Ardmore, Bryn Mawr, West Chester, Media, Phoenixville), how would you describe your parking experience in Wayne?**

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Public Space and Streetscape

Public space and streetscape improvements emerged as one of the strongest and most consistent themes throughout the engagement process. Participants see the quality of sidewalks, trees, lighting, seating, and gathering spaces as central to the downtown experience. These elements shape how comfortable, welcoming, and active Downtown Wayne feels on a daily basis.

Prioritizing Comfort and Character. Public space upgrades ranked among the top investment priorities. Participants strongly supported adding continuous sidewalks, street trees, landscaping, and lighting, particularly to provide essential shade along Lancaster and North Wayne Avenues. Crucially, these upgrades must utilize consistent materials that reflect Wayne's historic village scale.

Creating Places to Linger. Community input reflects a strong desire for inviting spaces that encourage people to stay. Participants supported adding shaded green areas, café-style seating, and flexible zones capable of hosting outdoor dining and larger community events.

> *"Wayne movie theater could be a perfectly viable space if used properly. I don't know if we need new restaurants, but maybe a small arcade type market in there.*

Community Assets

Community assets and anchors play an important role in shaping the identity and daily life of Downtown Wayne. Participants highlighted the library, theater, train station, and other longstanding community spaces as key reasons they visit and value the downtown. Preserving these historic assets while supporting flexible gathering spaces, cultural programming, and public life is seen as essential to strengthening Downtown Wayne as both a daily destination and a place for shared community experiences.

Anchors of Daily Life. Civic and cultural institutions, including the library, post office, churches, senior center, and train station, are vital community anchors. Nearly half of respondents visit these locations frequently. Participants expressed interest in surrounding these anchors with flexible public spaces for everyday use and special events.

Preserving the Anthony Wayne Theater. The theater was repeatedly highlighted as a critical historic and cultural asset. Participants strongly supported preserving the building while allowing for thoughtful reinvestment to expand its cultural or community-focused programming.

> *Outdoor dining areas and café-style seating Quiet seating areas for relaxation and people-watching Flexible open space for pop-ups, farmers markets, or art fairs."*

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Public Realm | North Wayne Avenue
What ideas do you have for North Wayne Avenue? How might the street be improved?
Inspirational Ideas
Stormwater Planters & Medians
These examples of "Green Infrastructure" show how systems designed to manage stormwater can also add vegetation and create spaces for more trees.
Parklets and Streeteries
Many communities have decided to remove a small number of parking spaces and put in public spaces ("parkets") or areas for outdoor dining ("streeteries").
Shared Streets
Shared streets replace curbs with a single level surface, blending space for walking, cycling, and driving. Traffic controls keep cars moving slowly. By encouraging walking and gathering, shared streets boost foot traffic and strengthen nearby businesses.
Bike Lanes
On-road bicycle lanes are identified in Greenways and Open Space Network and in Raleigh2035. Those can take many forms including shared bike and road lanes, dedicated lanes, and

Housing and Development

Housing and development were widely discussed during the engagement process, with a range of perspectives expressed about the future of growth in Downtown Wayne. Participants expressed strong support for maintaining an active commercial core, with particular interest in restaurants, retail, and mixed-use buildings that keep the ground floor active while adding housing above. Overall, responses show a desire to support economic activity while ensuring that any new housing fits within the character of the district.

Context-Sensitive Growth. Participants strongly supported maintaining an active commercial core by prioritizing space for restaurants and general retail. Many emphasized that future development should focus on the reinvestment of existing properties rather than large-scale expansion, ensuring new buildings match the existing village scale and do not overwhelm infrastructure or traffic capacity.

Housing for All Ages. As can be seen in Figure 6, if new housing is introduced, a clear majority indicated it must serve a diverse range of residents. This includes options affordable to the average Radnor resident, as well as housing for seniors to age in place within the walkable downtown.

> *North Wayne Ave could be Zoned to allow for higher building heights around the train station.*

> *Wayne needs affordable housing. Everything is a million dollars - what's with that?*

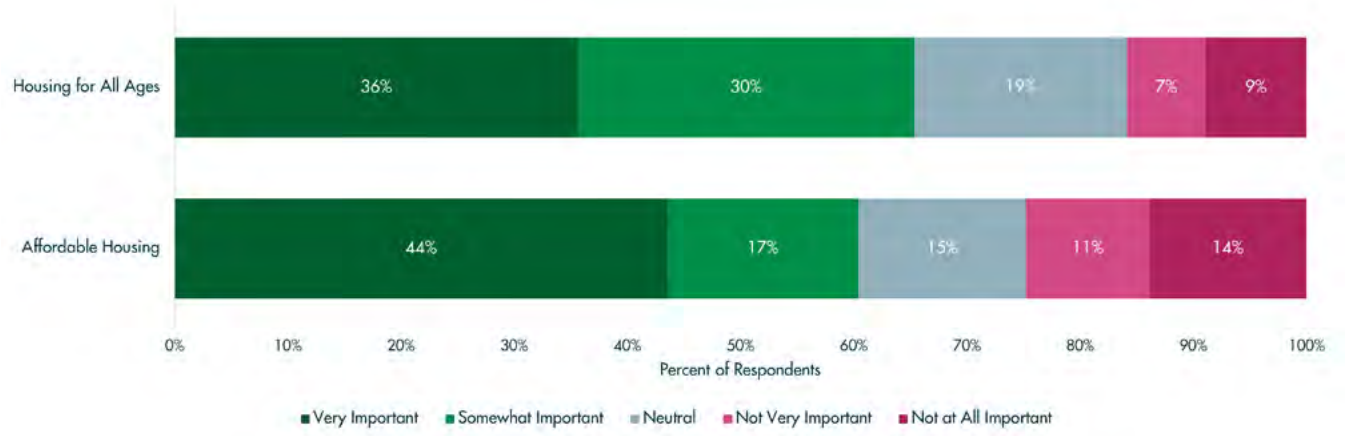


Figure 6. **Survey responses: If new housing is to be built in Wayne, how important is housing for all ages and affordable housing?**

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Retail and Business Mix

Retail and business mix emerged as a defining strength of Downtown Wayne, as well as an area with room to grow. Restaurants, cafés, and active storefronts are widely seen as valued parts of Downtown Wayne and the main reason people choose to visit. The overarching goal expressed by the community is to build on this strong dining base while adding more diverse retail options to create a comprehensive experience that encourages people to visit, stay, and return.

Diversifying the Retail Ecosystem. While the strong restaurant base is a defining draw as can be seen in Figure 7, diversifying the mix of shops and services was identified as a top area for improvement. Participants expressed a desire to expand local everyday and specialty retail to reduce trips to competing regional centers like King of Prussia and Suburban Square.

An Experience-Based Destination. A majority of respondents supported strengthening Wayne as an experiential destination by pairing locally owned businesses with outdoor dining, café seating, and flexible spaces for live music, markets, and pop-up events.

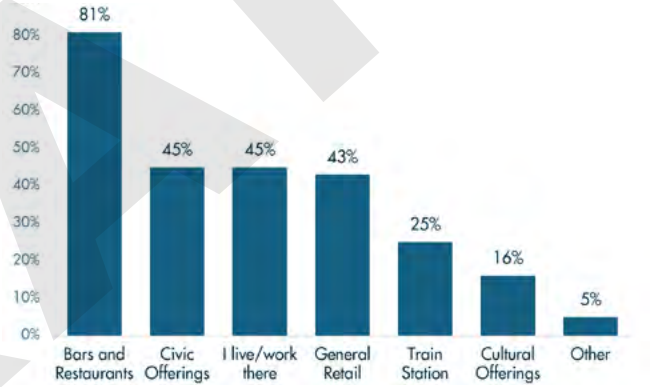


Figure 7. Survey responses: What are your most frequent reasons you come to Wayne?



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Location-Specific Areas

The engagement process revealed that the community has different tolerances for change and development depending on the specific location within the downtown.

North Wayne Avenue: Participants want to make this corridor more pedestrian-friendly through wider sidewalks and outdoor dining, while maintaining its active storefront feel. Concepts proposing a 24-foot wide sidewalk on the west side received the strongest public support, though residents emphasized that any changes must accommodate essential business deliveries and loading zones (Figure 8).

Lancaster Avenue Core vs. Auto-Oriented Edges: Within the historic core around the Wayne Theater, the focus is squarely on preservation, traffic calming, and pedestrian safety. However, in the more auto-oriented segments near Aberdeen Avenue and Banbury

> *North Wayne Avenue ... should be reduced in traffic preferably creating one lane so that green space and outdoor dining and pedestrian activity can be enhanced. Sidewalks all need to be reworked.*

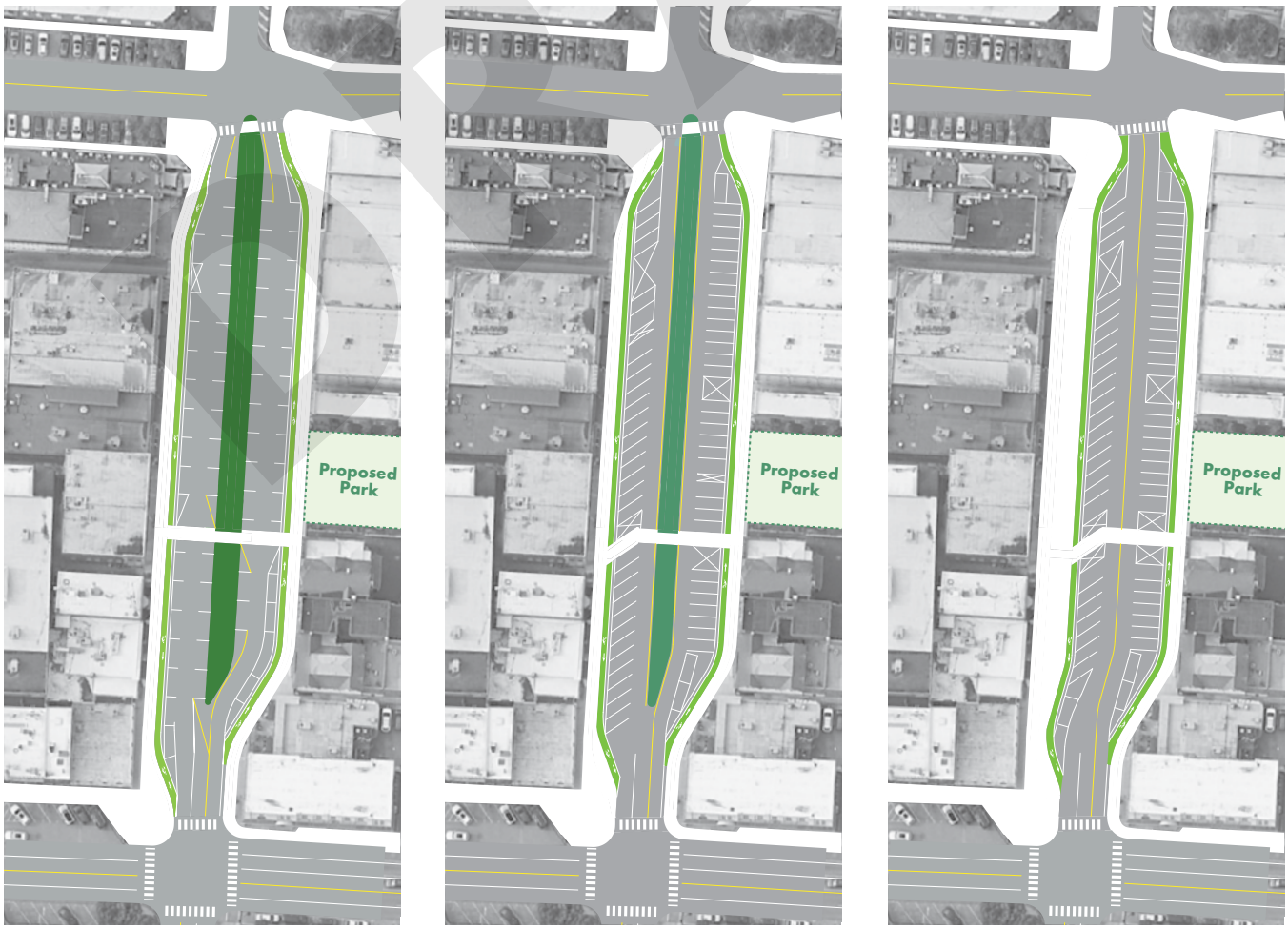


Figure 8. 2003 Comp Plan - Allee and Promenade (left), Landscaped Median (center), and Wide West Side Sidewalk (right).

Way, participants expressed much greater openness to moderate redevelopment and streetscape reconfigurations that better connect these edges to the center.

West Avenue and North Wayne Lot Parking Sub-Areas: Residents showed a strong openness to transformation along West Avenue and the North Wayne Lot area, which included properties between Waynewood Avenue and Louella Court. Given its central location, the Core Parking Area is viewed as a prime opportunity to rethink surface parking and introduce much-needed public green space. Similarly, participants advocated for integrating parks and better landscaping into the ongoing redevelopment around the AT&T building on West Avenue.

Plant Avenue and Pennsylvania Avenue Sub-Area: Compared to the historic core, participants showed the highest degree of comfort with larger-scale change in this northern sub-area. The community views this zone as highly flexible and ideal for adding community-oriented recreational amenities, such as exercise areas, dog parks, and public gathering spaces.



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In 2036, Downtown Wayne will continue to be t
town center on the Main Line, continuing a long
public and private investment to support a true c
will be a vibrant, active place for people of all a
backgrounds to live, learn, work, dine, shop, rela
The historic, walkable village character that resid
preserved and enhanced, ensuring the downtow
reliable hub for daily life and a celebrated regio

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tradition of leveraging
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A Premier Public Space

At the heart of this vibrant downtown will be a newly established, high-quality public space serving as the civic and social center of the community. This open-air gathering place will be a flexible, off-street destination designed to host seasonal events, local markets, and live performances, while also providing shaded seating and outdoor dining areas for everyday use. Serving as a true "town commons," this dynamic space will offer informal entertainment and recreation, encouraging visitors to linger, socialize, and connect. By thoughtfully integrating greenery, comfortable amenities, and structures that offer protection from the elements, this central hub will increase daily visitation and bind the community together, cementing Wayne's reputation as a welcoming, people-oriented destination.



*Image illustrates a vision for the space and **not** reflect a proposed design or program for the plaza.*

A proposed **park off of North Wayne Avenue** *creates a refuge and community space in Wayne.*

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A Multi-Modal Hub

Pedestrian comfort and safe, multi-modal mobility will continue to be a defining feature of the area. Sidewalks and streetscapes will be continuously improved and well-maintained, creating a comfortable and inviting environment for walking. The SEPTA station and local bus service will continue to provide a key mobility anchor that both serves as a regional transit hub and provides residents in the area transit options that reduce their reliance on personal vehicles. These enhancements will not only serve the daily needs of residents but will also invite visitors to easily explore the diverse businesses, civic institutions, and public spaces that make Downtown Wayne a unique and thriving community center.



*Image illustrates a vision for the space and **not** reflect a proposed design or program for the plaza.*

A proposed redesign of **North Wayne Avenue** *creates wide sidewalk that allows for more activity. A curbless street allows for more flexibility during major events.*

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A Place for Continued Investment

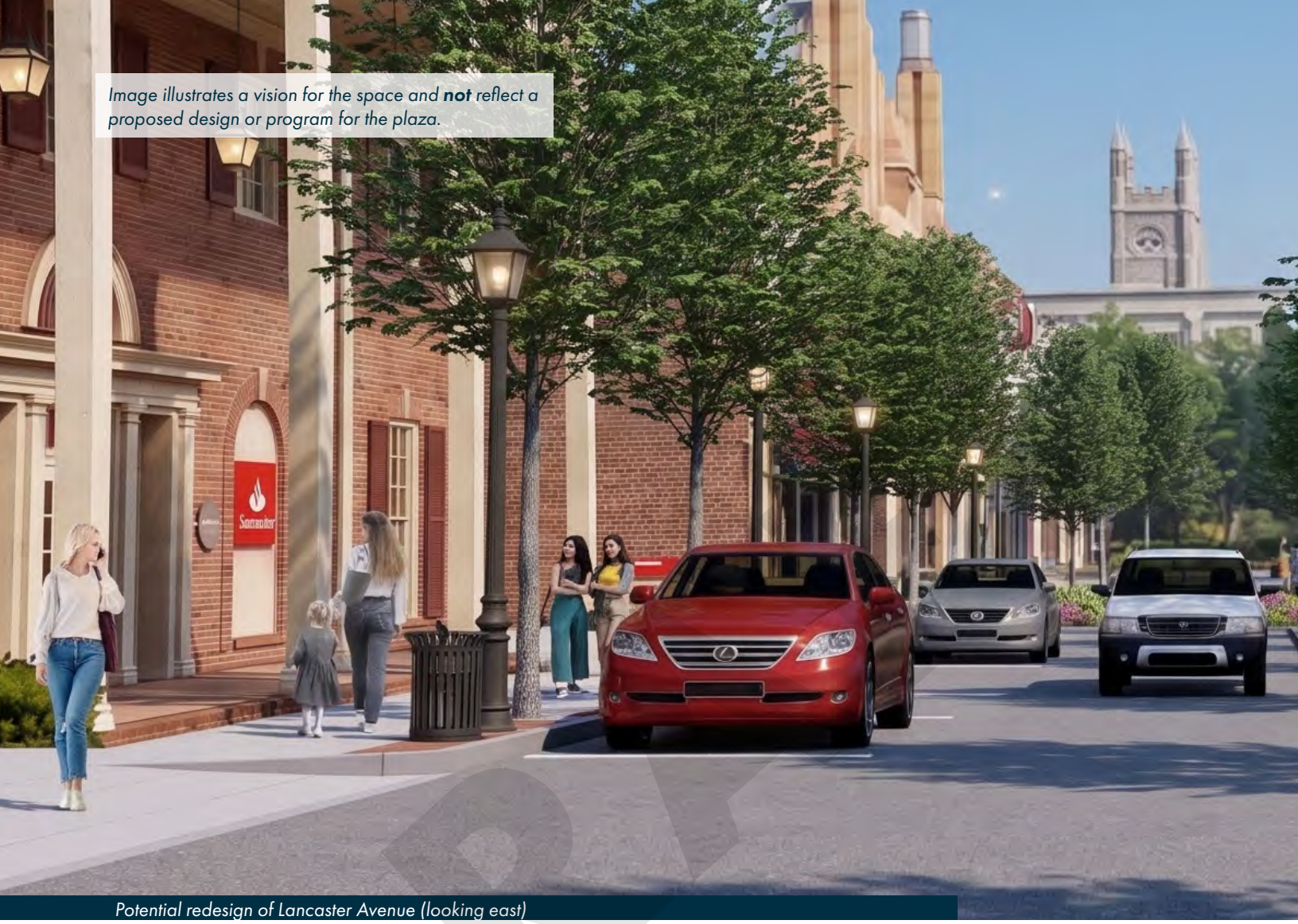
Strategic private investment will drive thoughtful new development, honoring Wayne's legacy as a balanced, mixed-use town center. Future projects will seamlessly integrate with the historic village scale and architecture, introducing a diverse array of housing options that allow long-time residents to age in place while welcoming new families and professionals. These thoughtfully designed buildings will keep the street level lively, expanding the downtown's vibrant mix of retail storefronts and dining establishments. By prioritizing reinvestment that respects the community's established character, Wayne will ensure its commercial core remains dynamic and economically resilient, carrying its rich tradition of community building into the future.



A Balanced Retail Environment

The retail and dining experience will be a compelling, "browse-worthy" destination, filling a leisurely afternoon or evening with diverse activities. Wayne will stand out from its competitors through its genuine "main street" feel, particularly along North Wayne Avenue. The Township and local stakeholders will continue to work to attract local-serving retail options that serve as the foundation of a traditional town center. This mix will provide a one-of-a kind mix of authenticity, walkability, and a curated mix of distinctive boutiques, small chain-lets, and select brands. This engaging street-level environment, anchored by high-quality food, beverage, and entertainment venues, will cater to both established residents and new families, attracting consistent foot traffic from across the broader region.

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Potential redesign of Lancaster Avenue (looking east)

A Premier Parking Experience

A seamless, intuitive parking experience will reflect the high quality of the surrounding community. Parking will be treated as a dynamic, actively managed resource rather than a passive operational service. Strategic management, clear wayfinding, and user-friendly technology will balance supply and demand, ensuring that finding a parking space is convenient and predictable. This actively managed system will support economic vitality and improve mobility, making the journey to and from destinations a premium experience that reinforces Wayne's identity.

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A proposed redesign of **West Lancaster Avenue** *creates a more pedestrian-friendly street that is more attractive for shopping.*

A Resilient Town Center

As Wayne continues to evolve, a steadfast commitment to sustainability and resilience will protect the downtown and its surrounding neighborhoods. Innovative stormwater management practices, such as integrated green infrastructure, permeable streetscapes, and subsurface systems, will be seamlessly woven into both public improvements and private development. Projects ranging from new public commons to enhanced parking facilities will double as environmental assets, actively mitigating runoff and reducing flooding risks. By proactively addressing these environmental challenges through sustainable design, Downtown Wayne will ensure its infrastructure is as resilient and enduring as its historic character.

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RECOMMENDATIONS SUMMARY

To realize the 2036 vision for Downtown Wayne as the premier suburban town center on the Main Line, the Wayne Master Plan presents an integrated, actionable framework for future public and private investment. Rather than altering the town's established identity, the plan's recommendations build upon Wayne's historic, walkable village character while modernizing its infrastructure, mobility options, and economic foundation. Crucially, these strategies are interconnected; they cut across public realm design, parking management, retail stewardship, land use, and environmental sustainability, ensuring every initiative directly advances the overarching vision for the community.

Multi-modal mobility and public realm

Strengthening walkability and public life serves as the foundation for downtown vitality. High-level strategies focus on enhancing the public realm and placemaking alongside improving pedestrian safety and aesthetics. Key initiatives include transforming underutilized land to create a premier public space on North Wayne Avenue, establishing a flexible civic gathering space. To improve multi-modal safety and corridor cohesion, the Township will redesign North Wayne Avenue with expanded sidewalks and dedicated bike facilities. Additionally, the plan outlines a broad strategy to implement safety and traffic calming on Lancaster Avenue, incorporating targeted streetscape, access management, and shared parking improvements

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across both East and West Lancaster Avenue to transform auto-oriented edges into safe, attractive walking environments.

Active parking and infrastructure management

To support economic activity without straining municipal resources, parking must transition into an actively managed dynamic system. Establishing a dedicated financial model to create a special revenue or enterprise fund with parking revenues ensures user fees directly support downtown capital and mobility projects. System upgrades include plans to invest in new meter technology and integrate smart parking technology to modernize user experience and data collection. Supply efficiency will be achieved by policy updates to modify the permit system, adjust rates and hours, and pursue shared parking agreements with private lot owners to unlock hundreds of underutilized off-street spaces throughout the district. In addition, the plan identifies strategic locations to expand supply.

Proactive retail and business ecosystem

Downtown Wayne's low storefront vacancy requires intentional stewardship to maintain a diverse, "browse-worthy" business mix. Economic development efforts will focus on proactive business attraction, led by plans to establish and maintain an information clearinghouse to match tenants and brokers and prospect for tenants on behalf of Downtown Wayne's landlords and brokers. These initiatives will actively recruit boutique comparison goods retailers and independent operators to balance the dining base. Policy protections, including plans to retain requirement for ground-floor retail tenancy within Downtown Wayne and offer targeted business incentives, will safeguard active streetscapes and preserve district authenticity.

Context-sensitive land use and environmental resilience

Land use and sustainability strategies ensure development matches Wayne's historic scale. Zoning updates will regulate for context-sensitive design with third-story step-backs and traditional frontage standards, while supporting catalyst projects such as efforts to support the reopening of the Wayne Theater and plans to extend Downtown along West Avenue. To protect established civic assets, the Township will remove South Wayne from Special Use Designation. Finally, resilience is embedded across all physical projects by strategies to integrate stormwater with public realm improvements and leverage private redevelopment to reduce flooding and heat-island effects.

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RECOMMENDATIONS

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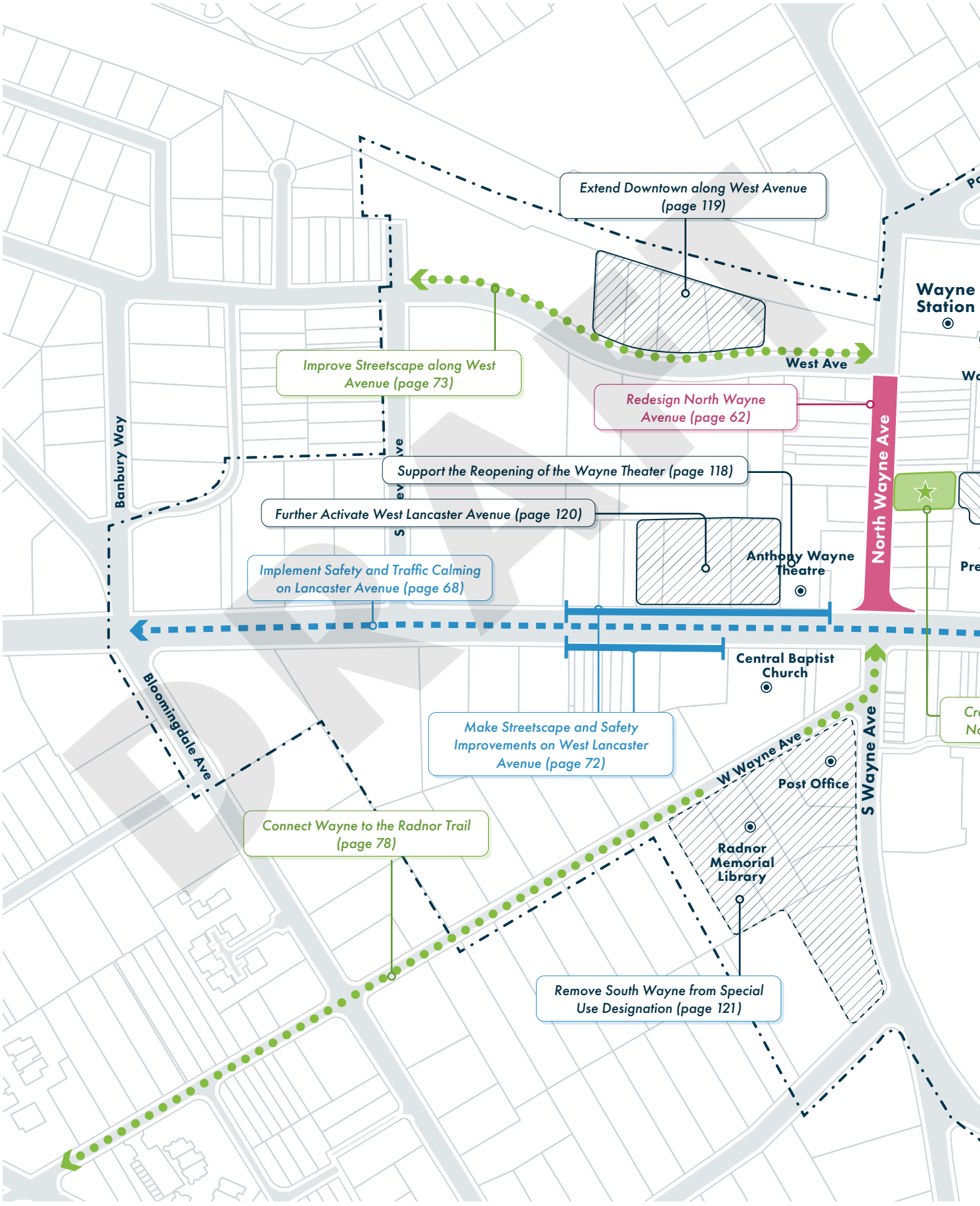
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Figure 9. Recommendations Map



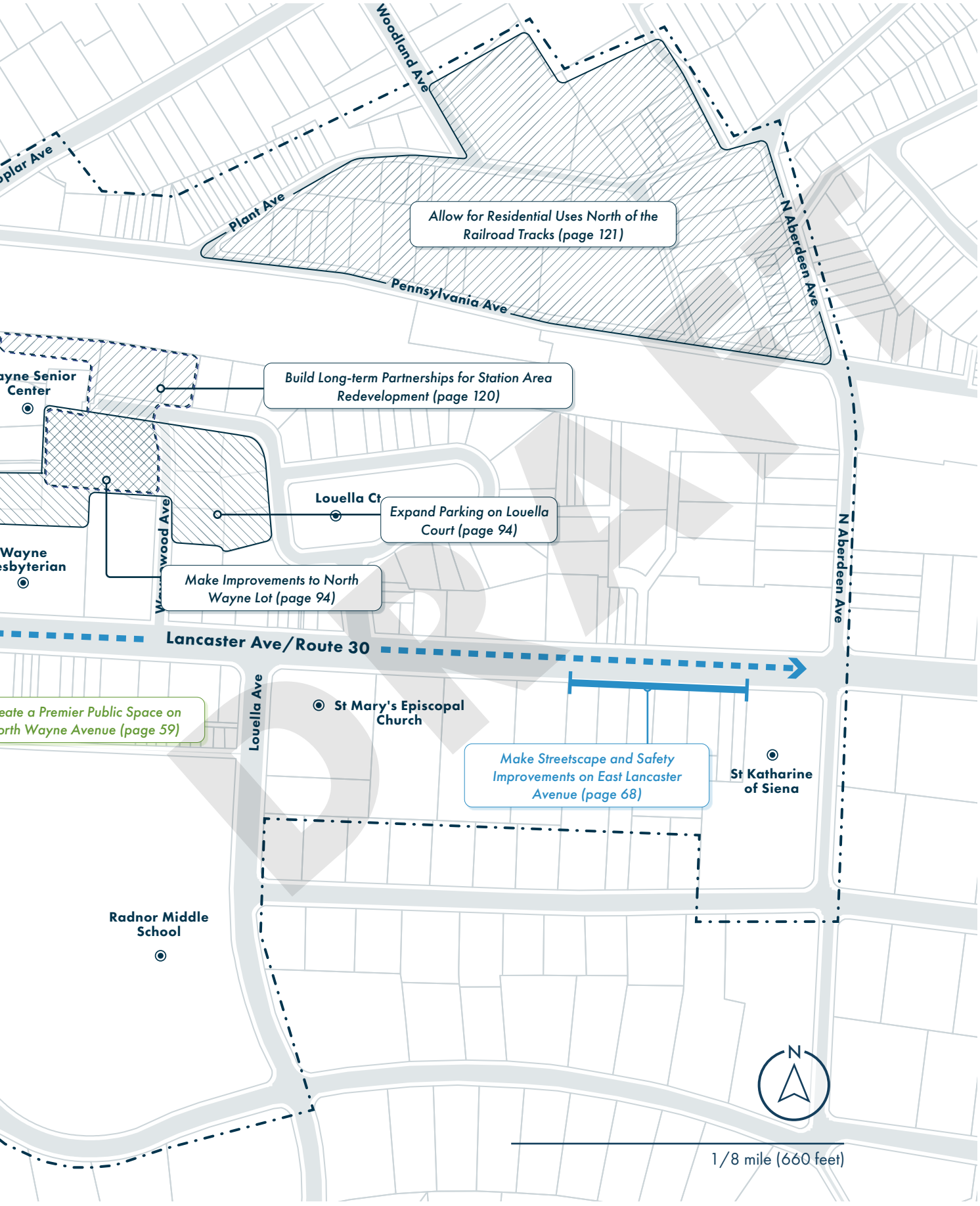
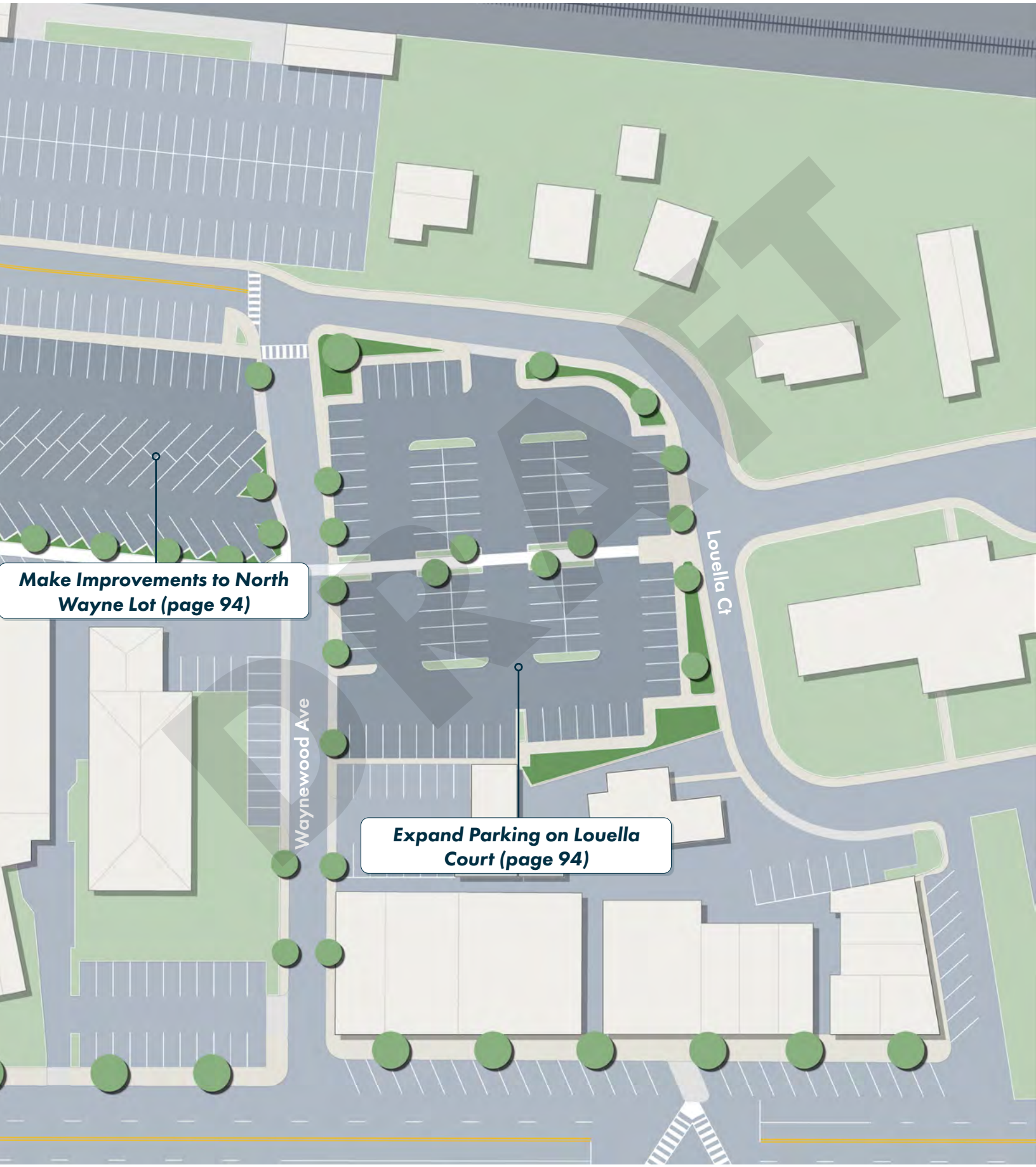

Woodland Ave
Plant Ave
Pennsylvania Ave
N Aberdeen Ave
Allow for Residential Uses North of the Railroad Tracks (page 121)
Build Long-term Partnerships for Station Area Redevelopment (page 120)
Louella Ct
Expand Parking on Louella Court (page 94)
Make Improvements to North Wayne Lot (page 94)
Lancaster Ave/Route 30
Louella Ave
St Mary's Episcopal Church
Make Streetscape and Safety Improvements on East Lancaster Avenue (page 68)
St Katharine of Siena
Radnor Middle School
N
1/8 mile (660 feet)

Figure 10. Wayne Core Recommendations



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Make Improvements to North Wayne Lot (page 94)
Louella Ct
Waynewood Ave
Expand Parking on Louella Court (page 94)



MOBILITY & PLACEMAKING

Walkability and a strong sense of place are consistently identified as Downtown Wayne's most valued defining strengths. However, as the downtown has evolved, several challenges related to pedestrian safety, streetscape cohesion, and multimodal connectivity have emerged. The mobility and placemaking strategies focus on creating high quality public spaces, improving pedestrian safety and aesthetics, and expanding multimodal connectivity and transit access, among other goals.

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KEY ISSUES AND OPPORTUNITIES

Public Green Spaces: There is a pronounced need for a central public civic space. While there are small areas for gathering, and the Township closes North Wayne Avenue for major events, there is no dedicated venue for hosting smaller, everyday events that would avoid disrupting parking and traffic. Beyond public gathering spaces, the area would benefit from continued investment in street trees and plantings, in line with the Township's recent tree planting work.

Pedestrian Infrastructure and Comfort: While the compact scale of the business district naturally supports walking, the pedestrian experience is currently hindered by narrow sidewalks (particularly along North Wayne Avenue), inconsistent maintenance, and missing links in the sidewalk network. Figure 12 illustrates the current condition of sidewalks in Wayne. Furthermore, some sections of the downtown, particularly West Lancaster Avenue, have not received the same level of streetscape investment as other portions of the core.

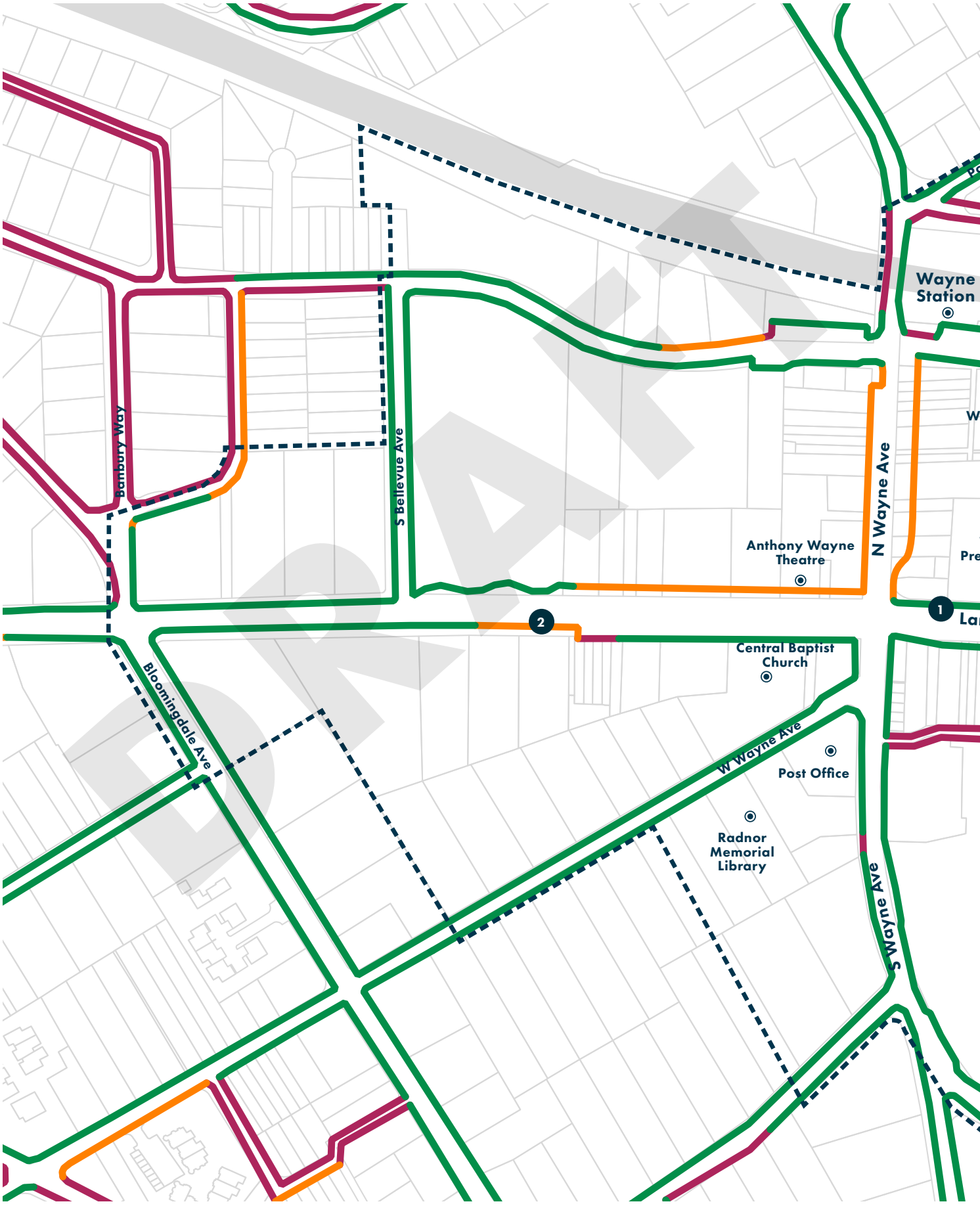
The Lancaster Avenue Barrier: Lancaster Avenue functions as a vital regional roadway but presents the most significant mobility challenge within the downtown core. Vehicle speeds, frequent curb cuts, and difficult crossing conditions feel out of step with the village character, creating a barrier that divides the business district. Figure 11 identifies the location of crashes along Lancaster Avenue, which has been the location of both fatalities and serious injuries, including crashes involving pedestrians. The corridor is identified on both DVRPC's and Delaware County's Regional High Injury Network.

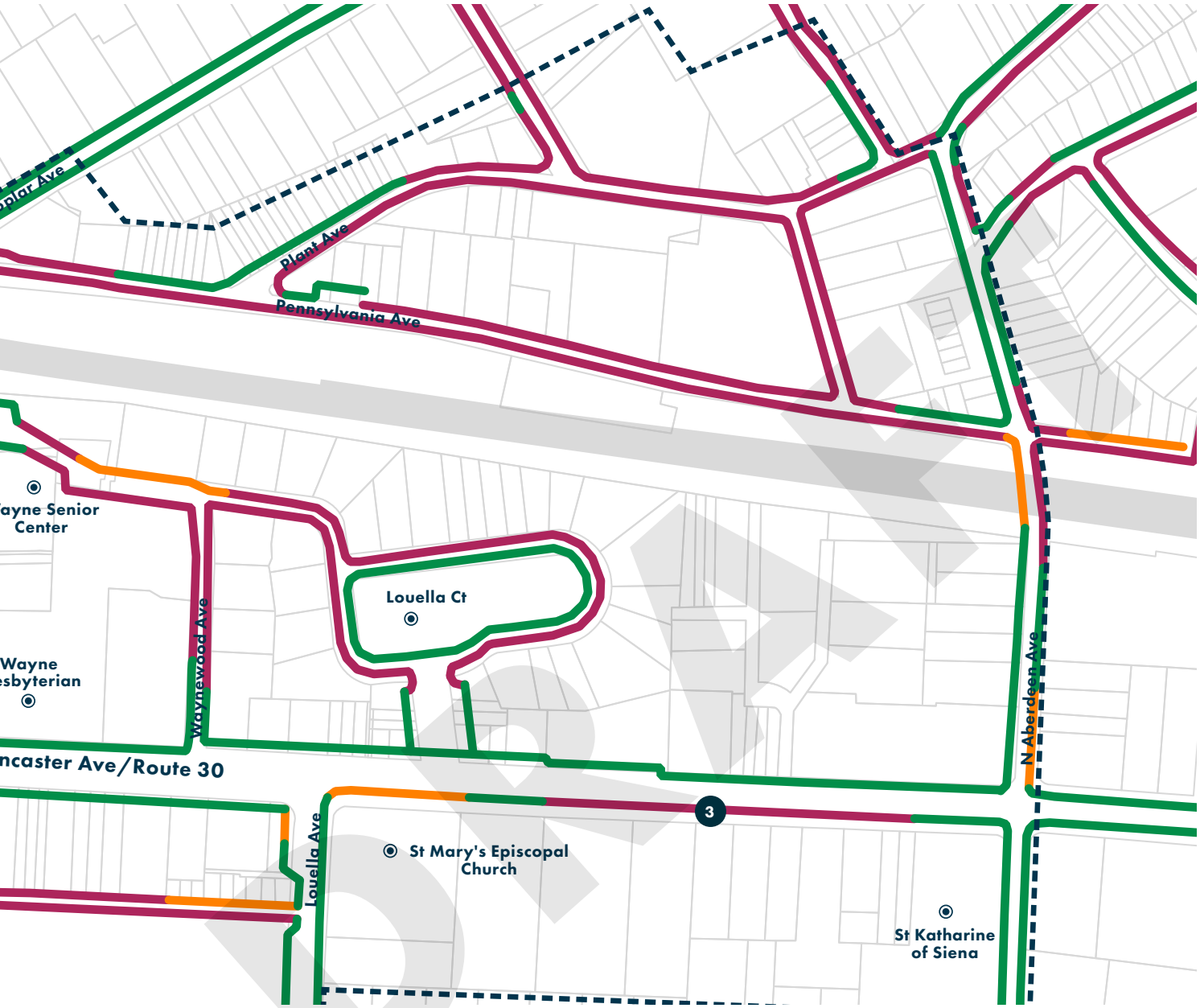
Figure 11. **Crash locations in Wayne and on Lancaster Avenue**



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Figure 12. Public Realm Sidewalk Conditions





Adequate

Continuous sidewalks on both sides of street.

Sufficient clear width and smooth surface to allow wheelchair and stroller access.

A defined separation from traffic, such as a curb or landscaped buffer.

Inadequate

Physical obstructions that restrict passage, such as poles, utilities, or parked vehicles.

Excessively narrow for level of traffic

Cracked, uneven, or deteriorated conditions.

Gaps

Streets with no sidewalks provided.

Areas where there are frequent curb cuts, extended driveways, or obstructions in the sidewalk.

Abrupt endings or unclear conditions.



East Lancaster Ave



West Lancaster Ave



East Lancaster Ave

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Curbside Management Conflicts: The intense demand for curbside access creates congestion and negatively impacts the public realm. Along key corridors like North Wayne Avenue, there is frequent and unmanaged competition between parked vehicles, active delivery trucks, and rideshare drop-off activities. The lack of dedicated loading zones frequently leads to loading in the middle of the street (Figure 13), which obstructs traffic flow and creates unsafe sightlines for pedestrians.

Multimodal Connectivity: Downtown Wayne benefits from excellent regional transit access via the Wayne Train Station and local bus routes. However, bicycle infrastructure is relatively limited (for example, North Wayne Avenue is marked only as a shared lane), and the downtown lacks safe connectivity to the larger regional bicycle network. Participants have noted that the absence of safe, designated cycling routes, combined with insufficient bicycle parking, prevents cycling from becoming a viable alternative to driving for short local trips.

Reduction in Bus Service: In 2024, SEPTA approved the final plan for "Bus Revolution," the Authority's first comprehensive bus network redesign following extensive community engagement. In Radnor Township, a consolidated Route 105 bus will operate along Lancaster Avenue, providing continuous service from the 69th Street Transit Center to Paoli. The route will maintain a 30-minute maximum frequency up to the intersection of Lancaster and Norwood Avenues. However, west of this point (including Downtown Wayne) service will drop to a 60-minute maximum frequency. Extending 30-minute service to Wayne Station would require appropriate end-of-line facilities, including a layover area and bathroom access for drivers.

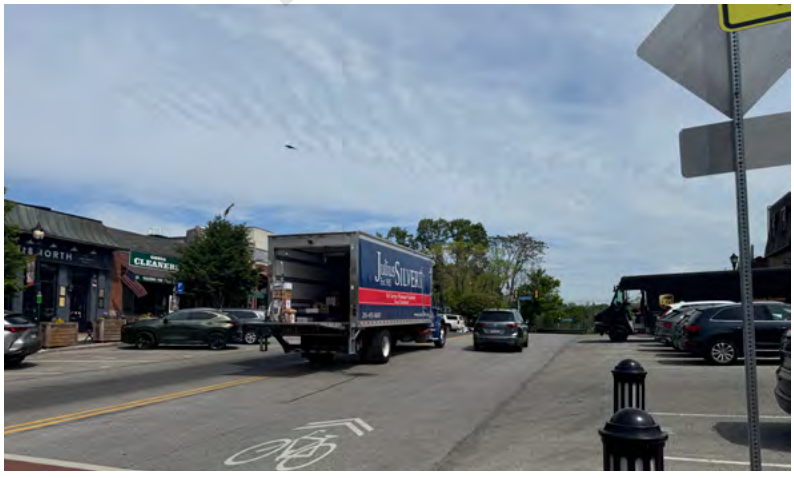


Figure 13. Loading on North Wayne Avenue

SAFE STREETS FOR ALL (SS4A) PLANNING GRANT

During the Comprehensive Plan process, many residents highlighted the need to improve pedestrian and bicycle safety. In December 2025, Radnor Township was awarded funding through the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) grant program. The award will support supplemental planning activities focused on improving roadway safety for all users. Funded activities include several efforts, including road safety audits along Route 30 to identify crash risks and develop planning-level safety concepts. While this Master Plan provides some recommendations for Route 30, they are largely focused on improving streetscape and safety. It is anticipated that the Township will work closely with the Pennsylvania Department of Transportation (PennDOT) during the SS4A work to identify additional safety improvements while ensuring needed improvements move quickly.

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ENHANCING THE PUBLIC REALM & PLACEMAKING

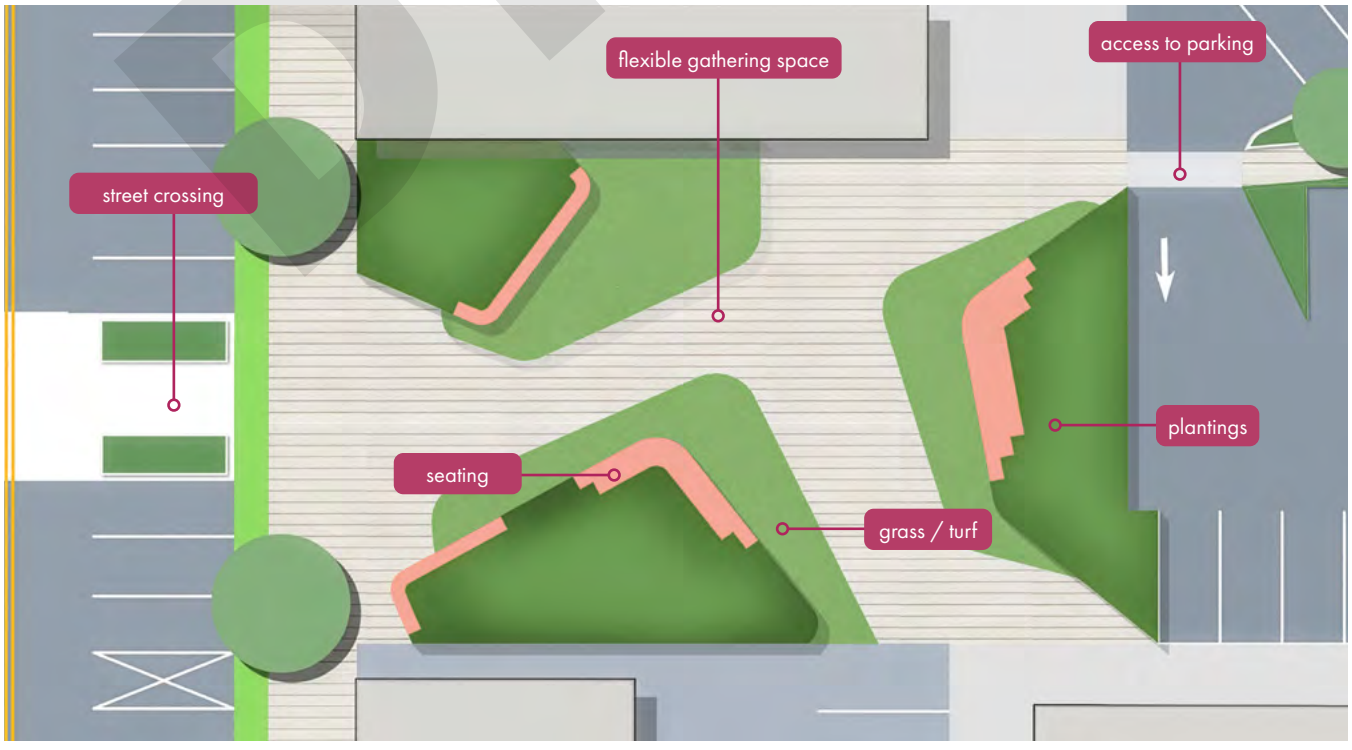
Create a Premier Public Space on North Wayne Avenue

Just off North Wayne Avenue, there is an approximately 7,500-square-foot area currently used for 24 parking spaces. During the COVID-19 pandemic, the Township erected a tent here, providing a vital outdoor gathering place during a trying time. Because of its size and proximity to the downtown core, this area is ideal for permanent conversion into a public park (Figure 14 and Figure 15).

The design process will require substantive public input to ensure it meets community needs. As highlighted during the public engagement process, residents strongly support features that encourage lingering and socialization, such as shaded seating, outdoor dining areas, and flexible open space for small performances or local markets. This new amenity should serve as the civic heart of the community, providing a dedicated, welcoming venue for everyday use and local events without disrupting regional traffic patterns on Lancaster Avenue.

To build momentum and test programming ideas, the Township will pilot this concept by installing a temporary pop-up park during the summer of 2026. Concurrently, the Township will issue a request for proposals (RFP) for the permanent park design. The Township should coordinate the park's design tightly with broader streetscape improvements, potentially issuing them as a single RFP to ensure a cohesive aesthetic (see *Redesign North Wayne Avenue* and *Create a Streetscape and Branding Plan*). Furthermore, the final park design should serve as a critical infrastructure asset by integrating advanced stormwater management features to actively mitigate runoff, a topic further discussed in the *Land Use and Regulation* section of this plan.

Figure 14. **Conceptual Plan for North Wayne Park**



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Figure 15. North Wayne Park Visualization





Redesign North Wayne Avenue

Dating back to the 2006 Wayne Master Plan, it has been clear that North Wayne Avenue is substantively oversized, leading to almost 7,200 square feet of under-utilized space on what might be the most important street in the Township. Moreover, the current design lacks space for loading, unloading, and stormwater management, while the streetscape suffers from key issues, including lifting bricks that cause tripping hazards.

By re-imagining underutilized spaces along the corridor, the Township should transform North Wayne Avenue into a safer and more vibrant environment. Through the public engagement process, the Township explored three options (Figure 16), including a potential landscaped median. Based on public input, this plan recommends a 20-foot-wide sidewalk on the east side of the street, providing ample room for pedestrians and outdoor dining, alongside dedicated bicycle facilities to improve connectivity, as illustrated in Figure 17 and Figure 18. A curbless street would prioritize pedestrians and allow for more flexibility for events. Dedicated bicycle facilities on both sides of the street would advance the plans detailed in the Township's Radnor Greenways & Open Space Network Plan and incorporated into the Comprehensive Plan. The feasibility of such a substantial redesign would likely require the Township to take ownership of the roadway as part of PennDOT's turnback program.

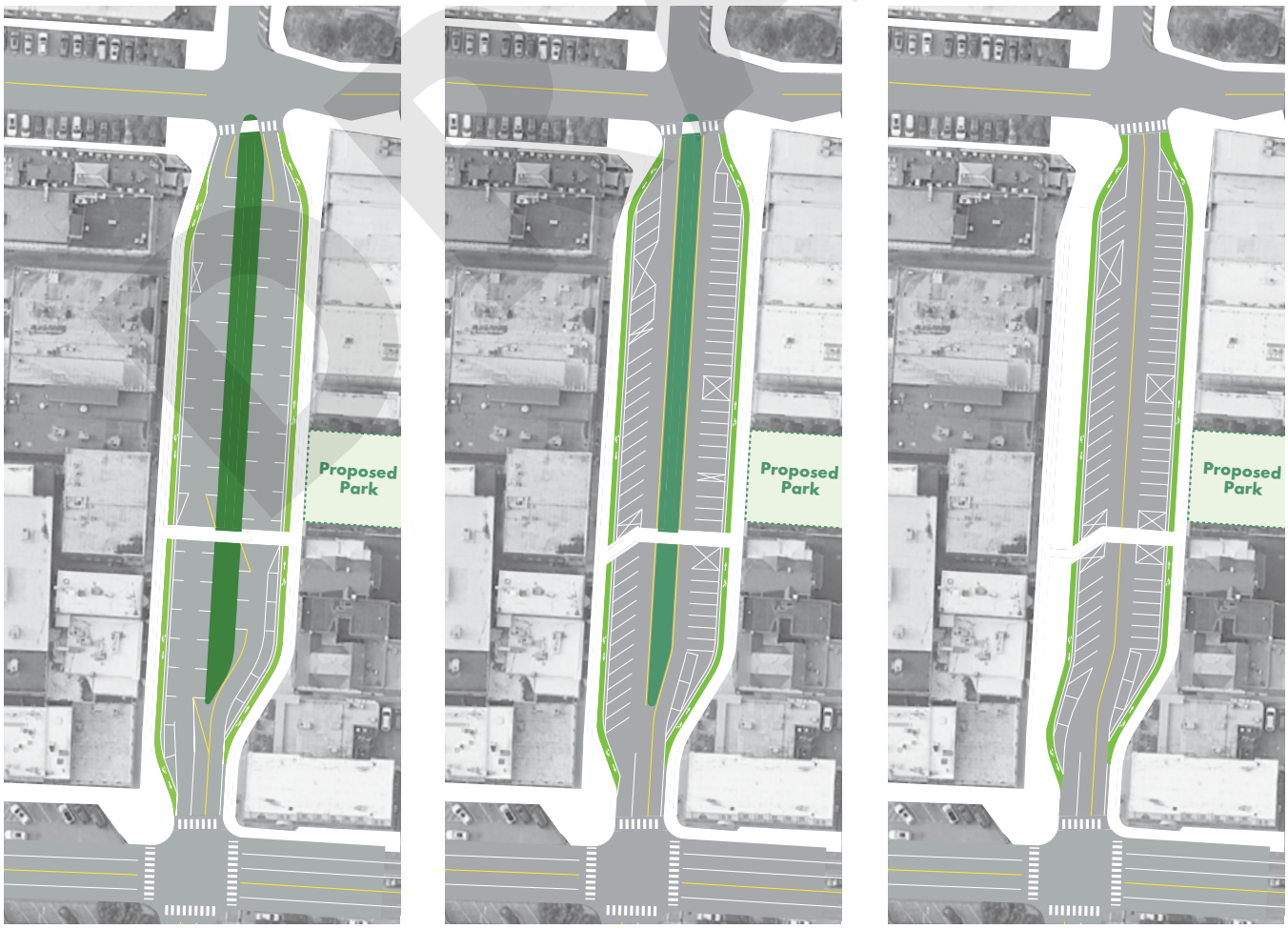
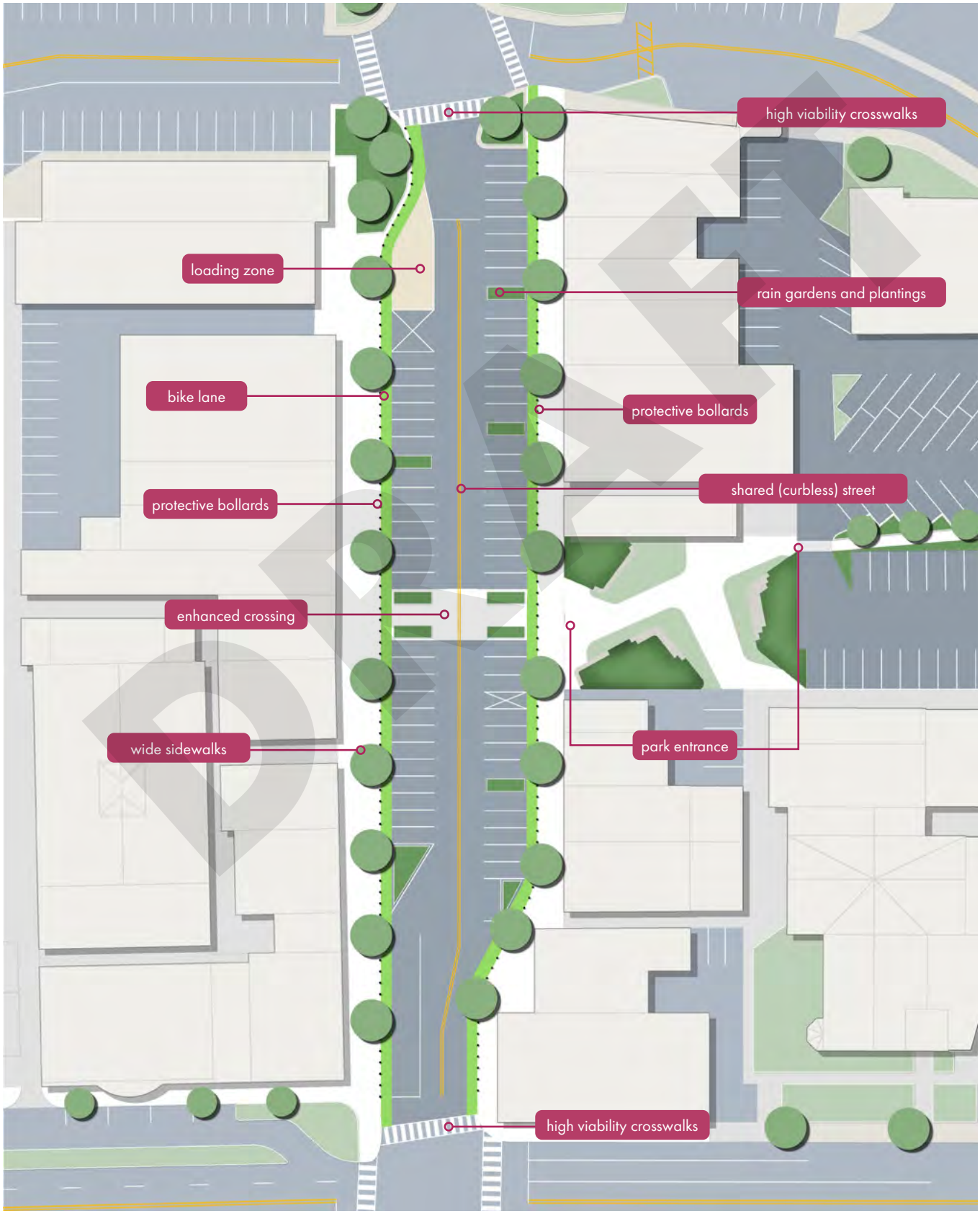


Figure 16. 2003 Comprehensive Plan concepts reviewed by public as part of planning process

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Figure 17. Proposed Design for North Wayne Avenue - Plan View



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Figure 18. Proposed Design for North Wayne Avenue - Street View




continuous (curbless) street and protective bollards
bike lanes
improved pedestrian crossing

To address existing operational and maintenance challenges, the project should replace deteriorating brick pavers, integrate electrical infrastructure to better support community events, and establish dedicated loading zones to reduce curbside congestion. While these comprehensive improvements would result in a minimal net loss of just four parking spaces, they would vastly enhance the street's safety, incorporate advanced stormwater management features, and boost overall economic vitality. To ensure a unified downtown aesthetic, the Township should tightly coordinate this effort with related recommendations (see *Create a Premier Public Space on North Wayne Avenue* and *Create a Streetscape and Branding Plan*). Finally, the updated streetscape must address key loading issues addressed in the *Improve Loading on North Wayne*.

Create a Streetscape and Branding Plan

A unified visual identity is essential for reinforcing Downtown Wayne's sense of place and historic village character. The Township should create a comprehensive Streetscape and Branding Plan to standardize design elements such as lighting, seating, paving materials, and landscaping across the business district. By establishing a cohesive aesthetic, this plan should visually connect disparate areas of downtown, improve pedestrian comfort, and create a more inviting, accessible atmosphere for residents and visitors. In conjunction with this plan, the Township should:

- Implement short-term improvements to the streetscape along West Lancaster, including painting light poles.
- Work with utility providers to identify opportunities to underground utility wires.
- Continue to educate property owners on their maintenance responsibilities.

A critical component of this effort is the integration with the recommendation to *Implement A Comprehensive Wayfinding Program*, which would improve the parking experience and help people find key destinations. This coordinated signage system should seamlessly guide drivers and pedestrians to key destinations, provide approximate travel times (where appropriate), highlighting public parking facilities, the retail and dining core, and vital civic anchors including the Radnor Memorial Library, Wayne Senior Center, and the Wayne Train Station. See *Case Study: Media Wayfinding Plan* to see how Media Borough implemented such a strategy.

IMPROVING PEDESTRIAN SAFETY & AESTHETICS

Improve Sidewalks and Close Gaps in Pedestrian Network

To reinforce Downtown Wayne's walkability and historic village character, the Township should systematically address inconsistent missing links within the existing sidewalk infrastructure. Prioritizing the construction of new sidewalks where gaps currently exist should create a seamless, safe, and intuitive pedestrian experience throughout the district. Furthermore, the Township should proactively upgrade existing pathways, curb ramps, and intersections to meet or exceed current Americans with Disabilities Act (ADA) standards, ensuring the downtown is fully accessible to people of all ages and mobilities. These targeted infrastructure investments should enhance pedestrian comfort and support the economic vitality of local businesses by making it substantially easier for residents and visitors to navigate the commercial core without relying on vehicles.

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CASE STUDY: MEDIA WAYFINDING PLAN

The Borough of Media initiated its wayfinding planning process after recognizing that its existing signs had become cluttered, distracting, and inconsistent in size, color, and design. To address this issue, the Borough secured initial grant funding from the Delaware Valley Regional Planning Commission to develop a comprehensive Wayfinding Master Plan. Partnering with Merje, a design firm specializing in municipal wayfinding, the Borough identified several project objectives including: improving traffic flow, marketing borough assets, reducing visual clutter, and utilizing technology.

The final design packages include a wide variety of sign types, including gateway signs, directional signs, pedestrian signage, parking identification, and standards for banners. The designs built on the unique place identity in the Borough, ensuring that the installation not only helped people find where they needed to go but added to the place character in the community.







images: merjedesign.com

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Implement Safety and Traffic Calming on Lancaster Avenue

The Radnor2035 Comprehensive Plan included a strategy to "Leverage SS4A and Vision Zero to Eliminate Serious Injuries and Deaths" which included an action to Collaborate with PennDOT, the County, and DVRPC to study traffic calming and a potential travel lane reductions along Route 30. The Township subsequently applied for, and received, funding from SS4A to advance those recommendations. The technical and engagement work on this plan only reinforces the need for such efforts. In particular, the study should investigate the extent to which a road diet, partial road diet, or other efforts to streamline traffic could create safety opportunities as well as improvement to the public realm. See *Exploring a Lane Reduction on Lancaster Avenue* for more details.

As part of any effort implement a road diet on Lancaster Avenue, studies should examine how to stop any potential cut-through traffic in adjacent neighborhoods. In particular, Midland Avenue and St Davids Road – Windermere Avenue might be susceptible to potential cut through. Potential mitigation techniques could include changing traffic flows, installing speed cushions, providing strong visual cues that slow driving is required, and strictly enforcing speeding.

Make Streetscape and Safety Improvements on East Lancaster Avenue

East Lancaster

On the south side of East Lancaster Avenue, between St. Katherine's and 218 East Lancaster Avenue (World Wide Stereo), a row of businesses currently utilize individual front-yard parking configurations. This layout results in 355 feet of uninterrupted curb cuts and parking areas (Figure 20), creating a dangerous environment for pedestrians and a roadway design that invites vehicle crashes. Moreover, the continuous curb cuts make it impossible to integrate landscaping that would otherwise make the area more attractive. To address this, the Township should work with property owners to implement a shared parking area featuring a single entry and exit point, as illustrated in Figure 19. This proposed design would result in a net gain of four parking spaces, a safer pedestrian realm, fewer vehicle conflict points, and a significantly more attractive streetscape.

Figure 20. **East Lancaster Avenue Conditions**



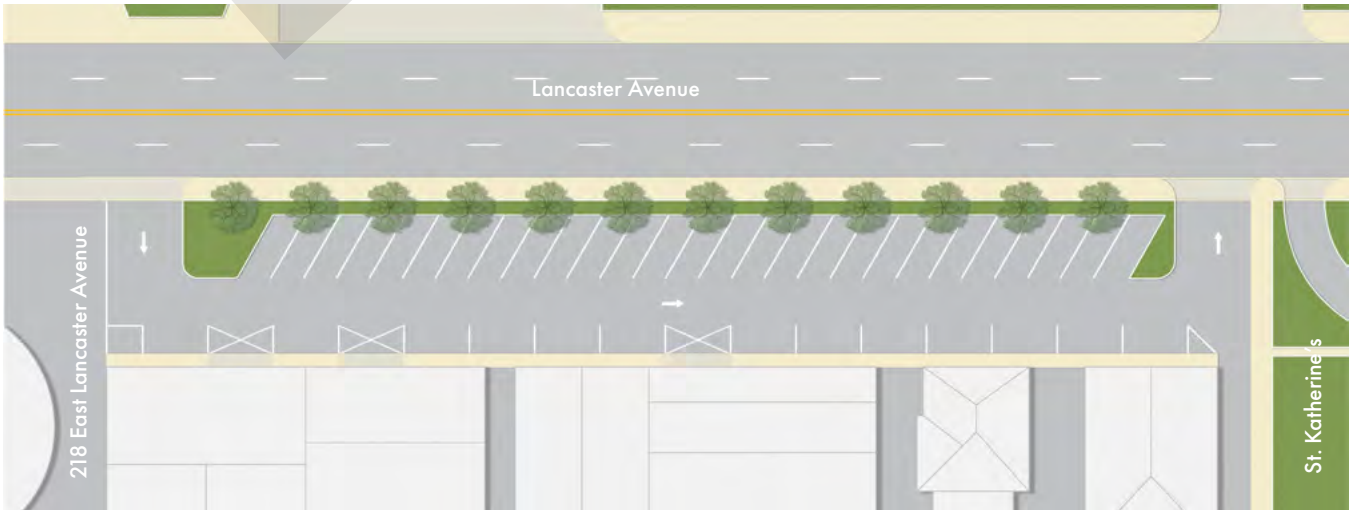


Figure 19. **East Lancaster Avenue Streetscape and Safety Improvements**

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EXPLORING A LANE REDUCTION ON LANCASTER AVENUE

Lancaster Avenue presents the most significant mobility challenge within the downtown core. Vehicle speeds, parking alignments, frequent crashes, curb cuts, and difficult crossing conditions feel out of step with the village character, creating a barrier that divides the business district.

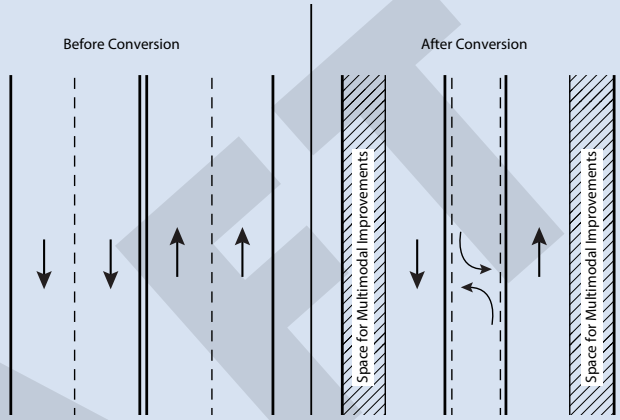
The current four-lane section of Lancaster Avenue in Wayne is a strong candidate for a three-lane conversion study, also called a road diet (Figure 21). This is because a four-lane configuration can result in drivers jumping lanes to avoid having to stop behind cars waiting to make a left turn. This behavior can result in sudden stops and slowdowns, which in turn slows the movement of traffic and makes the road less safe.

Though somewhat counterintuitive, the addition of a dedicated turn lane can have limited to no impact on the flow of traffic, while substantially improving safety and calming traffic and creating space for improved parking and/or stormwater management.

However, an important consideration when thinking about lane reconfiguration is the volume of traffic a roadway carries. Based on recent traffic counts and standard roadway guidelines, the road could support one through-lane in each direction, supported by dedicated turn lanes. The evening rush hour is the busiest time of day on Lancaster Avenue. At that time, the main intersection with Wayne Avenue handles a moderate volume of about 2,130 vehicles per hour. Here is how that traffic breaks down:

- Straight traffic: Volume is balanced, with about 660 cars heading eastbound and 660 heading westbound.

Figure 21. **Land Reduction Illustration**



- Left turns: Demand is relatively low, with under 60 left-turning cars in either direction.
- Right turns: Westbound right turns are slightly higher (about 115 cars), meaning a separate right-turn lane should be kept there if possible.

Because the overall traffic volumes are manageable and left turns are infrequent, this data suggests that converting to a three-lane setup can safely handle the current traffic without creating significant new delays for drivers. The result could be a substantially calmer street with limited impacts on travel times for drivers.

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Figure 22. East Lancaster Avenue Streetscape Improvements - Street View





shared parking

Make Streetscape and Safety Improvements on West Lancaster Avenue

West Lancaster Avenue (North Side)

Historically, West Lancaster Avenue has not received the same level of streetscape investment as other parts of Lancaster Avenue and Wayne. Additionally, the existing parking and circulation layout features numerous conflict points, creating a dangerous environment for both pedestrians and drivers. The Township should work with PennDOT to redesign this segment as illustrated in Figure 24, Figure 25 and Figure 27 . The result would reduce vehicular conflicts, alleviate related congestion on North Wayne Avenue, and create vital opportunities for streetscape enhancements. This upgrade should introduce new green space and street trees to beautify the corridor. To address environmental goals, the design should also utilize rain gardens and permeable paving to effectively manage stormwater runoff in the area.

This plan includes two alternative designs that should be explored during implementation. Alternative A (Figure 24) shows parallel parking along the sidewalk side. This Alternative has several advantages:

- It allows for a 9.5 foot landscaped median, which provides substantial space to create an attractive buffer along Lancaster Avenue and potentially serve as a rain garden to manage stormwater.
- It maintains a traditional parallel parking configuration, in which drivers (not passengers) exit their cars onto a through lane.

However, because of the need to maintain curb cuts, this would result in the reduction of 12 parking spaces (42%), leaving a total of 16. The Parking Study found that at peak hours, parking on this segment was between 50% and 65% occupied, which indicates that the remaining spaces could potentially accommodate demand, though it would likely be full at peak hours. Should the design of Alternative A be selected but parking spaces be a concern, working with the Fine Wine & Good Spirits to create a shared parking agreement, or including shared parking in a redevelopment, could be ways to maintain access while still obtaining the streetscape benefits.

Alternative B (Figure 25) shows parallel parking along the roadway side. The configuration would result in a reduction of 3 parking spaces, maintaining sufficient supply to meet demand. However, this design would also create a condition where passengers would exit their vehicles on the drive lane side, which raises safety concerns, especially for people who have children in the back seat. To address these concerns, Alternative B includes 9.5-foot-wide parking space to create additional buffer space for passengers to exit safely. Because there would be a need to provide some step-out space for drivers and a wider parking space, the landscape median would be limited to 6.5 feet.

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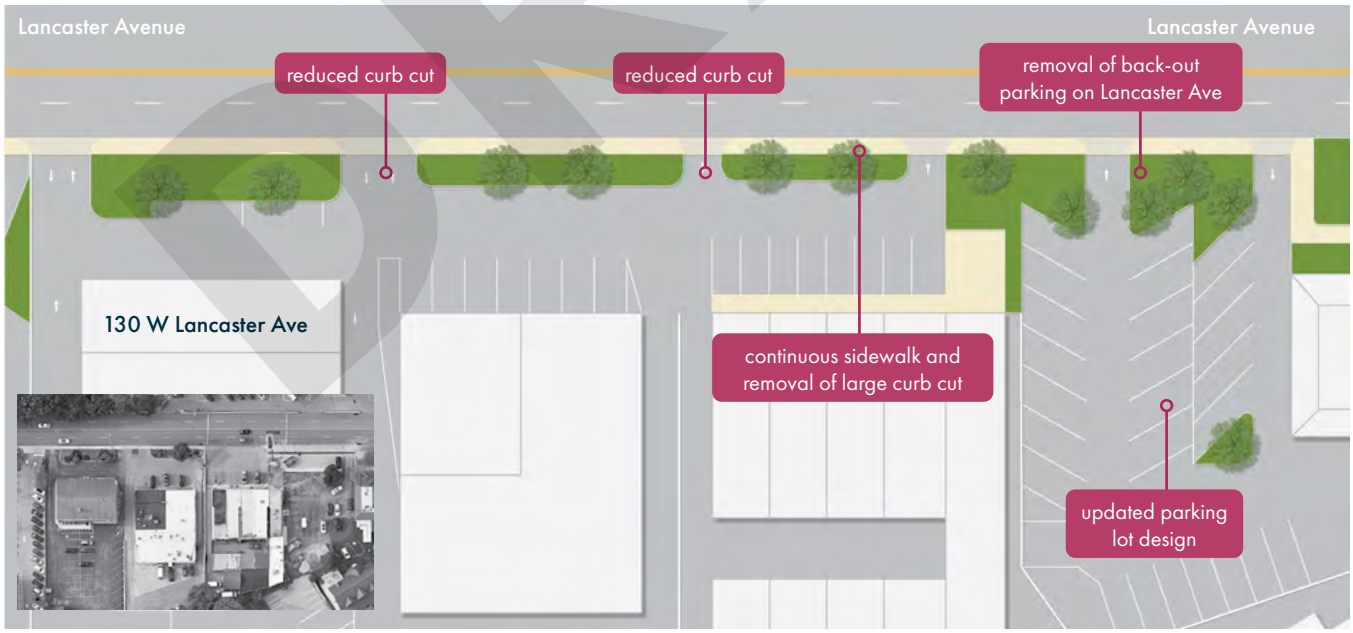
West Lancaster Avenue (South side)

On the south side of West Lancaster Avenue, the Township should implement improvements that prioritize pedestrian safety and aesthetic continuity, as illustrated in Figure 23. The primary purpose of this effort should be to continue the established practice of integrating green space as a protective and attractive buffer between sidewalks and adjacent parking areas. Furthermore, the Township should work to eliminate parking configurations where vehicles must back out directly onto Lancaster Avenue wherever possible. These changes would reduce dangerous conflict points along this busy regional arterial while creating a more comfortable and visually appealing walking environment.

Improve Streetscape along West Avenue

As pedestrian volumes increase between the West Avenue parking lot and the downtown core, the Township should prioritize widening sidewalks and installing pedestrian-scale lighting along this key corridor. These investments will also help to encourage use of the West Avenue parking lot. To further beautify the streetscape, the Township should collaborate with the owners of the two parcels currently housing visible utility equipment to implement front-yard landscaping or screening improvements. These physical streetscape upgrades will be supported by the regulatory strategies detailed in the "Further Activate West Lancaster Avenue" recommendation found in the Land Use section of this plan.

Figure 23. **West Lancaster Avenue (South Side) Streetscape Improvements - Plan View**



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Figure 24. West Lancaster Avenue (north side) Streetscape Improvements - Alternative A

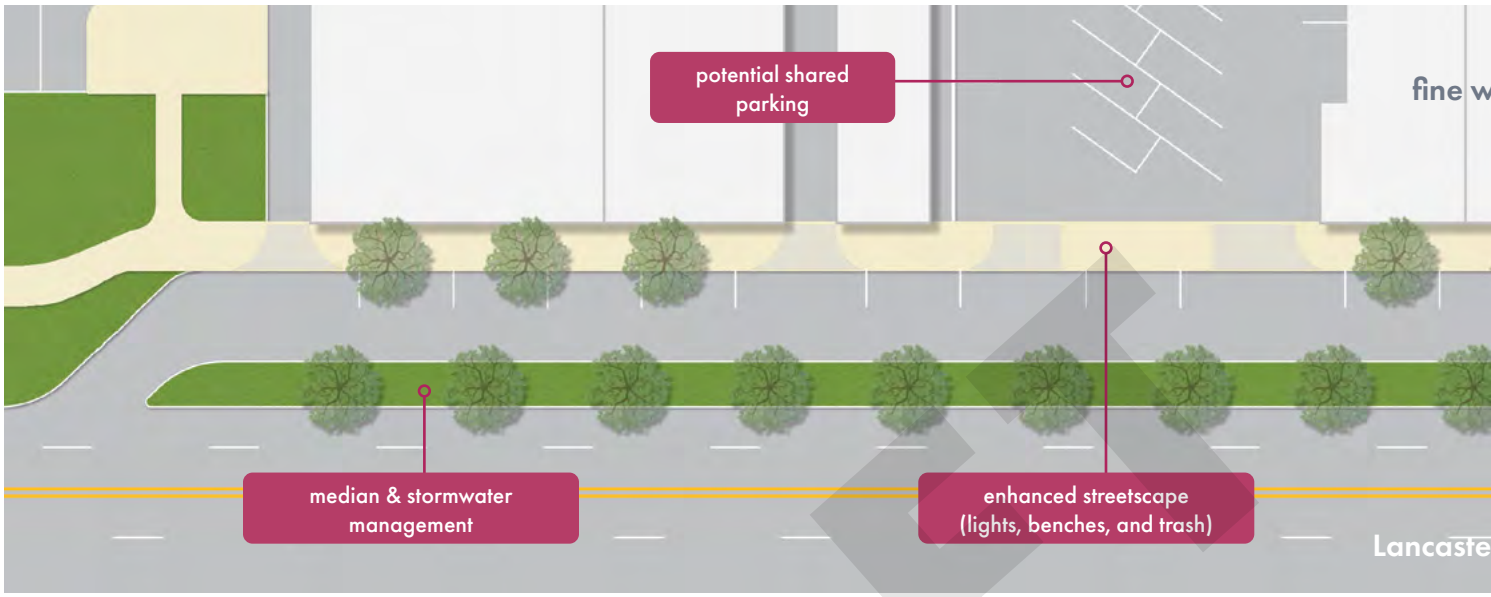


Figure 25. West Lancaster Avenue (north side) Streetscape Improvements - Alternative B

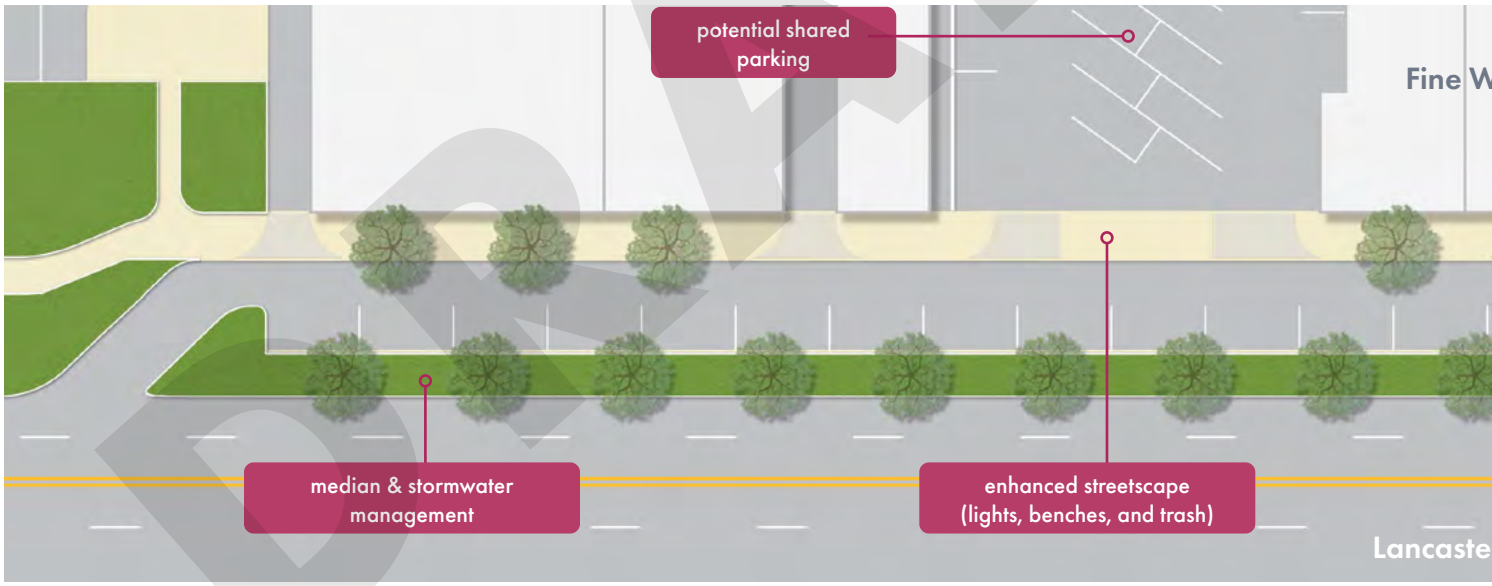


Figure 26. Existing Conditions



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business side parking
(16 spaces)
Anthony Wayne
Theater
potential ADA
accessible parking


Anthony Wayne
Theater
far side parking
(25 spaces)
potential ADA
accessible parking


Anthony Wayne
Theater

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Figure 27. West Lancaster Avenue (north side) Streetscape Improvements - Alternative A Street View




Santander
Core·Mark
Rain Garden for Stormwater Management and Beautification

EXPANDING MULTIMODAL CONNECTIVITY & TRANSIT

Connect Wayne to the Radnor Trail

The Township should continue working to create dedicated bicycle connections linking the Radnor Trail directly to the business district, as detailed in the Radnor Township Greenways and Open Space Network Plan and the Radnor2035 Comprehensive Plan. In addition to the on-street infrastructure, the Township should install clear wayfinding signage along the trail (see *Create a Streetscape and Branding Plan*), actively advertising to trail users that Downtown Wayne's dining and retail amenities are only minutes away. By successfully capturing this recreational audience, the Township should increase non-motorized visitation, thereby supporting local businesses and economic vitality without placing additional strain on downtown parking resources.

Collaborate with SEPTA to Extend 30-Minute Bus Service to Wayne.

While SEPTA currently plans to provide 30-minute bus service between the 69th Street Transit Center and Rosemont, frequencies extending to Wayne will be limited to 60 minutes. A major obstacle to extending this higher-frequency service is the operational requirement for driver layover space and restroom access. The Township should proactively address these barriers by exploring layover accommodations within a future redesign of the station area and negotiating restroom access through partnerships with the Wayne Senior Center or local businesses. Upgrading to a 30-minute service interval should not only make transit a much more attractive option for downtown employees but also significantly increase accessibility and convenience for Wayne residents.

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PARKING

During public engagement, community members highlighted that while parking availability rarely prevents visits to Downtown Wayne, convenience, proximity, and operational clarity remain critical considerations. Localized demand hot spots, pricing disparities across public and transit lots, and a lack of unified wayfinding create friction and perceived shortages during peak hours. The parking strategies in this section focus on establishing a dedicated special revenue or enterprise fund, investing in modern technology, actively managing supply through updated rates and enforcement hours, unlocking capacity via shared parking agreements, and modernizing zoning requirements.

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BACKGROUND

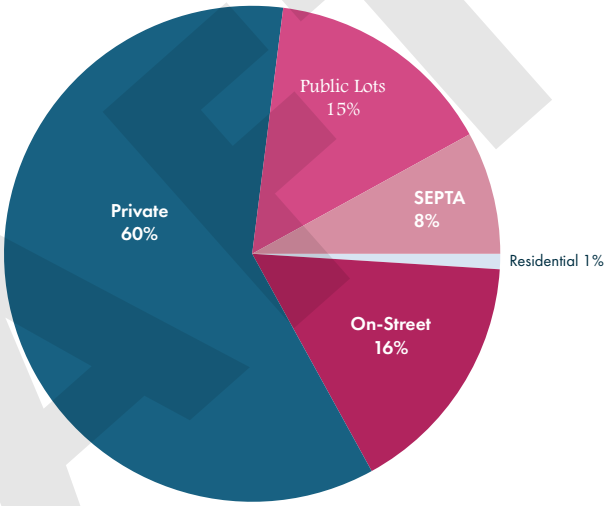
As part of the Wayne Master Plan, Walker Consulting completed a comprehensive parking supply and demand analysis, identifying the types and quantities of parking within the study area and observing how that parking is utilized throughout the day. Their firsthand observations were combined with the wealth of parking activity data collected by the Township through its paid parking system, including occupancy, turnover, and duration of both on-street and off-street spaces, to create a comprehensive picture of parking conditions in the district. Extensive public engagement to gather qualitative information about the community's perception of parking was also performed.

Parking Counts

The following summarizes the key findings from the parking counts:

- There are nearly 2,400 parking spaces within the study area, the majority of which are in private, off-street lots reserved for a specific business. Utilization of these spaces varies widely throughout the day and throughout the year.
- Parking occupancy peaked during the noon count, with about 1,550 spaces or 66% of the total supply occupied.
- During the lunchtime peak, there were over 80 vacant spaces in public off-street lots and 145 vacant on-street spaces throughout the study area. There were also about 550 vacant spaces in private off-street lots around noon.
- While there was a surplus of parking within the study area, localized "hot spots" were observed, especially along North Wayne Avenue and in the North Wayne Lot.
- The lots and streets with available capacity tended to be on the periphery of the downtown core.
- The number of vacant spaces in private off-street lots, public facilities, and on-street increased in the evening.

Figure 28. **Parking Supply by Type**



Engagement

Parking is an emotional and highly subjective experience for most users. Metrics like the number of parking spaces in a lot or how many times a curbside space turns over throughout the day provide critical, objective data about how a parking system operates. However, just as important is how parking in a community is perceived. As part of the Wayne Master Plan, the Township conducted two surveys, one that received substantial resident input and one that was more focused on patrons. The following summarizes the findings:

- While parking generates strong opinions, survey results show pedestrian comfort, public space improvements, and retail diversity as high priorities for investment.
- For most respondents, parking does not prevent

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visits to Downtown Wayne. Most residents (83%) reported that parking either doesn't affect or only occasionally affects their decision to visit Downtown Wayne, suggesting that parking availability is not a major reason to stay away for most people.

- When parking does deter visitors from coming to Wayne, most report the risk of not finding a convenient space close to their destination as the main reason for avoiding the area, rather than cost or time limits.
- Participants emphasized proximity to destinations, clear signage, and curbside organization as key factors shaping the parking experience.
- In addition to parking, participants expressed concern that deliveries, rideshare pick-up/drop-off, and loading activities were causing congestion in the area.

Parking Projections

To understand how Downtown Wayne's parking system will function in the coming years, Walker Consulting modeled future parking demand across near-term (0–5 years), mid-term (5–10 years), and long-term (10+ years) planning horizons. This analysis established a data-driven outlook by combining the Township's baseline parking utilization data with industry-standard Urban Land Institute (ULI) Shared Parking methodology.

The future conditions model assumes the realization of several approved and anticipated development projects that will alter both parking demand and supply. Crucially, the projections account for the reopening of the Anthony Wayne Theater, which is anticipated in the mid-term and will not provide new on-site parking.

The analysis also factors in several mixed-use infill developments and long-term structural changes to the public parking supply identified in this plan, such as the planned re-purposing of a portion of the North Wayne Lot for community open space, the expansion of the Waynewood Lot, and curbside reconfigurations along North Wayne Avenue.

The primary finding of the future conditions analysis is that **Downtown Wayne will not face a district-wide parking supply shortage, even when factoring in a decade or more of anticipated growth, assuming the recommendations of this plan are implemented**. District-wide peak parking occupancy is projected to increase only modestly, from 66% today to approximately 69% in the future. The overall parking system retains sufficient capacity to absorb the demand generated by future development.

However, the data project a significant imbalance in how parking is distributed and utilized in the following ways:

Core Congestion: Demand will continue to concentrate heavily in the district's center. North Wayne Avenue, the North Wayne Lot, and the Waynewood Lot is projected to consistently operate at or above capacity, resulting in localized shortages during peak lunch and dinner hours.

Peripheral Surplus: Conversely, substantial surplus capacity is projected to remain just outside the immediate core. Peripheral public facilities (such as the South Wayne and West Avenue lots), private off-street commercial lots, and the SEPTA lots will continue to hold significant unused capacity, particularly during the evening hours

As the district evolves, this imbalance will become more pronounced. In the near-term, new mixed-use developments will place additional pressure on the highly desirable North Wayne corridor. In the mid-term, the opening of the Anthony Wayne Theater will introduce noticeable seasonal and evening demand spikes that cannot be fully absorbed by the immediate off-street public lots, though the wider system will have the capacity to handle the overflow. Finally, planned

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public space improvements will slightly reduce parking supply in the immediate core, further intensifying demand for the most convenient spaces.

The future conditions analysis demonstrates that building new, large-scale parking infrastructure, such as a parking garage, is not immediately warranted by the data (see the following section for more details). Because the projected challenges stem from how parkers are distributed rather than a lack of total spaces, these findings serve as the foundation for the plan's subsequent parking recommendations.

Addressing Wayne's future parking needs requires a shift toward active management. By focusing on strategies that optimize existing resources (see *Actively Manage the Existing Supply*) the Township can effectively balance demand, helping to alleviate core congestion, and support the long-term vitality of the business district.

The Realities of a Parking Garage

Going back as far as the 2006 Master Plan, the community has debated the potential construction of a parking garage in the North Wayne Lot to address downtown parking demand. However, unless there were a substantial change in the current dynamics of Wayne, this project remains highly infeasible. The most immediate obstacle is land control. Radnor Township does not own the majority of the proposed site; rather, it leases the property from Wayne Presbyterian Church. The church has shown no interest in developing a structured parking facility on their land, and the Township's current lease agreement only accommodates surface-level improvements.

Even if the ownership hurdle could be overcome, the staggering economic reality of building a parking structure presents a massive barrier. Industry estimates place construction costs between $25,000 and $40,000 per space, meaning a proposed garage could cost the municipality anywhere from $6 million to $18.5 million, and that does not even factor in the costs of land acquisition. Taking on a project of this magnitude creates a severe opportunity cost, strictly limiting the capital Radnor Township could otherwise invest in community improvements identified in this plan, including a park, streetscape improvements, and stormwater management strategies, among others. Furthermore, to finance and maintain such an expensive facility, the Township would be forced to pass those financial burdens onto drivers, resulting in substantially higher costs for parking in the business district, or subsidize the cost, passing that burden onto taxpayers.

At the same time, continued focus on a multi-million-dollar garage ignores the highly effective, practical solutions already available to the community. This parking plan identifies a variety of alternative strategies that would result in substantial improvements to the overall parking experience, at substantially lower costs. By optimizing existing resources and strategically expanding capacity, the Township can meet its current and future parking needs. These alternative management strategies offer a more sustainable path forward, delivering meaningful enhancements at substantially lower costs and efforts.

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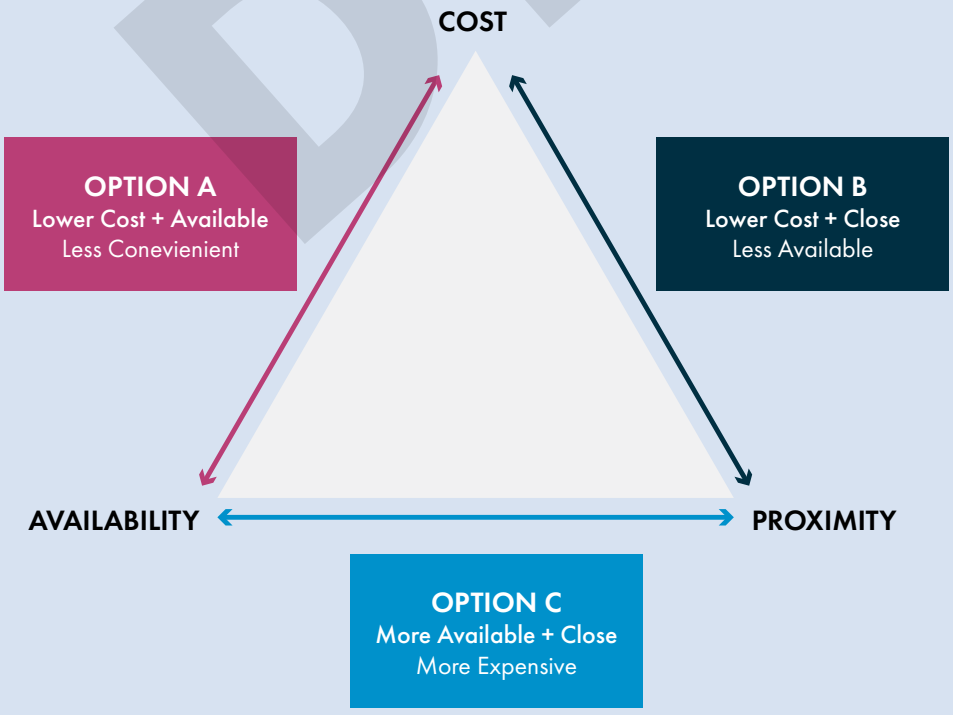
THE PARKING TRIANGLE: UNDERSTANDING THE FUNDAMENTALS

When it comes to downtown parking, everyone wants the ideal space: one that is perfectly located, always available, and completely free. However, providing all three of these benefits at the same time is practically impossible. Instead, managing a community's parking supply requires balancing three competing factors: proximity (how close the space is to the destination), availability (how easy it is to find an open space), and cost. Typically, a person looking to park in a space can only be guaranteed two of these factors at the expense of the third. For example, if a prime parking space located right outside a popular restaurant is both highly convenient and free, it will almost never be available. If a convenient space needs to turn over frequently to remain available for more customers, there must be a cost to encourage turnover.

In Downtown Wayne, residents and visitors frequently experience these exact trade-offs. Currently, prime spaces in areas like the North Wayne Lot are highly proximate to popular destinations and are either inexpensive or entirely free in the evenings. Because cost and proximity are prioritized, availability drops to near zero during peak dining hours, leading to frustration as drivers circle the block looking for a spot.

Understanding these fundamental trade-offs is essential for understanding the recommendations made in this plan. If the Township wishes to address ongoing concerns about parking, it must actively manage the system, utilizing the parking triangle as a framework for decision-making. Recognizing these daily realities allows the community to shift away from the unrealistic expectation of free, abundant, and perfectly located parking, and instead support practical, balanced management strategies.

Figure 29. Parking Triangle



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KEY ISSUES AND OPPORTUNITIES

Parking in Downtown Wayne is a complex, highly subjective experience that generates strong opinions among residents, business owners, and visitors. While comprehensive parking data reveals that the district possesses an overall surplus of parking, the community frequently experiences friction related to convenience, layout, and management. Addressing these challenges requires a shift from viewing parking merely as a physical asset to actively managing it as a dynamic system.

Imbalanced Utilization: While peak weekday parking occupancy reaches approximately 66%, indicating a healthy surplus system-wide, demand is heavily concentrated. Localized "hot spots" such as North Wayne Avenue and the North Wayne Lot consistently operate at or near capacity, leading to drivers circling and congestion. Conversely, facilities located just on the periphery of the core, such as the South Wayne Lot and West Avenue, typically maintain significant available capacity, even during peak lunch and dinner hours.

Wayfinding and System Clarity: There is a notable disconnect between the actual supply of parking and the public's ability to easily locate it. Community feedback highlighted that available spaces are not always clearly marked or intuitively located. Improving the user experience through modernized payment systems, unified parking policies, and clear wayfinding signage represents a critical opportunity to direct drivers to underutilized lots before pursuing costly expansions of the parking supply.

Competing Demands for Core Spaces: Commuter and employee parking frequently competes with short-term customer parking in the most desirable locations. Data indicates that the 10-hour section of the highly sought-after North Wayne Lot experiences longer parking durations that limit regular turnover. Adjusting time limits and permit allocations could better balance these competing needs, prioritizing high-turnover customer parking in the commercial core while directing long-term parkers to more peripheral facilities.

Pricing Disparities: Inconsistent pricing policies across different ownership entities actively distort parking behavior. For instance, municipal public parking becomes free after 6:00 PM, while the centrally located SEPTA lots charge a $2 flat evening rate. This price discrepancy artificially drives evening dining patrons away from the SEPTA lots, leaving over 120 spaces vacant, and concentrates demand on the free, heavily constrained municipal supply.

BUILD A FOUNDATION FOR SUCCESS

Create a Special Revenue / Enterprise Fund with Parking Revenues

A key step to actively managing parking would be to create a downtown special revenue fund or enterprise fund that would create a dedicated revenue stream specifically for improvements to Wayne, including parking and mobility improvements. Currently, parking in Wayne has functioned more as an operational service than an actively managed resource. Such a fund would ensure all parking-related revenues, fees, fines, and permits were sequestered and used exclusively for operations and improvements to Wayne. In addition to helping support parking improvements, including expanding supply, the fund could also support streetscape and mobility improvements identified elsewhere in this plan. Such a fund would be particularly important if the Township were to implement the fee-in-lieu of parking (FILOP) as detailed in the *Require Projects to Contribute Parking*.

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Case Studies/Best Practices

Downingtown, PA

The Borough of Downingtown established its parking enterprise fund by ordinance in 1972, creating a dedicated funding structure to manage parking-related revenues and expenditures. The fund is supported by fees generated at the pay stations and kiosks, permits, citation fines, grants, and other miscellaneous revenues, and is designed to support not only parking facilities themselves but also broader parking management and traffic-related initiatives. Eligible uses include land acquisition, construction and maintenance of parking facilities, parking control and operational improvements, and day-to-day system operations, as well as parking studies and planning activities, reflecting a flexible approach that integrates parking with broader transportation objectives.

Unlike more strictly self-sustaining enterprise models, Downingtown's fund has functioned as a flexible reinvestment tool supporting both capital and planning initiatives; however, it has required periodic infusions from the general fund in recent years due to declining commuter parking demand. This highlights a key tradeoff in the model—while the fund provides broad applicability and policy flexibility, it is more sensitive to demand fluctuations and may require supplemental public funding to maintain long-term financial stability.

Keene, NH

The City of Keene, New Hampshire established its parking enterprise fund more than 25 years ago as a deliberate strategy to create a financially self-sustaining parking system, independent of the City's general fund. By structuring parking as an enterprise operation, similar to a utility, the City ensures that parking services are funded by users rather than taxpayers, aligning revenues and expenses while maintaining long-term control over planning, operations, and capital investment. This approach reflects a broader municipal finance practice in which enterprise funds operate as business-like entities supported by user fees rather than general tax revenue.

Revenues generated from parking meters, permits, fines, and related fees are reinvested directly into the parking system, funding day-to-day operations such as maintenance, enforcement, and administration, as well as capital improvements, including lighting, technology upgrades, and emerging initiatives like EV charging infrastructure. The fund also supports broader downtown objectives, including public realm enhancements such as landscaping and lighting, and programmatic initiatives like employee and residential parking programs. In addition to covering operating costs, the enterprise fund contributes to reserves and debt service, allowing the City to maintain a resilient, closed-loop funding model capable of adapting to shifting demand while supporting long-term system reinvestment and downtown vitality.

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ENHANCE THE CUSTOMER EXPERIENCE

Invest in New Meter Technology

To modernize the parking experience and improve operational efficiency, the Township should invest in new meter technology to replace the existing, aging multi-space kiosks, which are at the end of their useful life. While maintaining a multi-space meter option is currently recommended to ensure accessibility for all users, the Township should plan for a long-term (10-year) transition toward a 100% mobile payment parking system.

Case Studies/Best Practices

Ambler, PA

Like Wayne, Ambler has a walkable, suburban downtown with limited off-street parking, a strong restaurant and nightlife presence, and significant commuter rail activity. In 2020, Ambler upgraded its parking system, transitioning from traditional coin-operated mechanical meters to single-space "smart" meters compatible with Flowbird, along with multi-space kiosks in off-street facilities. Both meter types accept coin/cash and credit card payments, while also enabling mobile payment through the Flowbird app. This approach allowed the Borough to modernize its parking operation and improve the customer experience while maintaining the historic streetscape character of the downtown.

In conjunction with the technology upgrade, Ambler increased parking rates from $0.50 to $1.00 per hour, extended on-street time limits from one hour to two, and modernized enforcement practices. Importantly, the new system generates real-time data on occupancy, payment methods, and utilization trends, enabling more informed, data-driven decisions related to pricing, time limits, and system management. Ambler's phased approach demonstrates how communities can introduce advanced parking technology while maintaining accessibility, supporting policy changes, and setting the foundation for a long-term transition toward mobile-first payment systems.

Jenkintown, PA

In 2024, Borough Council approved the transition from coin-operated mechanical meters and kiosks to a 100% mobile payment parking system in Jenkintown, representing a shift from a hardware-based system to a fully digital parking operation. While payment through Parkmobile has been an option since 2018, the Borough's desire to simplify payment, increase operational efficiencies, and reduce hardware maintenance costs ultimately led to the elimination of meters and kiosks altogether. To address equity concerns, Jenkintown provided multiple payment channels, including the smartphone app, web browser, text messaging, phone call payment, and Google Pay. Rather than new meters, kiosks, and credit card readers, Jenkintown invested in new signage, zone mapping, enforcement technology, digital communications, and new parking management software.

While Jenkintown's approach required almost no investment in hardware and maintenance, it does require a strong public outreach program and investment in enforcement technology. Another community following a similar path is Haverford Township. Haverford has a blended system, with traditional, mechanical meters on-street and a primarily mobile payment solution in off-street facilities.

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Integrate Smart Parking Technology

In conjunction with eliminating the kiosk code and fully adopting parking permits, the Township should adopt a virtual permit management system and an online registration program. By integrating these back-of-house systems into a unified dashboard, the Township could generate comprehensive reports with key metrics. Currently, the Township relies on fragmented data from separate ParkMobile and Flowbird systems, providing an incomplete picture of parking conditions. A unified dashboard would allow the Township to mine data collected by meters and apps to monitor metrics like average and peak occupancy by location, length of stay, revenue, and repeat parkers. This data-driven approach could be critical for actively managing the parking supply and making informed policy adjustments that will enhance the customer experience, improve operational efficiency.

Case Studies/Best Practices

West Chester, PA

West Chester runs an online-first permit systems: permits for homeowners, renters, student renters, and business employees are all virtual and nontransferable, tied directly to a license plate rather than a physical tag, and residents are required to apply online except in exceptional circumstances, when an in-person appointment can be arranged. If a resident changes vehicles, there's no swap of a physical decal — they purchase a new permit online and deactivate the old one themselves. The borough's commercial-adjacent offering is narrower than some peer towns: rather than a separate business-owner tier, it issues a single temporary employee permit for people working at businesses located inside residential permit zones, run through the same plate-based system.

Asbury Park, NJ

Ahead of the 2019 parking season, the city launched a pay-by-plate, license-plate-recognition system that eliminated hangtags and decals entirely, covering both residential permits and a new quarterly employee permit for people working in the city. The announcement framed the change around better compliance data — officials wanted to track parking availability and turnover more accurately than a hangtag system allowed — and synced the city's pay stations and mobile parking app directly to its enforcement system, so officers could verify purchases and permit status electronically rather than checking a physical pass.

All permits, residential and employee alike, are purchased through an online portal (now asburypark.cmrpay.com), with the city actively steering applicants to apply from home. The 2019 rollout included LPR-based enforcement, though it's unclear whether officers use vehicle-mounted units or hand-held devices in the field. A guest parking permit program was added later that same year, extending the plate-based, no-hangtag model to short-term visitors as well.

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Implement A Comprehensive Wayfinding Program

As detailed in *Create a Streetscape and Branding Plan*, a unified visual identity is essential for reinforcing Downtown Wayne's sense of place and historic village character. Along with this, a Township-branded identification and wayfinding signage system is essential to guiding visitors to available parking spaces, as well as local amenities. The systems work even better if they include real-time occupancy information that can direct people to more abundant parking. Community feedback highlighted that available spaces are not always clearly marked or intuitively located, leading to a disconnect between the actual supply of parking and the public's ability to easily find it. This comprehensive system must go beyond physical signs, ensuring consistent messaging and naming conventions across marketing materials, the Township website, and third-party platforms, orienting visitors the moment they enter the business district.

The Township should also work proactively with platforms like Google, Apple, and Waze to add the locations and names of all public parking facilities to online mapping services. When a visitor inputs "Downtown Wayne" into their GPS, they should easily be able to locate and route directly to a public lot. This listing should include vital information such as the facility name, hours of operation, enforcement times, fees, and a link to the Township's parking landing page. Claiming these businesses on Google will make these facilities easily searchable, helping direct drivers to underutilized lots like the South Wayne Lot or West Avenue before they circle the more congested core.

Case Studies/Best Practices

Media, PA

Following completion of a Wayfinding Master Plan in 2016 and several years of design development, the Borough of Media implemented its comprehensive wayfinding system beginning in 2022, supported by state grant funding. The program replaced an outdated and inconsistent signage inventory in which many municipal parking lots were poorly marked, mounted at low heights, or visually obstructed by street trees. It also resolved confusing names that reduced legibility and created uncertainty about whether facilities were public or private.

The system replaced these conditions with a cohesive, branded hierarchy of vehicular and pedestrian wayfinding to improve parking access and downtown circulation. Directional signage along key inbound corridors now guides motorists toward municipal parking before they reach the central business district. These signs utilize a standardized visual language (the universal "P" symbol, facility name, and arrows) establishing clear, early recognition.

At the facility level, large gateway-style signs at garage entrances clearly designate them as public parking using a consistent branding format. Flag-mounted (projecting) signs were also added to garage façades to improve visibility from multiple approach angles along the street, addressing prior sightline issues.

Municipal surface lots were similarly upgraded with standardized entrance signage. Importantly, the Borough replaced ambiguous numeric lot designations with geographically intuitive names tied to nearby streets or destinations. This strategy improves clarity, allowing the parking system to function as a legible network of destinations rather than anonymous facilities.

Finally, the system transitions to pedestrian wayfinding through downtown maps and orientation signage near parking facilities. These elements reinforce the "park once, walk everywhere" concept by showing walking routes and district connections, encouraging efficient use of the parking supply while supporting a walkable downtown.

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ACTIVELY MANAGE THE EXISTING SUPPLY

Extend Enforcement Hours

Extending enforcement hours at prime locations is a practical tool for managing the evening parking demand generated by Wayne's strong dining and entertainment sector. Currently, municipal public parking becomes free after 6:00 PM. This policy inadvertently allows long-term parkers, such as evening shift employees, to arrive in the late afternoon, pay a minimal fee, and occupy prime spaces all night, taking prime spaces away from customers. By shifting enforcement to 10:00 AM to 8:00 PM, or extending it from 8:00 AM to 8:00 PM, the Township can encourage regular turnover of the most convenient spaces during the busy dinner hours, improving access for patrons.

Case Studies/Best Practices

West Chester, PA

Enforcement hours were extended around 2018 in response to an increasing nighttime economy, with more dining, nightlife, and bars. The traditional model reflects a busy commercial core with typical work hours between 9:00 am and 5:00 pm. However, the vibrant dining and entertainment activity in the historic district precipitated the need to extend enforcement hours to discourage employees from occupying prime curb spaces, encourage turnover, and improve availability during peak hours. West Chester enforces restrictions on its on- and off-street parking spaces during the following hours:

- Monday–Wednesday: 8 AM – 10 PM
- Thursday–Friday: 8 AM – midnight
- Saturday: 5 PM – midnight

Media, PA

As part of the Borough's post-kiosk modernization framework update, enforcement hours were extended from 6:00 pm to 8:00 pm. Media aligned its policies with demand realities, which exhibited strong evening restaurant demand and sustained occupancy past 6:00 pm. This expansion of enforcement hours was aided by the transition from single space meters to parking kiosks (multi-space meters) and a mobile payment option (Passport) in 2019. The legacy operation of single space meters was labor intensive and lower revenue made it more challenging to justify evening enforcement. Kiosks and mobile payment made it easier to monitor spaces while increased evening activity led to higher revenue capture. Metered parking in Media is enforceable 8:00 am to 8:00 pm, Monday through Saturday.

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Increase Rates

A well-managed parking system must be a self-sustaining enterprise, where revenues generated from paid parking cover ongoing operations and maintenance, with excess funds reinvested into improvements *(see Create a Special Revenue or Enterprise Fund with Parking Revenues)*. Raising parking rates is also a parking management tool available to the Township to help balance supply and demand within the district, protecting availability by moderating demand. In areas where parking is scarce, proximally located, and in high demand, higher rates encourage long-term parkers or price-sensitive users to choose a more peripheral location with surplus capacity or even change their mode of transportation.

The Township should consider two pricing strategies.

1. Increase all on- and off-street parking rates to $1/hour. This would bring Wayne parking prices up to regional levels and help support continued improvements.
2. Increase hourly rates on North Wayne Avenue and the North Wayne Lot to $1.50/hour. Maintain rates in the South Wayne and West Avenue Lots ($0.50/hour). Increase all other on- and off-street public parking to $1/hour. This would both provide for a sustainable fund and help address the imbalance of supply and demand in the business district.

Case Studies/Best Practices

Ann Arbor, MI (Codified Gradual Rate Increases)

The Downtown Development Authority (DDA), which operates the downtown parking system, proposed a multi-year plan to gradually increase their on- and off-street rates after undertaking a rate study to ensure a financially sound parking system. Hourly parking rates in off-street facilities had not increased since 2012. Rather than implement a large one-time bump (20% to 50%) in hourly rates, the DDA gradually increase rates every year between 2024 and 2026. Ann Arbor is unique because it adopted a multi-year rate schedule in a single action, rather than requiring a new rate study and policy decision every year.

Parking Type	2022	2024	2025	2026
Parking Garages	$1.20	$1.50	$1.65	$1.80
Parking Lots	$1.80	$2.40	$2.50	$2.60
On-Street	$2.20	$2.40	$2.50	$2.60

https://www.a2dda.org/wp-content/uploads/2024/04/Rate-Chart-Approved-4-3-2024.pdf

Doylestown, PA (Standard Rate Increases)

Prior to 2016, the Borough of Doylestown utilized mechanical meters to collect parking fees at the curb. Following a Meter Study and review by the committee, Doylestown upgraded to a "smart" meter and increased its hourly parking rates. Parking meter rates in Doylestown are broken into short-term (3-hour) spaces and long-term employee (10-hour) spaces. The parking rate at short-term spaces increased by 300% when the new smart meters were installed, and has continued to increase over the last decade. The short-term spaces are generally located in the highest-demand areas, encouraging turnover in the more desirable spaces while the long-term meters have remained relatively inexpensive after the initial 300% increase in 2017. This encourages long-term parkers to use the more remote areas while maintaining availability in the core.

Parking Type	2016	2017	2021	2026
3-Hour Meters	$0.25	$1.00	$1.50	$1.75
10-Hour Meters	$0.13	$0.50	$0.50	$0.50

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Modify the Permit System

The current permit structure provides a significant 67% discount ($1.67/day vs. $5/day) for employees and residents to park in designated lots, which contributes to the imbalance of long-term and short-term parking in the district. To align with recommended increases in hourly rates and encourage better utilization of peripheral lots, the Township should reduce the discount to 50% of the daily maximum. Furthermore, transitioning from a kiosk-based code system to a formal permit system will improve management and enforcement. The Waynewood Lot, being highly desirable and proximate to the core, should be excluded from the permit program to prioritize short-term customer parking.

Improve Loading on North Wayne

Curbside conflicts on North Wayne Avenue, including delivery trucks and rideshare vehicles blocking travel lanes, were frequently cited as a safety and congestion issue during the public engagement process. To address these friction points, the Township should establish dedicated loading and pick-up/drop-off zones. This could involve creating a full-time loading zone, as illustrated in Figure 17, or partnering with local business owners to designate specific parking spaces for morning deliveries when overall parking demand is low.

As part of the corridor's redesign *(see Redesign North Wayne Avenue)*, the Township should also work with businesses that require frequent delivery pickups to dedicate short-term spaces specifically for this activity. While this would take some parking out of the inventory during peak hours, it would also ensure safe and efficient roadway use. Finally, the redesign should accommodate designated rideshare pick-up and drop-off points, which would significantly reduce double-parking and improve safety for pedestrians and drivers alike.

Case Studies/Best Practices

State College, PA

There are 17 areas in the Borough of State College, including a combination of parking spaces and loading zones, that were converted to curbside drop-off/pick-up zones. These areas are primarily along College Avenue and Beaver Avenue. Short-term spaces in loading zones are used for deliveries and commercial access, typically before 11:00 am, but a few allow delivery activities until 5:00 pm. During the remainder of the day and into the evening, the curb space is used for drop-off/pick-up activities, with a strict five-minute dwell time. Vehicles engaging in drop-off/pick-up activities must display a loading zone permit, renewable annually.

Figure 30. **Loading Zone areas in State College**



https://www.statecollegepa.us/169/Downtown-Parking

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UNLOCK NEW CAPACITY

Pursue Shared Parking Agreements

As detailed in the Parking Study, there are typically over 500 vacant spaces, and at times as many as 900 vacant spaces, in private off-street lots throughout the day (excluding SEPTA). The Township has identified approximately 440 private parking spaces that could potentially be used for public parking during certain times of the day through agreements with property owners. These spaces were not included in the parking projections (see *Parking Projections*) and thus would add additional capacity beyond those projected.

The Township should approach these property owners and seek shared parking agreements to unlock the substantial, untapped capacity of existing private lots. Prioritizing this approach has several benefits:

- From the Township's financial perspective, the cost of expanding parking in this way is likely to be substantially less.
- The new agreements provide property owners with additional revenue.
- The environmental cost of using existing parking is substantially less than building new parking.
- Access management improvements associated with shared parking can contribute to improved pedestrian/driver safety and streetscape enhancements.
- It is likely the fastest way to add spaces.

In addition, the Township has reached out to SEPTA to look for opportunities to better sign the 152 spaces so that they could be used for public parking during off-peak hours.

As detailed in *Update Parking Regulations*, applicants for changes in use or new development should also be required to pursue share agreements when they cannot physically accommodate parking on site. By fostering formal or informal agreements between businesses with complementary peak hours, such as an office building and an evening restaurant, the Township can optimize resources. Finally, the Township should help connect existing businesses who have concerns about parking with other property owners who may have complementary uses to create shared agreements.

When parking agreements are established, they should include requirements that clear signage is posted in the lot, and permits should be issued when the spaces are for residents or employees. Businesses should also be encouraged to have information on their website about how to access the lot if the spaces are meant for customers.

> *Case Studies/Best Practices*
>
> **Chestnut Hill, PA**
>
> The Germantown Avenue commercial district in Chestnut Hill is one of the longest running coordinated shared parking systems in the US. Since the 1950s, local property and business owners have consolidated fragmented, rear-lot properties into a unified resource. The Chestnut Hill Parking Foundation, a non-profit organization, manages privately owned lots and operates them collectively as a shared, district-wide system. The six lots in the allow visitors to "park once" and support a walkable historic shopping center.
>
> Property owners retain ownership of their parcels but CHPF operates the land for public parking, including maintenance, payment systems, and enforcement coordination. The foundation transitioned from a merchant-funded, free parking system to a user-funded, paid parking system in 2012. Parkers can pay at parking kiosks or via mobile app, with validation options available, or buy monthly permits. While the foundation collects the revenues from the kiosks, the Philadelphia Parking Authority is responsible for enforcement and collects citation revenues.

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West Reading, PA

The Borough of West Reading experienced modest but steady growth, with several restaurants opening, in part due to the elimination of parking minimums in the central business district. While demand grew, the public parking supply did not. Because there was almost no municipally-owned off-street parking, the 200-space lot at the West Reading Shopping Centre acted as the "de facto" public parking. Increased illegal use of the lot resulted in the owner towing vehicles from the lot. While within his rights, the towing adversely affected the restaurants and bars in the area.

To mitigate the issue, the Borough worked with the shopping center owner to develop a shared parking agreement, allowing public use of the private lot. The Borough received a $50,000 grant from the BB&T Economic Growth Fund of Berks County Community Foundation, and used the funds to install signage and two multi-space meters. The agreement has been in place since 2019. As part of the agreement, the Borough is responsible for the liability insurance and enforcement of the lot. Revenue collected is shared 50/50 and no overnight parking is allowed.



Parking Kiosk at the West Reading Shopping Centre

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Make Improvements to North Wayne Lot

The Township currently leases the highly utilized North Wayne Lot and has near-term plans to resurface the facility and implement necessary stormwater management improvements. To maximize this investment and enhance pedestrian connectivity, these upgrades should include the installation of a new, well-lit walkway as illustrated in Figure 31. This connection would provide safer, more inviting access to the existing public parking on Waynewood Avenue, encouraging visitors to comfortably utilize spaces located slightly further from the commercial core.

Expand Parking on Louella Court

The Township should consider acquiring adjacent properties on Louella Court and Waynewood Avenue (Figure 31). This strategic property acquisition could result in 96 spaces, increase the public parking supply by approximately 34 spaces while creating opportunities for stormwater management, adding sidewalks along Louella Ct, and improving visibility and access to these lots. Securing these parcels would provide the Township with vital site control over resources adjacent to the train station, should Amtrak and SEPTA look to partner on transit-oriented redevelopment in the future (see Build Long-term Partnerships for Station Area Redevelopment). In such instance, municipal ownership of these key parcels could ensure the Township remains a central stakeholder with significant leverage in shaping that long-term vision.

Figure 31. **Expanded Parking Supply**



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UPDATE PARKING REGULATIONS

The following recommendations are contingent upon concurrently advancing the *Actively Manage the Existing Supply* strategies.

Change Minimum Parking Requirements

The Township should right-size parking minimums for land uses in the downtown core to better reflect the walkable nature of the district, the data gathered in the recent Parking Study, and support investment in Wayne. This could include the following changes to the parking requirements.

Alternatively, the Township should consider following the path of West Chester and Phoenixville, which requires a parking study to assess the feasibility and adequacy of supply, as well as potential off-site impacts of a proposal. This route would be preferable because it gives property owners the flexibility to demonstrate how shared parking, off-site agreements, and other strategies could reduce the number of spaces they need to provide. It would also give the Township a much better understanding of the impacts of any development on the public parking system, establishing a baseline for securing funds to offset those impacts.

In some municipalities, such as the Borough of West Chester, changes in use or expansions of existing buildings within the Town Center District do not trigger additional off-street parking requirements. The ordinance includes a limited exception for residential intensification: when a change of use or expansion results in five or more dwelling units, off-street parking must be provided for the new residential units in accordance with the applicable residential parking standards, without credit for existing parking on the site. This approach reflects a broader policy framework in which parking demand within the Town Center District is managed at a district-wide level rather than on a parcel-by-parcel basis. West Chester's approach is supported by a relatively robust supply of public parking facilities and active parking management practices, including evening enforcement, which together help accommodate shared parking demand across multiple land uses. For more information regarding the approvals process, see *Streamline Approval Process* in Land Use.

Figure 32. **Proposed Parking Adjustments**

Use	Current	Proposed
Residential	one space per dwelling unit less than 800 square feet; two spaces per dwelling unit 800 square feet or greater	Studio – 1/unit One-Bedroom – 1.25/unit Two Bedroom – 1.75/unit Three Bedroom – 2/unit Four + Bedroom – 2.25/unit For multi-family residential greater than 20 units, an additional 0.20 space per unit is required for visitor parking
Office	1/250 SF	1/333 SF
Retail	1/300 SF for retail	1/400 SF
Church	1/150 SF for church	No Change
Restaurants	1/3 seats & 1/2 employees on greatest shift	Sit-Down Restaurant – 1/100 SF Fast Casual/Take-out Restaurant – 1/150 SF

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These changes would better reflect the real parking demand in a mixed-use, transit-oriented downtown and reduce the burden on property owners looking to change the use of their property. However, it is critical that such changes be implemented in parallel with the proactive management practices that focus on building a parking system that functions efficiently.

Case Studies/Best Practices

West Chester, PA

West Chester Borough provides a notable Pennsylvania example of a municipality that has shifted away from conventional use-based parking schedules for most non-residential development. Through a series of zoning ordinance updates, including significant amendments adopted in 2024, the Borough requires applicants to prepare a parking demand analysis using nationally recognized methodologies, including the Institute of Transportation Engineers (ITE) *Parking Generation Manual* and the Urban Land Institute (ULI) *Shared Parking* methodology. Rather than prescribing fixed parking ratios for most land uses, the Borough evaluates parking needs based on site-specific demand analyses and other relevant considerations. Residential development remains a primary exception, reflecting the generally predictable nature of long-term residential parking demand.

For multifamily residential development, West Chester retains minimum parking requirements based on unit size (number of bedrooms) rather than requiring a parking demand study.

Unit Type	Parking Requirement
Studio / 1BR	1.2 space/unit
2BR	1.7 spaces/unit
3BR	2.2 spaces/unit
4+BR	2.5 spaces/unit

These standards were adopted as part of the Borough's 2024 update to residential parking requirements and represent an effort to better align parking supply with expected vehicle ownership by household size.

Within the Town Center District, the Borough has also reduced parking-related barriers to redevelopment by limiting circumstances in which existing buildings or changes in use trigger additional parking requirements. This approach supports investment and adaptive reuse in the historic downtown while maintaining parking requirements for new residential development.

Although West Chester differs from Wayne in its larger downtown activity center and university presence, it provides a strong Pennsylvania precedent for modernizing parking regulations. The Borough's approach combines demand-based parking analysis for most non-residential uses with objective residential parking standards, creating a more flexible framework that can better respond to changing development patterns and parking demand. By emphasizing site-specific analysis and shared parking principles, West Chester reflects the growing movement toward right-sizing parking based on actual demand rather than relying exclusively on traditional zoning ratios.

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Require Projects to Contribute Parking

The Parking Study found that, with the new development currently approved in Wayne, there is less capacity to allow projects to proceed without providing parking, as permitted in § 280-53.12.A (though not uniformly enforced). As such, the Township should update its parking requirements so that, when a property owner cannot meet on-site parking requirements due to physical constraints of the property, they should be required to utilize agreements to secure parking off-site to meet their obligations. In all instances, the Township should allow applicants to use a parking study to reduce their obligation if they can demonstrate that shared parking would allow them to meet demand with fewer spaces.

Where applicants are unable to secure parking through these mechanisms, the Township should offer a fee-in-lieu of parking (FILOP). If implemented, this mechanism must be paired with the dedicated parking enterprise fund and a clear capital plan for the revenue, such as funding public parking improvements, acquiring land, or constructing structured facilities as discussed in the *Parking* section. The fee itself should be carefully calibrated to represent the true cost of providing a space in a shared district system, including land acquisition costs. This approach would ensure the Township is not subsidizing development, while avoiding a rate so high that it stalls investment. To maintain accuracy over time, this fee should be indexed to construction cost inflation every three to five years.

Case Studies/Best Practices

Downingtown, PA

The Borough of Downingtown provides a strong Pennsylvania example of a municipality that has modernized its parking regulations by maintaining minimum parking requirements while providing multiple pathways for applicants to satisfy those requirements when on-site parking is impractical. Recognizing the constraints of a traditional downtown environment, where small lot sizes, historic buildings, and infill redevelopment often limit the ability to construct new parking, the Borough allows applicants to demonstrate compliance through a combination of on-site parking, off-site parking, shared parking arrangements, and parking reductions supported by documented parking demand.

Under Downingtown's zoning ordinance (ecode360.com/6457047), required parking spaces may be located on the development site or on another property under the same ownership, provided the parking remains permanently available to serve the use. Where parking is located on a separate parcel under different ownership, the ordinance permits applicants to satisfy the requirement through a recorded easement, lease, or shared parking agreement that legally guarantees continued access to the required parking spaces. These agreements are recorded with the property to ensure that the parking remains available for the life of the development and cannot be removed without Township approval.

In addition to these flexible compliance options, projects within the Central Commercial (C-1 and C-2) Districts may qualify for reductions of up to 50 percent of the otherwise required parking supply when the applicant demonstrates that the reduced parking will continue to meet anticipated demand. This recognizes the availability of public parking facilities, on-street parking, pedestrian connectivity, and the complementary parking demands of downtown businesses.

Downingtown's approach reflects the principle that parking in a traditional downtown should be managed at the district level rather than on a parcel-by-parcel basis. Instead of requiring every property to independently construct all required parking on-site, the Borough encourages applicants to first utilize nearby parking resources through common ownership, recorded easements,

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or shared parking agreements before seeking a reduction in the required parking supply. This hierarchy preserves flexibility for redevelopment while ensuring that adequate parking remains available through legally enforceable mechanisms.

Downingtown, PA

There are very few example case studies of municipalities the size of Wayne that have adopted a FILOP program, and fewer examples of developers or projects that have availed themselves of the approach. Downingtown has a FILOP provision in its zoning ordinance; however, the provision is more conditional than an automatic option. Use of the provision is limited to specific core districts and is only allowed when alternative options are not feasible or reasonable. The per-space fee is also not well published.

Golden, CO

By code, the City of Golden, Colorado allows a payment in-lieu for providing required parking within the Downtown development district. The owner may request to provide a payment rather than the parking for approval using one of three calculations, subject to the city council approval.

Figure 33. **Payments in-lieu for Golden, CO**

Land Use Change	Fee Basis	Time of Payment
New Construction or Building Addition	50% of current replacement cost of structured parking space	Payment due at building permit or up to 20-year payment plan
Individual tenant change of use for structures constructed after November 1, 2003	Annualized contribution based upon 25% of current replacement cost of structured parking space, amortized over a 30-year economic life of the structure.	Payments begin at the start of the third calendar year the business is in operation. Ongoing, as long as tenant occupies space, or if transferred to a future tenant.

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ENCOURAGE ALTERNATIVES TO PARKING

Encourage Carpooling Programs

To reduce overall parking demand, the Township should actively promote carpooling and alternative transit options for downtown employees and visitors. For example, it could leverage resources like the Delaware County Transportation Management Association (TMA) Share-A-Ride program, which is a free online service that helps match riders and drivers in southeastern Pennsylvania. The website and app also offer information about alternatives to driving alone, like bike and walking routes, vanpool programs, and public transportation. The TMA will work with the Township to organize transit fairs and attract participation.

Promote Walking and Biking to Wayne

Residents, business owners, and visitors have consistently emphasized the value of walking in Wayne. However, as detailed in the Mobility and Placemaking section, there remain areas in Wayne that are in need of substantial improvement. Making the recommended improvements will encourage people to choose ways to get to Wayne other than driving. Key recommendations include: *Implement Safety and Traffic Calming on Lancaster Avenue*, *Connect Wayne to the Radnor Trail*, and Improve Sidewalks and Close Gaps.

Promote Multi-Modal Transit Options

The Township should work with the Delaware County Transportation Management Association (TMA) to promote the value of taking transit to work. They can help partner with employers to offer discounts or subsidies to employees who take transit. In addition, the Township should *Collaborate with SEPTA to Extend 30-Minute Bus Service to Wayne*, as detailed in the *Mobility & Placemaking* Section.

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RETAIL

Community engagement revealed that residents and visitors deeply value Downtown Wayne's vibrant dining scene and active storefronts, while expressing a strong desire for a broader mix of everyday goods and specialty retail. Low storefront vacancy, rising rent pressures, and broader market shifts threaten to narrow business diversity and displace independent operators. The retail strategies focus on establishing proactive tenant recruitment and retention programs, building a compelling district brand identity, offering targeted business incentives, preserving ground-floor commercial space, and supporting local business stewardship.

LEARN THE LINGO OF RETAIL!

Retail professionals use specialized terms that may be unfamiliar to everyday readers. A *Glossary of Retail Terms* as the end of the plan explains the language used throughout this chapter and can help readers better understand the issues and recommendations.

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KEY ISSUES AND OPPORTUNITIES

Supported by a distinct village character, enviable consumer demographics, healthy tenant demand and a positive brand identity, Downtown Wayne boasts a compelling mix of businesses, with low storefront vacancy. The nature of retail and retail markets, however, is that it is ever-changing, and can do so rapidly. After all, it was only a few years ago that stakeholders were concerned about empty storefronts. Meanwhile, the more optimistic outlook today begets its own set of challenges. As the district evolves, proactive stewardship will be needed in order to address preemptively the ones that might lie ahead.

The Importance of Destination Appeal: While Downtown Wayne sits within walking distance of residential neighborhoods and boasts its own SEPTA railway station, it is not, nor will it ever become, a dense, mixed-use core like Center City Philadelphia. The overwhelming majority of its would-be patrons would first need to make a choice to *drive* there, undeterred by the perceived inadequacy of the parking supply. It therefore needs to appeal as a destination. This implies the kinds of businesses capable of drawing as such – sit-down restaurants, entertainment venues and specialty shops, for example. It also calls for the sorts of distinctive concepts that are considered *worth* the trip.

The Inconvenience of Conveniences in a Downtown Setting: In a suburban context like the Main Line, most consumers handle their errands by car – and prefer to do so as quickly as possible. This typically implies both easy access from major arterial roads as well as ample free, "in-and-out" parking. Meanwhile, the tenants themselves often look to locate within the shadow of larger anchors, like full-service supermarkets, that require sizeable floorplates. For these reasons, they are most often found and will typically fare better on more spacious parcels along Lancaster Avenue. This is because that corridor can accommodate strip malls or freestanding buildings with on-site parking and setbacks.

The Need for Synergy and Co-Tenancy: In contrast to conveniences, "comparison" goods are ones – like apparel, footwear, jewelry, furniture and décor – for which consumers typically gravitate to larger clusters with wider selection. This allows them to "comparison-shop" from among multiple styles and prices. Meanwhile, the retailers themselves look to hedge against perceived risk by locating near complementary or even competitive tenants that generate like-minded customers. For these reasons, sufficient scale matters – a concept known in the industry as "critical mass[1]" – and districts generally need to remain above a hypothetical minimum of such shops, or else their appeal will start to weaken.

The Decline of Commodity Retail: Sellers of general merchandise to a local clientele struggle today to compete directly on price, selection and convenience with large-format "category killers" and supercenters (e.g. Walmart) further afield. Instead, the concepts more likely to survive in today's Downtowns are ones that target a broader geography with a focus on product curation and customer service within particular niches. These are often defined in psychographic terms, that is, on the basis of lifestyles, sensibilities and aspirations – like, for instance, Out There Outfitters.

Rising Interest Among Major Brands: Even with its enviable demographics, Downtown Wayne has historically been insulated from an onslaught of large chains by the modest size of its storefronts as well as its location within the shadow of one of the nation's biggest fortress malls. Today, however, a growing number of these retailers are looking at and opening in smaller spaces within "main street" settings. Indeed, both FP Movement and Ballard Designs relocated *from* King of Prussia. One ought not to overplay this trend, especially given the allure of Suburban Square as a mall alternative. Yet other concepts might be able to justify multiple locations along the Main Line – Bluemercury, for instance, currently operates three – or seek an additional one in Wayne for shoppers west of the Blue Route.

1 Enough businesses of a certain type to significantly increase an area's appeal to customers or prospective tenants

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The Value of Diversification: With a varied mix of categories, concepts and operators, Downtowns not only become more interesting to consumers. A balance between dining and shopping also translates to additional dayparts and extended stays (or increased "dwell time"). This, in turn, can increase tenant sales and profitability. At the same time, diversification generally equates to greater district resiliency in the face of economic shocks. The growth of food and beverage in recent decades, for instance, has helped to provide a buffer against the aforementioned shifts in commodity retail. Similarly, the local attachments of homegrown boutiques can counterbalance the herd mentality of big chains.

A Moment in Time: Downtown Wayne exists in a kind of equilibrium right now, with a tenant mix that seems mostly in balance, not skewing too heavily in a particular direction. There are some restaurants, but also, a healthy number of shops – especially in comparison to such districts more generally. There are a few larger brands, but mostly independents and chain-lets[2]. Retail, however, does *not* stand still, particularly in coveted submarkets like Wayne's, where tenant interest is strong and available inventory, limited.

Inventory Constraints and Rising Rents: With the low rate of storefront vacancy, limited potential for new supply and rising level of tenant interest, basic supply-and-demand theory would suggest that rent levels and credit requirements are likely to rise as leases expire. Indeed, a recent "bellwether" lease, pricing space well above prevailing norms, will almost certainly reset the market and encourage other landlords to ask for more. And while some appear to be community-oriented, others are harder to predict and might ultimately prioritize the maximization of returns.

A Changing Retail Mix: If similar main streets elsewhere are any guide, these leasing dynamics could result in a shift towards more food and beverage. In particular, this might mean higher-priced concepts that offer (high-margin) alcoholic beverages. In addition, it may result in a narrowing of specialty shops that favors larger chains and other well-capitalized operators. In other words, some existing boutiques and other mom-and-pops might be lost in the shuffle. This, in turn, could: 1) alter perceptions of Downtown Wayne's character and identity, weakening loyalty among critical submarkets; and 2) potentially undermine existing synergies within and between retail categories.

A Changing Psychographic Composition: Wayne has long been associated with the "*Upper Main Liners*" segment. This consists of middle-aged and older married couples, exceedingly wealthy yet selectively frugal, who skew towards classic or preppy styles and stick to longtime favorites. However, while still significant in number, it has been joined in the last decade or so by a fast-growing contingent of "*Suburbanizing Neo-Hipsters.*" These are well-heeled, exercise-crazed, athleisure-wearing Millennial couples with younger kids. In decamping to the suburbs, they have brought some of their hipper, more contemporary sensibilities and preferences with them, like "curated" shops, athleisure style, fitness studios, fast-casual eateries and craft breweries. Today's retail mix will need to strike a balance between the two, resonating with the latter while retaining the favor of the former.

Extending the Downtown Experience: The footprint of Downtown Wayne's walkable "Main Street" core is constrained by the drop-off in pedestrian appeal once one leaves N. Wayne Avenue. Blockfronts along Lancaster Avenue are characterized by a fast-moving, auto-oriented environment and uneven streetscape investment – particularly along its western segment. This deters exploration, reduces footfall and weakens synergies. Meanwhile, West Avenue lacks pedestrian scale lighting and wider sidewalks. This limits the utilization and anchoring potential of the municipal parking lot. For these reasons, there are fewer opportunities to expand the inventory of desirable retail spaces and relieve some of the pressure on rent levels.

2 A business with multiple locations that is not yet perceived as ubiquitous, generally with fewer than ten locations.

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RETAIL VISION

Already the cherished heart of its community, Downtown Wayne can yet become the premier Downtown along the Main Line, drawing both residents and visitors as a compelling destination for different kinds of outings on a leisurely afternoon and/or evening. These could include dining, imbibing, theater-going, caffeinating, strolling, people-watching, even a bit of specialty shopping.

Downtown is well differentiated from nearby competitors: it offers a genuine Main Street feel, especially along N. Wayne Avenue, unlike Ardmore and Bryn Mawr; greater walkability and charm than Paoli Shopping Center; more authenticity and a broader mix of tenants than King of Prussia Town Center and Ellis Preserve Town Center; and greater scale than Malvern's King Street and Haverford Square.

Going forward, its street-level businesses must keep striving to offer products, cuisines and/or experiences that one cannot easily find elsewhere, and that therefore are worth the trip. The main attraction should be food, beverage and entertainment, encompassing both "third place" venues that double as community gathering places as well as new "buzzy" concepts that can generate attention and patronage from further afield.

The retail mix (see Realistic Retail Mix) should continue to feature a cluster of shops featuring comparison goods (Goods that vary significantly in price, quality, or style) . Specific categories include apparel and home, where co-tenancy already exists, as well as ones like footwear that would be complementary to that base. Many of the concepts should be oriented psycho-graphically. Distinctive boutiques and smaller chain-lets should predominate, along with a smattering of select brands that seek or prefer neighborhood-scaled main streets.

Engagement with and loyalty to Downtown Wayne can be maintained in part by businesses and uses that speak directly to the history and legacy of the community as well as the desires and psychographics[3] of its residents.

3 Qualitative characteristics of consumers, such as their lifestyles, preferences, and aspirations, rather than quantitative characteristics such as income or home value.

Realistic Retail Mix: Summary

- Businesses offering products, cuisines and/or experiences that one cannot easily find elsewhere
- Food, beverage and entertainment as the main attraction
- Cluster of comparison goods purveyors, specifically in categories where co-tenancy already exists (e.g. apparel, home) and ones that would be complimentary to that base (e.g. footwear)
- Distinctive boutiques and smaller chain-lets, along with a smattering of select brands

Indeed, a binary framing of the district's existing draw and potential – of "locals" versus "visitors" – would be both counterproductive and specious, since the two submarkets predominate both within Wayne and beyond it.

Like many other municipalities that retain their primacy as both community touchstones and larger destinations over a sustained period of time, Radnor Township and major stakeholders understand that forward thinking and proactive stewardship will be needed in order for Downtown Wayne to stay ahead of the market forces and dynamics which can threaten to undermine its positioning and potential.

Roles and responsibilities in the implementation of the retail vision are ideally aligned with the mandates and capacities of the respective stakeholders. The Wayne Business Association (WBA) has long taken the lead on this front, in lieu of a more formalized entity dedicated to place management or a more intentional effort on the part of the Township. Now, however, that the Township has hired an Economic Development Manager, the WBA can be freed – and empowered – to concentrate on the areas in which it excels and for which it is best suited.

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EXECUTIVE SUMMARY OF RECOMMENDATIONS

Downtown Wayne currently enjoys healthy market conditions, characterized by low vacancy, high tenant demand, and a desirable mix of businesses. However, the retail landscape is highly dynamic. As the district navigates inventory constraints, rising rents, and changing consumer demographics, proactive stewardship will be essential to maintain this vitality. The report outlines a strategic vision to ensure that Downtown Wayne is and remains the premier main street destination along the Main Line, offering a curated mix of food, beverage, entertainment, and distinctive specialty shops that appeal to both long-time residents and newer, trend-conscious ones.

Realizing this vision requires significant investments in both the physical environment and the administrative infrastructure for tenant recruitment. Upgrading the public realm is crucial for reinforcing both the reality and perception of retail vitality; this includes the creation of an activated central gathering space, the implementation of pedestrian-friendly streetscape improvements, as well as the rationalization of curbside and parking management. Concurrently, the Township must develop a robust capacity for retail attraction and retention. Along with the establishment of a centralized information clearinghouse, the development of targeted marketing collateral, and the execution of a regional "roadshow," Wayne can actively prospect for the specific boutiques, chain-lets, and distinctive concepts that align with the community's desired retail mix.

Finally, sustained success depends on the coordination of public policy, financial incentives, and stakeholder responsibilities. Zoning and land-use policies must include requirements for ground-floor retail within the commercial core to preserve active, vibrant storefronts, and should be reviewed regularly. To further shape the district, the Township should deploy targeted incentives — such as support for interior build-outs and facade improvements — that specifically privilege independent businesses and comparison-goods retailers. Orchestrating these multi-faceted efforts requires clear leadership, with the Township's Economic Development Manager serving as the primary resource for retail attraction, working in close collaboration with the Wayne Business Association and a dedicated committee of community stakeholders.

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UPGRADE THE PUBLIC REALM TO REINFORCE RETAIL VITALITY

Create and Activate a Central Gathering Place in an Open-Air, Off-Street Location

This plan recommends that the Township *Create a Premier Public Space on North Wayne Avenue*. From a retail perspective, such a space should be designed with the goal of increasing frequency of visitation and establishing/reinforcing a civic heart. It would host events and programming, accommodate a variety of "informal entertainments" – in which pedestrians can both watch and/or participate, facilitating interaction and socializing, like ping pong, putting greens, yoga classes and social dancing – as well as provide room for kiosks or mobile retailing units (e.g. shipping containers). Ideally, it would also offer at least some protection from the elements (e.g. canopies, heat lamps).

Design and Implement Streetscape Improvements to Encourage Walking and Strolling

This plan recommends that the Township *Redesign North Wayne Avenue*, *Make Streetscape and Safety Improvements on West Lancaster Avenue*, and *Extend Downtown along West Avenue*. Such pedestrian-oriented enhancements would help to expand the supply of (viable) retail space, convey a sense of vibrancy to passing motorists and increase utilization of farther-flung parking spaces. At the same time, the goal of walkability should be balanced with the needs of certain businesses, particularly along Lancaster Avenue, for visibility and access to passing automobiles.

Undertake a "Curbside Planning" Exercise to Rationalize Utilization of this Scarce Resource

The multiple user groups in Downtown Wayne that currently make demands on the "curb" include, at the very least, motorists parking their cars, trucks unloading goods for businesses, food delivery providers retrieving orders for patrons, rideshare vehicles picking up or dropping off passengers as well as pedestrians (and restaurateurs) who could benefit from widened sidewalks. The recommendations identified in *Redesign North Wayne Avenue* and *Improve Loading on North Wayne* would help support businesses while maintaining a high quality, orderly streetscape.

Implement Parking Recommendations to Improve Conditions for Downtown Retail

A professionally designed and properly managed parking system, as described in *Parking* section of this plan, is not an end in itself. Rather, it helps to maximize overall foot traffic, business patronage and, ultimately, tax revenue. At the same time, its dealbreaker potential – that is, the likelihood that its attendant frustrations will ultimately deter visitation – is inversely proportional to the appeal of the destination itself. Counterintuitively, the most coveted districts are often the ones with the greatest parking challenges, as consumers view them as compelling *enough* to justify the inconvenience.

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DEVELOP AN INFRASTRUCTURE FOR SUPPORTING RETAIL ATTRACTION AND RETENTION

Establish and Maintain an Information Clearinghouse to Match Tenants and Brokers

As a first step in its stewardship role, the Township should compile and share data sets that interested tenants and brokers cannot easily or cost-effectively secure on their own, so as to expedite the information-gathering process and lower barriers-to-entry for small businesses. This would include a centralized, regularly updated inventory of available retail spaces, complete with relevant details on each (e.g. square footage/dimensions, existing build-out, contact info, etc.). In addition, it would encompass metrics on foot traffic (gathered anonymously via smartphone, perhaps in an agreement with DVRPC), automobile counts as well as visitation levels for civic anchors like the Radnor Memorial Library. Average sales volumes in specific categories would also prove useful.

Secure Private Sector Buy-In to a Township Support Function in Tenant Prospecting

The Township must first confirm with property owners and leasing professionals that they would actually want and use the kinds of prospecting assistance outlined below. After all, identifying and relaying leads accomplishes little if landlords are unwilling to give them serious consideration, while brokers can turn territorial if they believe that their commissions – on which they typically rely for income – might be in danger. The Township should make the case that the goals outlined in the vision – like, for instance, the desire to retain balances between shopping and dining as well as smaller operators and ubiquitous brands – necessitate "stewardship" of the overall retail mix as a counterpoint to individual interests (in the event of misalignment). It should also underscore the limitations of the role (i.e. providing pre-qualified leads *for free* and *without strings attached*) as well as the commitment to impartiality (i.e. sending them along *on the basis of the tenants' stated criteria*).

Create and Distribute New Collateral that Pitches Downtown Wayne as a Retail Location

In contrast to the information clearinghouse, such a marketing piece would make a *proactive* case for the opportunity that the district presents. The pitch would draw on conventional metrics but also, the power of effective storytelling, creative analysis of data sets, examples from comparable districts, testimonials from existing success stories and other such approaches. It would be adapted for the various targets outlined in the retail vision, spoken in the "language" of the leasing community and supplementing the flyers which landlords and brokers use for their individual spaces. It would be produced in print and digital formats, with the assistance of a graphic designer.

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Undertake a "Roadshow" to Build Awareness of Downtown Wayne as a Retail Location

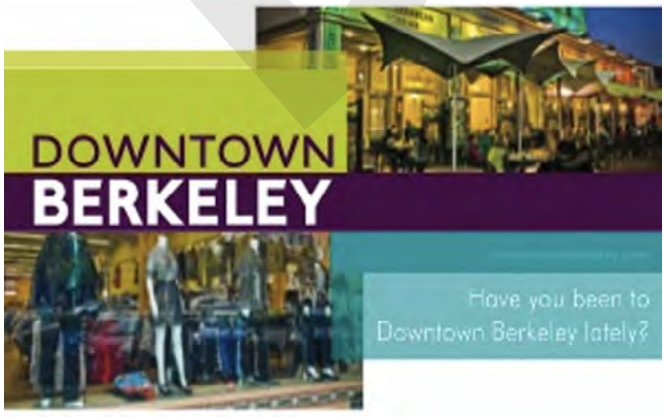
Modeled on the archetypal "roadshow" of corporate finance, in which a company's management team and its investment bank conduct a series of in-person meetings with potential investors in an effort to raise capital, the Township would *proactively* make the case for Downtown Wayne to the leasing community on an ongoing basis. This would include regular visits with major brokerages, the hosting of site visits, participation in industry events, columns in business publications and other forms of outreach, with collateral provided as a takeaway. Such a campaign could be understood, in the contemporary argot, as "meeting [tenant-rep brokers] *where they are*." Importantly, it would focus not only on the Delaware Valley but also, the similar submarkets of other large Northeastern metros, like Washington, D.C. (e.g. northwestern suburbs), Boston (e.g. western suburbs) and New York City (e.g. Westchester, Fairfield and Bergen Counties). In these areas, real estate professionals might not be as aware of Wayne or its similarities, say, to a Bethesda, a Wellesley or a Westport.

Case Studies and Best Practices

Berkeley, CA and Raleigh, NC

With its leasing brochure and subsequent "roadshow", the Downtown Berkeley Association, a business improvement district (BID) in Berkeley, CA, working with MJB Consulting, successfully changed the conversation about the university town's historically far-left politics. The effort underscored selling points like the enviable population densities and demographics as well as the Mayor's pro-business policy regime. This eventually helped to attract a number of chain-lets from San Francisco that might otherwise have never considered Berkeley.

Meanwhile, the Downtown Raleigh Alliance, a BID in Raleigh, NC, also working with MJB Consulting. reinterpreted the existing retail mix in psychographic terms, revealing latent opportunities with "Hipster" and "Neo-Hipster" consumers. These were submarkets that local landlords and brokers in the conservative Southern city had yet to recognize, let alone understand. Eagerly embracing the reframing, real estate professionals set to work on the realization of this potential, which today's revitalized district undeniably reflects.





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Prospect for Tenants on Behalf of Downtown Wayne's Landlords and Brokers

The Township would play a supportive role in identifying, vetting and then relaying leads to property owners with (or leasing professionals representing) spaces that meet their stated criteria. These possibilities would be forwarded with *no* "finder's fee" required or strings attached, merely as prequalified alternatives to lower-hanging fruit. Targets would be aligned with the retail vision, and exclude national or Philadelphia-based brands already well-known among local brokers. Instead, sourcing efforts would focus on boutique chain-lets from similar submarkets of other large Northeastern metros. This would add value inasmuch as local real estate professionals would likely have neither the time nor inclination to canvass such districts. The search would also unearth promising entrepreneurs looking to graduate from pop-ups and farmers markets.

Case Studies and Best Practices

Berkeley, CA

In 2014, the Downtown Berkeley Association commenced with a recruitment effort to attract one or more fast-casual salad eateries to a district that, despite its large daytime population, still lacked such an amenity. Working with MJB Consulting, it pitched a number of expansion-minded operators (or tenant-rep brokers) on the opportunity, then worked with property owners (or their listing agents) that could offer suitable spaces. Within just two years, the Downtown boasted three such concepts, including Sweetgreen's first Northern Californian location, and today counts five.

Develop a Meaningful and Compelling Brand Identity for Downtown Wayne

Importantly, this cohesive brand identity would frame Downtown Wayne as a destination for *consumers (not just visitors)*. It would target in particular the psychographic segments (e.g. "Upper Main Liners" and "Suburbanizing Neo-Hipsters"), the typical itineraries (e.g. a leisurely afternoon with friends) and the broader trade area (e.g. east of the Blue Route, south of PA 3) outlined in the retail vision. It would then be spread via a cohesive marketing and communications campaign that informs events, advertising, and promotions. This branding campaign should be coordinated with the work identified in the Create a Streetscape and Branding Plan.

With regards to roles and responsibilities (below), this initiative would be coordinated by the Township's Economic Development Manager, in close coordination with the Wayne Business Association (WBA). It would solicit the expert assistance of a creative agency experienced in the place branding and destination marketing of Downtown districts.

Continue with Efforts to Increase Consumer Demand

In addition to new retail anchors that can draw consumers to Downtown Wayne as a destination (like, for instance, a reopened Anthony Wayne Theater), this would also encompass other non-retail uses and attractions that generate foot traffic which can then be converted into actual customers. This would include, to the extent possible, higher residential densities in the trade area – both within and beyond walking distance – as well as a central public space (above) capable of enticing more frequent visitation.

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CLARIFY ROLES AND RESPONSIBILITIES OF KEY STAKEHOLDERS

Center the Economic Development Manager as the Primary Resource for Retail Attraction, Retention and Incentives

This role would encompass the tasks identified in the section above: 1) establishing and maintaining an information clearinghouse, including a database of available spaces – to appear on a separate tab of the Township website; 2) shepherding the creation of new district-wide leasing collateral, coordinating a regional "roadshow", and staying in regular contact with the brokerage community; 3) spearheading a prospecting campaign, following consultations with the private sector; and 4) guiding/hand-holding tenants through the permitting process.

The Economic Development Manager would also nurture relationships and conduct frequent check-ins with merchants and landlords, including exit interviews with departing businesses – so as to better understand and address challenges. Finally, it would take the lead in seeking and securing grants from various sources, including the Township itself. These could fund incentives with which to entice comparison goods retailers, encourage independents/chain-lets and help existing proprietors expand.

Increase Township Collaboration with the Wayne Business Association (WBA)

Such collaboration could include, for instance, budget allocations for additional (or expanded) events and programming, which would focus attention on and drive foot traffic to the full range of storefront businesses across the entire footprint of Downtown Wayne as well as reinforce overall brand identity. At the same time, the Township could work with the WBA to expand its mix of merchant-members, including boutiques and other shops.

Convene an Economic Development Committee of Community Stakeholders

This group would leverage the energy and interest of Wayne residents in ways that leave them feeling more directly involved and invested in implementation. It could, for instance, help to source and/or support tenants that generate local excitement (see Swarthmore case study below). Such engagement will serve an educational purpose as well, familiarizing participants with the intricacies, nuances and challenges of retail leasing. However, the Township's Economic Development Manager should always retain final say on the targeting of specific businesses and operators, as based on an understanding of the retail vision as well as the results of careful vetting. This would help to ensure that the ones identified would be both appropriate and realistic.

Case Studies and Best Practices

Swarthmore, PA

A local institution in the "'Ville'" since the late 1930's, the Swarthmore CO-OP was viewed as a linchpin of revitalization efforts initiated in the late 1990's by a task force of business owners and Swarthmore College. At the time, it was responsible for one-quarter of the district's total revenue. In a 2004 deal with the Borough, its building was vacated and demolished for a new pedestrian-friendly alley called Lincoln Way, in exchange for the construction of a new, much larger space next door, with $650,000 of the $2 million cost raised through community fundraising. The case study illustrates the important role that local government can play in helping to maintain and attract businesses, especially those like grocery stores which play an important role in the community.

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ALIGN PUBLIC POLICY WITH THE RETAIL VISION

Retain Requirement for Ground-Floor Retail Tenancy within the "Wayne Commercial Core"

The combination of low storefront vacancy and robust tenant demand typically begets rising rents, which can, in turn, narrow the range of businesses. Retaining the requirement for ground-floor retail tenancy in new projects can theoretically help to slow this dynamic. It would do this by expanding the available supply and thereby weakening the leverage of landlords. At the same time, it also reinforces pedestrian interest. Additional zoning provisions could ensure that such scarce real estate is reserved for the kinds of commercial uses in greatest need of street-level presence and visibility, providing a kind of protection against the loss of critical mass in certain categories where it is essential (e.g. comparison goods).

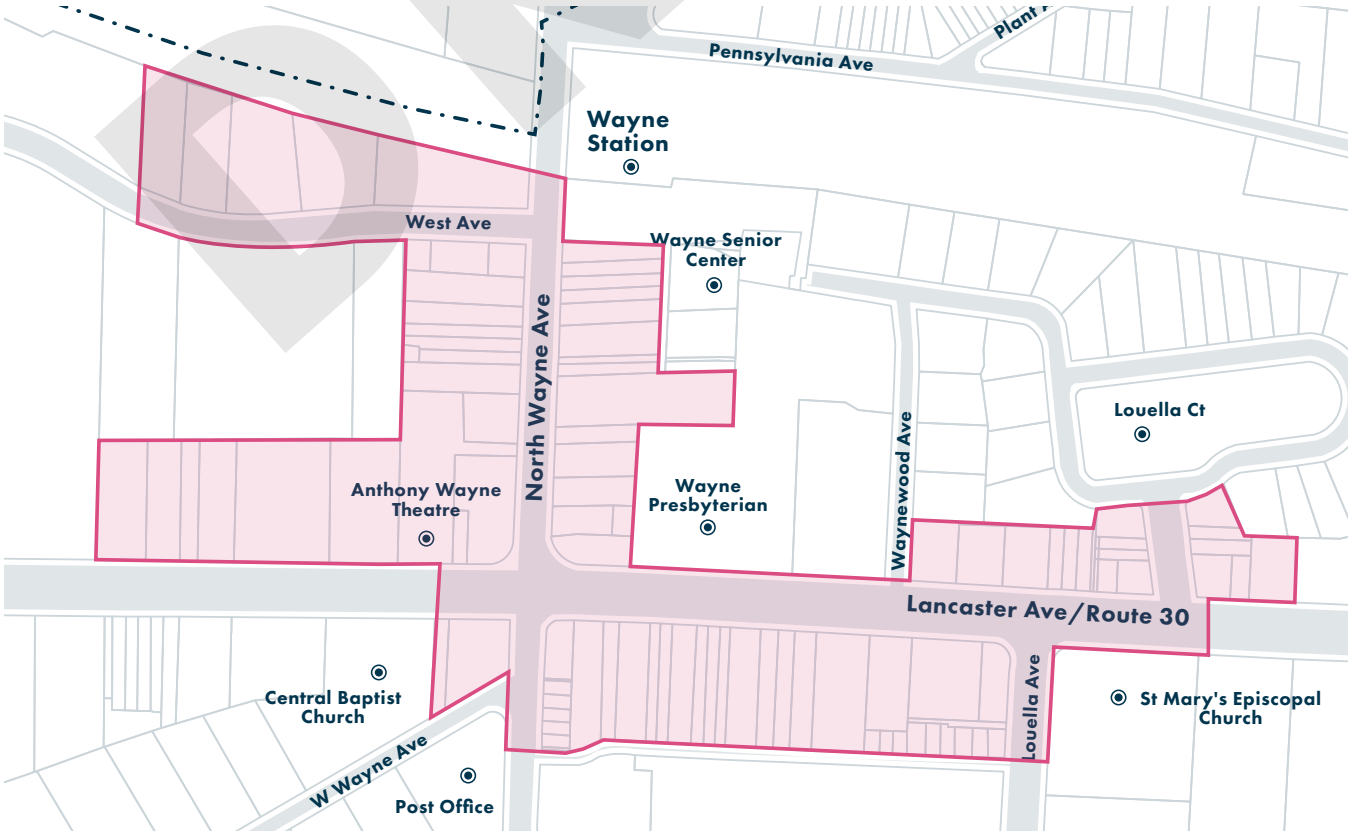
For the purposes of this requirement, the "Wayne Commercial Core" is illustrated in Figure 34. "Retail" would be defined to include shops; bank branches; personal services; eateries; cafes; bars and entertainment venues (as conditional uses) – but *not* professional or general offices (including co-working spaces), lobbies or amenity space (unless no alternatives exist) or designated "nuisance" uses (e.g. vape, kratom, etc.).

Case Studies and Best Practices

Stamford, CT and Walnut Creek, CA

Dining and nightlife establishments currently dominate the retail space in the Downtown of this small but relatively affluent city in the New York City suburb of Fairfield County. Stakeholders pine for more shopping, yet the high margins of alcohol-serving businesses have combined with

Figure 34. **Wayne Commercial Core**



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low storefront vacancy to drive rents upwards to levels which preclude most boutiques. At the same time, the proximity to formidable competitors means that the large brands which *can* afford such pricing are unlikely to be interested. Meanwhile, some of the most prolific developers of new apartment buildings there would prefer to avoid including storefronts altogether. Given these dynamics, the City's land use bureau, working with MJB Consulting, is currently considering a requirement of ground-floor retail space in new construction along those blockfronts where such use appears viable.

The Downtown of the well-to-do San Francisco Bay Area suburb of Walnut Creek has long been a regional shopping destination, anchored by an open-air mall that blends seamlessly into a much larger pedestrian fabric. In the depths of the pandemic, however, its vacancy rate climbed, leading to calls among landlords and brokers to relax longstanding prohibitions on quasi-retail uses, like medical offices and title-insurance companies, at street level. MJB Consulting advised, however, that such loosening could weaken the synergy and co-tenancy that underpinned the district's appeal to both consumers and retailers. The City thus decided to hold its ground, confident that the demand would return, which indeed it has in the years since.



Revisit Zoning and Permitted Uses on a Regular Basis

Such reexaminations – consisting of staff review and refinement every three to five years (rather than the full update process with extensive community engagement undertaken every twenty years) – would help to ensure continued alignment with evolving trends and trajectories in the fast-moving, always-changing retail industry. It would push Downtown Wayne in the direction of a contemporary retail mix that also appeals to younger (e.g. neo-hipster) consumers and homebuyers. At the same time, it would cultivate a reputation of the Township as one open to and welcoming of novelty and innovation. It would also provide occasion for necessary adjustments in the event of shifting economic conditions (e.g. rising vacancy caused by a national recession).

Devise Design Standards that Protect Historic Character and Reflect the Target Customer

Such standards would serve a dual purpose. One, they would elevate Downtown Wayne's curb appeal, so as to convey a more modern, explicitly upmarket positioning. Two, they would retain highly visible expressions of the district's self-perception as a quaint, whimsical "small town", so as to reinforce loyalty among longer-term residents.

Ideally, the process of ensuring compliance would take place at the administrative level, rather than subjected to the unpredictability of a review board's discretion. The speed at which this happens could also be manipulated so as to create the "expedited" track for desired tenancies (e.g. comparison goods boutiques) and a "regular" one for everyone else, as proposed below.

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CREATE INCENTIVES THAT HELP REALIZE THE RETAIL VISION

Customize Incentives that Align with the Township's Resources and Capacities

Two kinds of incentives are worth considering for Downtown Wayne.

One provides support for the build-outs of or upgrades to store interiors, so as to promote distinctive (versus commodified) shopping experiences. (A case study from Cambridge, MA is provided below, with the proviso that forgivable loans are generally preferable to grants, to ensure that recipients have some "skin in the game").

A second assists with the enhancement of store exteriors, so as to elevate the curb appeal to a level that befits Downtown Wayne's upmarket identity. Typically this takes the form of a matching grant, in order to create a vested interest. Again, a case study from Cambridge, MA is offered below.

While tax increment financing (TIF) can be tapped in many locales, it is less appropriate for the kinds of tenants targeted in this case, with Township funds or non-profit sponsors as the more likely sources. Alternatively, other types of support would not involve direct outlays of money, like faster permitting or fee waivers/reductions.

Case Studies and Best Practices

Cambridge, MA

Using monies from its municipal budget, the City of Cambridge manages a Storefront Improvement Program that reimburses merchants (preferably independent ones) and landlords for as much as $50,000 in select costs related to the renovation or restoration of the first floors of their commercial facades. Funds could be used in part to increase visibility with new signage, window graphics and lighting. 20 such awards were given citywide during the July 2024-June 2025 period.

Also, drawing on Federal Community Development Block Grant (CDBG) funding, the City administers a Small Business Enhancement Program which provides grants of up to $8,000 to help eligible entrepreneurs with expenditures necessary to open or grow their brick-and-mortar businesses, including interior improvements, "furniture, fixtures & equipment" (FFE) as well as marketing efforts. There were 28 recipients citywide during the July 2024-June 2025 period.



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Utilize Incentives to Privilege Desired Tenants over Others

Incentives are typically offered to all applicants which meet the definition of retail. Another approach, however, is to limit eligibility – for financial assistance, expedited permitting and/or other enticements – to those tenants which reflect the community's retail vision and desired mix.

In Wayne's case, they can be designed to help counterbalance the leasing trend towards restaurants and services. For example, they can be offered only to new and existing retailers primarily selling goods for which consumers typically like to "comparison-shop" and with which a critical mass needs to be maintained, such as apparel, footwear, jewelry, accessories, furniture and décor.

Utilizing the same logic, they can serve as a counterweight to the anticipated increase in tenant interest from large brands as well as rising rents more generally. Available to start-up entrepreneurs, mom-and-pops and "chain-lets", including longtime businesses, they could help to preserve Downtown Wayne's existing character and small-town feel.

Consider More Ambitious Initiatives Specifically Promoting Small Businesses

In addition to such preferential treatment, the Township could establish and manage different kinds of entrepreneurial platforms[4] that specifically provide low-cost, often mobile and short-term spaces or units for micro-businesses, so as to inject a sense of novelty and discovery into the retail mix. These can be sited on properties owned by the Township or leased in anticipation of eventual redevelopment. An example from Saint John, NB is presented below.

Lastly, the Township could partner with a local community bank on a kind of reserve fund that can backstop the potential losses of property owners willing to sign or extend leases with tenants perceived as higher credit risks, like, for example, boutiques that sell comparison goods. The St. Louis Development Corporation, the City's economic development arm, has offered such a guarantee for landlords along select commercial corridors in its Downtown.

Case Studies and Best Practices

Saint John, New Brunswick (Canada)

In 2022, a local non-profit partnered with the Port of Saint John on the construction of AREA 506 Waterfront Container Village on a former parking lot along the Saint John River in the Uptown (Downtown) district of the small Canadian city of 70,000 people. It consists of shipping containers housing local vendors of clothing, gifts, beauty products and self-care experiences as well as sellers of food and drink. It exists as part of a larger attraction featuring live music, art installations and other events. A seasonal marketplace, it is currently in its sixth year of operation.



4 Low-cost spaces that serve as incubators for small and microbusinesses, such as carts, kiosks, pop-ups, food trucks, shipping containers, farmers markets, and food halls.

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LAND USE AND REGULATION

Through community outreach, stakeholders expressed strong pride in Wayne's historic village character while supporting context-sensitive growth that respects the scale and rhythm of the commercial core. However, outdated overlay standards, ambiguous parking requirements, and multi-layered review processes create regulatory hurdles for property owners and risk out-of-scale development. The land use and regulation strategies focus on adopting context-sensitive design standards, realigning special use areas, streamlining the development approval process, supporting catalyst investments like the reopening of the Wayne Theater, and maintaining a diverse residential base.

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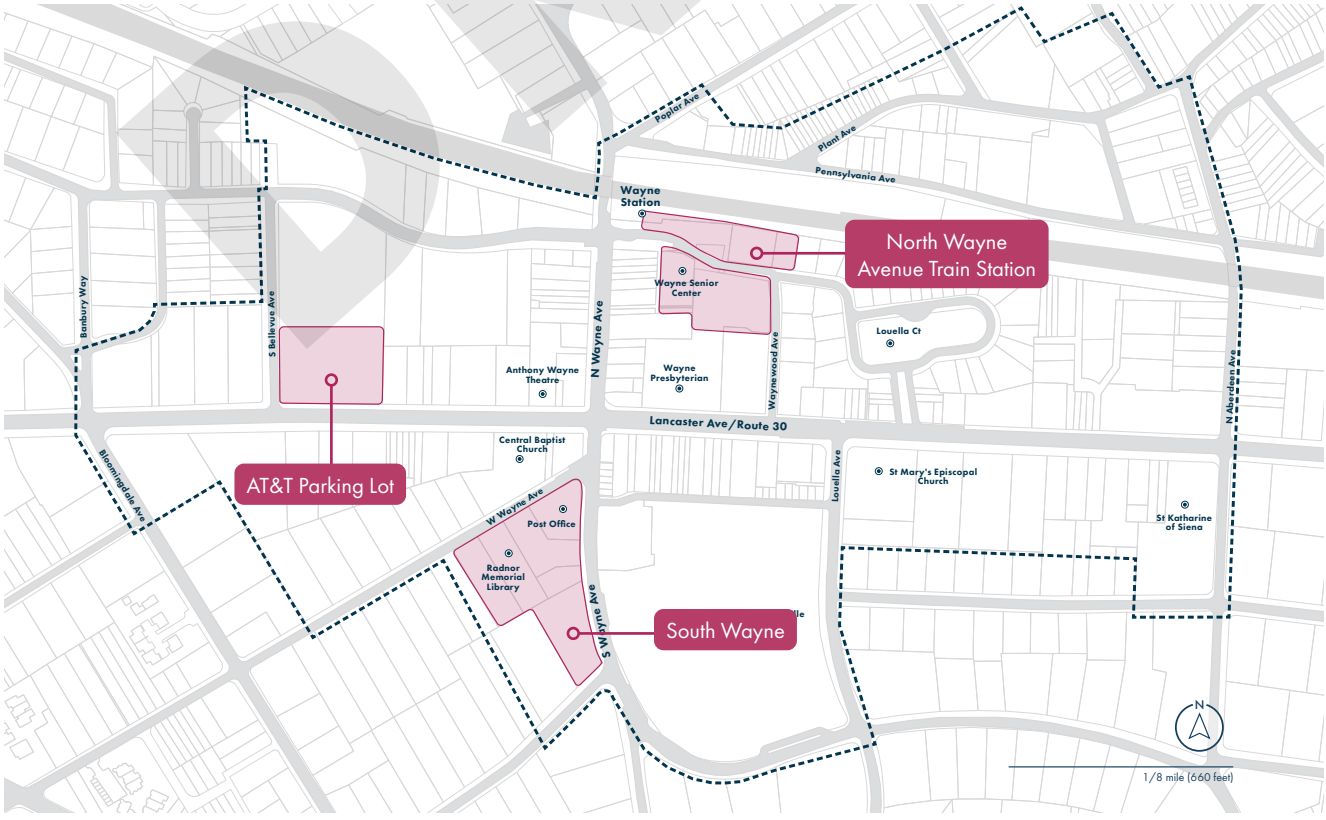
REGULATORY HISTORY

Adopted in 2006, the Wayne Business District Master Plan established a comprehensive framework to guide future land use, investment, and economic decisions in the downtown core. A central recommendation of the 2006 plan was the creation of a defined downtown zone that would regulate density, block dimensions, and building frontages to reinforce the role of the district as a walkable community hub. To achieve this, the plan proposed a new overlay district ordinance designed to encourage strategic redevelopment, promote a mixture of uses, and shift parking to the rear of parcels.

Radnor Township enacted the Wayne Business Overlay District (WBOD) which seeks to create opportunities for appropriate development and redevelopment while actively maintaining and improving the unique character of Wayne. The ordinance establishes specific standards for Wayne that include use regulations, limited architectural standards, parking requirements, and additional standards for projecting signs and rooftop dining.

A key feature of the WBOD ordinance is its designation of three Special Use Areas (SUA) targeted for redevelopment (Figure 35). Within these specific zones, the ordinance creates new conditional use standards which allow building heights of 45 feet or four stories, whichever is taller. Where such heights are achieved, the ordinance also requires the front façade to be set back from the front property line above 30 feet. The SUA conditional standards also allow a broader set of uses and do not explicitly require projects to be mixed-use. It is noteworthy that the Bellevue Park and Walk site is currently under development as 60 West Avenue, illustrating how a combination of planning and regulatory reforms can lead to new investments.

Figure 35. **Special Use Areas identified in 2006 Wayne Master Plan**



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KEY ISSUES AND OPPORTUNITIES

The WBOD has provided an important framework for guiding development in downtown Wayne. As community priorities, market conditions, and planning practices evolve, there are opportunities to clarify and refine certain provisions so the ordinance can more effectively support the goals of this Master Plan. The discussion below identifies areas where targeted updates could improve predictability, reinforce context-sensitive development, and better support desired housing, commercial, parking, and redevelopment outcomes while building on the ordinance's existing foundation.

Design Standards: Downtown Wayne's compact scale and historic architecture are widely considered a key asset, along with the area's walkability. However, the WBOD provides limited architectural and form standards, which means there is a limited framework for ensuring new development fits within the larger context. In addition, there are two standards which work against the goal of context-sensitive development:

- The WBOD's permits 45 feet or four stories, whichever is taller, in the SUAs. This allows developers to go higher than 45, as long as it is four stories. This allows buildings to significantly exceed the intended scale of the district.
- The base allowance of up to 42 feet in all areas is excessive for buildings of 3 stories. While there is need to account for the grade changes along North Wayne Avenue, which will impact how building heights are measured, the standard applies to all properties, even those on flatter sections of the district, such as Lancaster Avenue.

Instead of having specific design standards, all applications for "development and redevelopment" are subject to review and approval by the Design Review Board. While Article XI of the Township Code details what will be scrutinized, it omits objective standards defining how those criteria will be judged as acceptable. This means that even minor exterior modifications must pass through a specialized aesthetic and architectural review before proceeding, for which applicants have no clear guidance on how they will be evaluated.

Retail and Personal Service Uses: As detailed in the Retail section, maintaining an active and vibrant commercial core is a top priority for the community. In particular, many residents want the retail mix to include more services that support their daily needs. However, the language in the WBOD ordinance itself is ambiguous as to whether everyday uses such as a grocery store, dry cleaning/tailors, fitness studios, and flower shops are explicitly permitted.

Housing Diversity and Aging in Place: The engagement process showed there is a strong interest in expanding the diversity of housing options within the downtown core. Participants specifically identified a need for housing that accommodates a range of ages, lifestyles, and income levels. However, the WBOD lacks any targeted standards or incentives for encouraging the production of such housing.

Outdated Special Use Areas: Community feedback indicated that expectations for development vary significantly depending on the specific location within Wayne. While the historic core along North Wayne Avenue is seen as a place for preservation, other areas offer strategic redevelopment opportunities that can contribute new housing and amenities to the area. However, the special uses areas identified in the WBOD and the 2006 Master Plan are outdated and unlikely to lead to new investment.

Parking Standards: The WBOD parking standards are ambiguous and serve as an obstacle to investment. Section 128-53.12 (On-street, Off-street Parking and Loading Requirements.), states that, "Where on-street metered parking currently exists within close proximity to a proposed or expanded permitted use, no additional parking shall be required." This suggests that parking is not required

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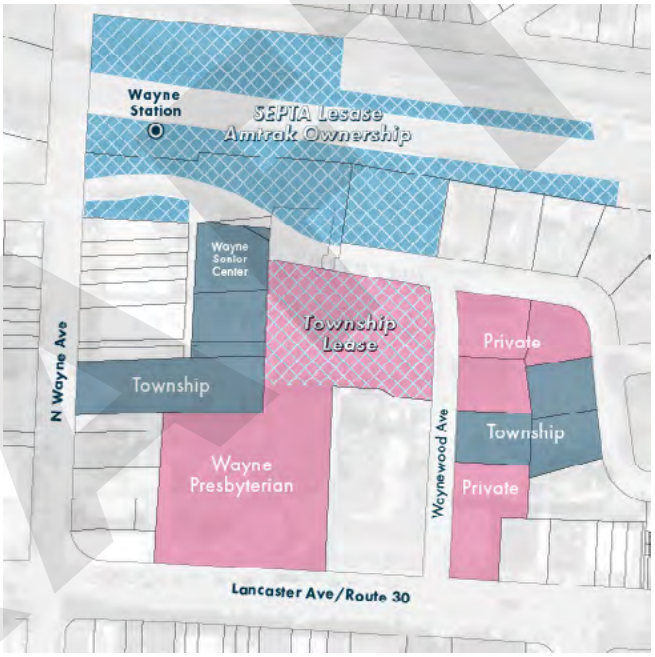
for new development, though the Township has not always interpreted it as such. This may be an appropriate exception for smaller sites where it would be neither feasible nor desirable to require off-street parking. However, it is inappropriate for larger redevelopment project that would (1) place a greater strain on the public supply and (2) where parking could be accommodated on site. Either way, the ordinance has no mechanism for the Township to get funding resources to offset the strain projects place on the public parking system.

Complex Station-Area Ownership: The Wayne Train Station (Figure 36) and its surrounding parking lots, which were identified in the 2006 Master Plan as a potential redevelopment area and zoned as a Special Use Area (SUA), provide a vital transit link and prime opportunity for transit-oriented development (TOD). This area has also been identified by some stakeholders as a potential location for a structured parking garage. However, this station area is constrained by highly complex, overlapping jurisdictions and legacy agreements which limit its potential for short-term change.

Specifically, the SEPTA parking lots are subject to a legacy, in-perpetuity "47 Station Lease" agreement between SEPTA and Amtrak. Under this arrangement, any changes impacting more than 10 percent of the parking capacity require explicit, written sign-off from SEPTA. While Amtrak has expressed interest in redeveloping its land holdings throughout the region (including Wayne), the agency has not yet resolved how to meet its capacity obligations to SEPTA. As such, any movement in Wayne would require Amtrak and SEPTA to first resolve this regional lease agreement.

At the same time, the North Wayne Parking Lot is owned by Wayne Presbyterian Church and leased by the Township for public parking. The church has expressed that it is not interested in land development on that site, stating a desire to maintain control over a key parking asset for its congregation. While a potential land swap or other real estate arrangement could create opportunities for development, such a scenario is highly unlikely without a strong, active partnership between SEPTA and Amtrak.

Figure 36. **Ownership and leases in the Wayne Station areas**



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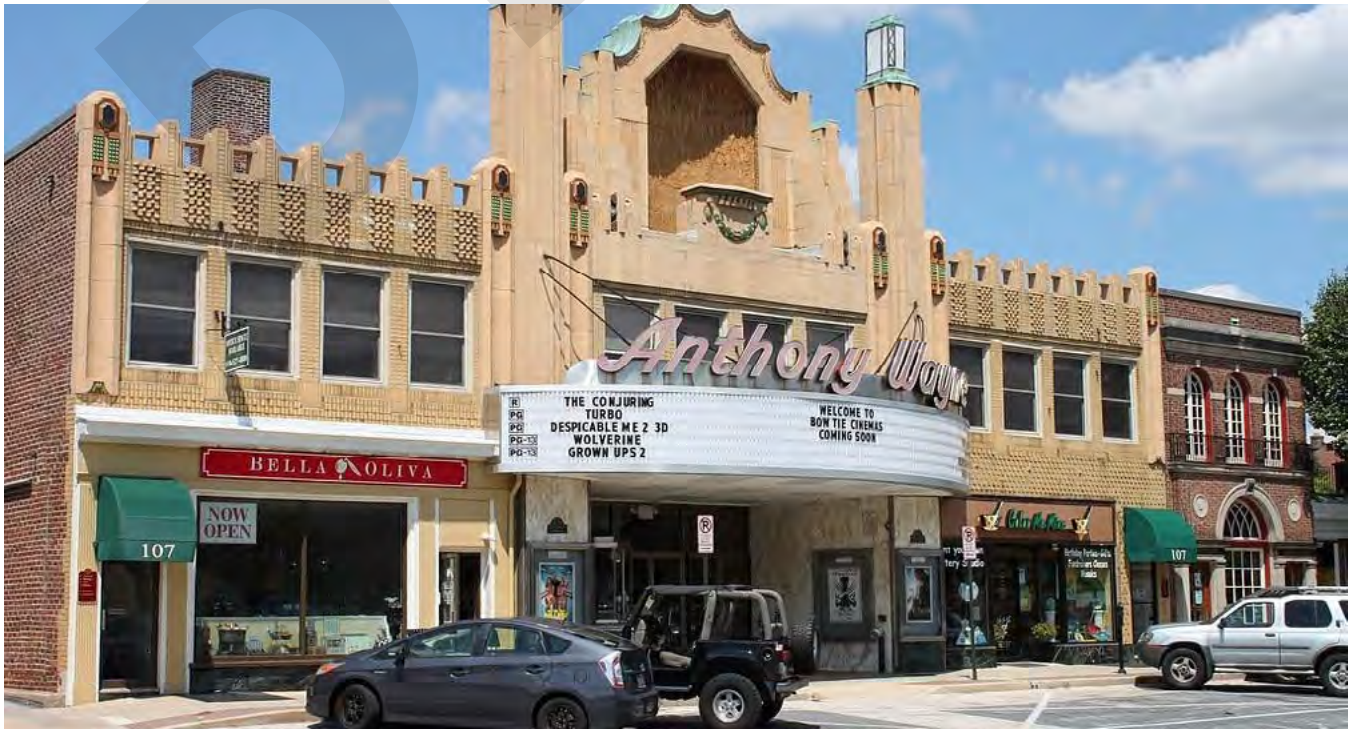
SUPPORT STRATEGIC INVESTMENTS WHILE PRESERVING OVERALL CHARACTER

Support the Reopening of the Wayne Theater

There is currently an active group working to raise funds to re-open the Anthony Wayne Theater. The theater has the potential to act as a powerful economic engine by generating consistent foot traffic during crucial evening and weekend hours. When patrons visit for a show, they rarely just attend the performance; a night out typically includes dining at nearby restaurants, grabbing drinks at local bars, and browsing adjacent boutiques. This multiplier effect means that every dollar spent at the box office circulates through the local economy, directly supporting neighborhood businesses and creating jobs. Beyond its financial impact, the theater has the potential to create another major civic asset downtown, helping to strengthen and diversify the variety of activities that residents can enjoy in Wayne.

To successfully accommodate this anticipated success and manage the resulting increase in activity, the Township should work with the theater to proactively address associated traffic and parking demands. While some have suggested the need for a parking garage, such an investment is out of scale with the localized demand the theater is likely to produce (see *The Realities of a Parking Garage*). Nonetheless, the theater will generate parking demand. A typical movie theater generates about 0.2 spaces per seat on a weekday and 0.3 spaces on a weekend, while live performance venues generate closer to 0.4 spaces per seat. For the proposed 391-seat venue, this translates to 50 to 70 spaces during typical operation, but up to 130 spaces under peak conditions.

While the public parking system could likely accommodate typical demand, peak periods (such as July and December) and evenings overlap with restaurant demand (around 8:00 PM to 9:00 PM) and could significantly stress the system. During these



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peak conditions, the public system may not be able to accommodate the theater without alternative strategies. To address these issues, the Township should work with the theater operators to implement some or all of the following strategies:

- **Shared parking agreements**: Partner with nearby daytime businesses, such as the owners of 137 West Wayne Avenue and 130 West Lancaster Avenue, to allow theater patrons to utilize their empty parking lots during evening and weekend showtimes. (See *Parking*)
- **Designated rideshare zones**: Create specific, well-lit drop-off and pick-up lanes for rideshare services and taxis in front of the Theater.
- **Staggered event scheduling**: If the venue features multiple stages or screens, offset the start and end times by 30 to 45 minutes. This prevents a massive, simultaneous surge of vehicles entering or exiting the area.
- **Public transit / ride-share incentives**: Offer discounted concessions, priority seating, or other incentives to patrons who can demonstrate they arrived by transit or by ride-share.

Extend Downtown along West Avenue

The opening of the public West Avenue Parking Lot will increase foot traffic and visibility along this corridor as visitors walk from the lot to North Wayne Avenue. This increases the attractiveness of the area for ground floor commercial spaces, especially on the north side of the street. The Township can support revitalization along this corridor by designating the area identified in Figure 37 as a Special Use Area, with associated design changes as detailed in later sections of the plan. This designation would allow for modest increases in building heights and density that could help encourage investment in the area.

An advantage of encouraging investment in this area is that the natural grade changes between the street and the adjacent railroad tracks create the potential for underground parking. In fact, several properties already do this. This approach would allow projects to accommodate most of or all of their parking demands on-site, depending on the specific mix of uses proposed. This would allow for new investments in the area that minimizing the strain on the Township's public parking inventory while seamlessly extending the walkable, village atmosphere of the district.

Figure 37. **Proposed Special Use Area - West Avenue**



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Further Activate West Lancaster Avenue

The 300-foot stretch between the Anthony Wayne Theater and 157 W Lancaster Avenue currently lacks active storefronts. This creates a physical disconnect between the businesses at the western edge of the district, the residents moving into the new 60 West Avenue development, and the downtown core. However, these new residences, combined with proposed streetscape improvements (see *Mobility & Placemaking*), and the potential reopening of the Anthony Wayne Theater, significantly increase the attractiveness of this area for ground-floor commercial spaces.

The Township should support revitalization along this corridor by designating this area as a Special Use Area, with associated design changes as detailed in later sections of the plan. This designation would allow for modest increases in building heights and density that could help encourage investment. Because these parcels are among the deepest in Wayne, new developments can accommodate much of their parking demands on-site, especially if shared parking strategies are implemented. However, given the high visibility of these properties along Lancaster Avenue, implementing strict design standards (See *Regulate for Context-Sensitive Design*) will be critical to ensure new projects complement the historic village character of the district.

Build Long-term Partnerships for Station Area Redevelopment

The Wayne Train Station and its surrounding surface parking lots represent a premier opportunity for transit-oriented development (TOD). The result could unlock transformative civic amenities for the district, such as a larger town park or a shared structured parking facility. Amtrak has expressed a willingness to partner on future initiatives, but any redevelopment is contingent upon buy-in from SEPTA and would be

Figure 38. **Proposed Special Use Area - West Lancaster Avenue**



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substantially enhanced through participation from Wayne Presbyterian. Thus, realizing this vision is unlikely to happen through regulatory updates alone and instead must advance through careful partnership between the Township, Amtrak, SEPTA, and Wayne Presbyterian. As a result, the Township should temporarily remove the area from the Special Use Area designation until a community-driven vision and partnership for the site have been established.

Remove South Wayne from Special Use Designation

The Township recently completed significant public improvements to the South Wayne Municipal Lot to enhance parking operations and actively manage stormwater runoff. Furthermore, the adjacent post office and nearby Radnor Memorial Library serve as essential, everyday community assets. Maintaining the SUA designation, which explicitly incentivizes higher-density redevelopment, contradicts the community's desire to preserve these specific sites. By removing this area from the SUA (Figure 39), the Township would protect its recent infrastructure investments and ensure that speculative development pressures do not displace these vital civic anchors from the downtown core.

Allow for Residential Uses North of the Railroad Tracks

The properties zoned C-3 on the north side of the tracks present some of the best opportunities to create transit accessible housing in the Township (Figure 40). In fact, the area has seen several residential projects since the 2006 Wayne Master Plan, including on North Aberdeen Avenue and Willow Avenue. The public showed strong openness to evolution and transformation in this sub area, with many supporting new uses and development. Nonetheless, as the Township encourages new investments in the area it should work to protect the Hardware Store, which was frequently identified as a key asset in the area, and minimize impacts on the immediately surrounding neighborhoods.

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Figure 39. Proposed Locations to be removed from SUA designation

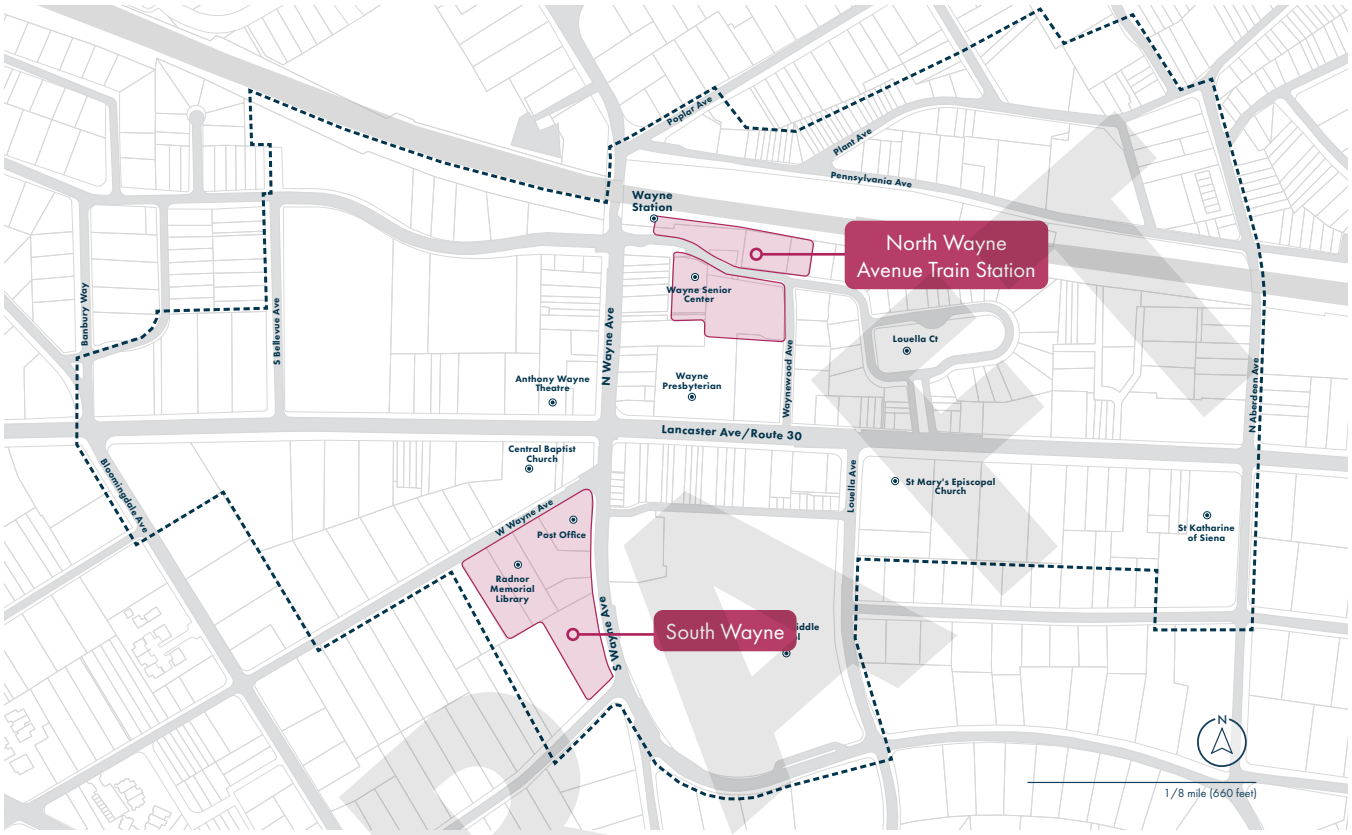
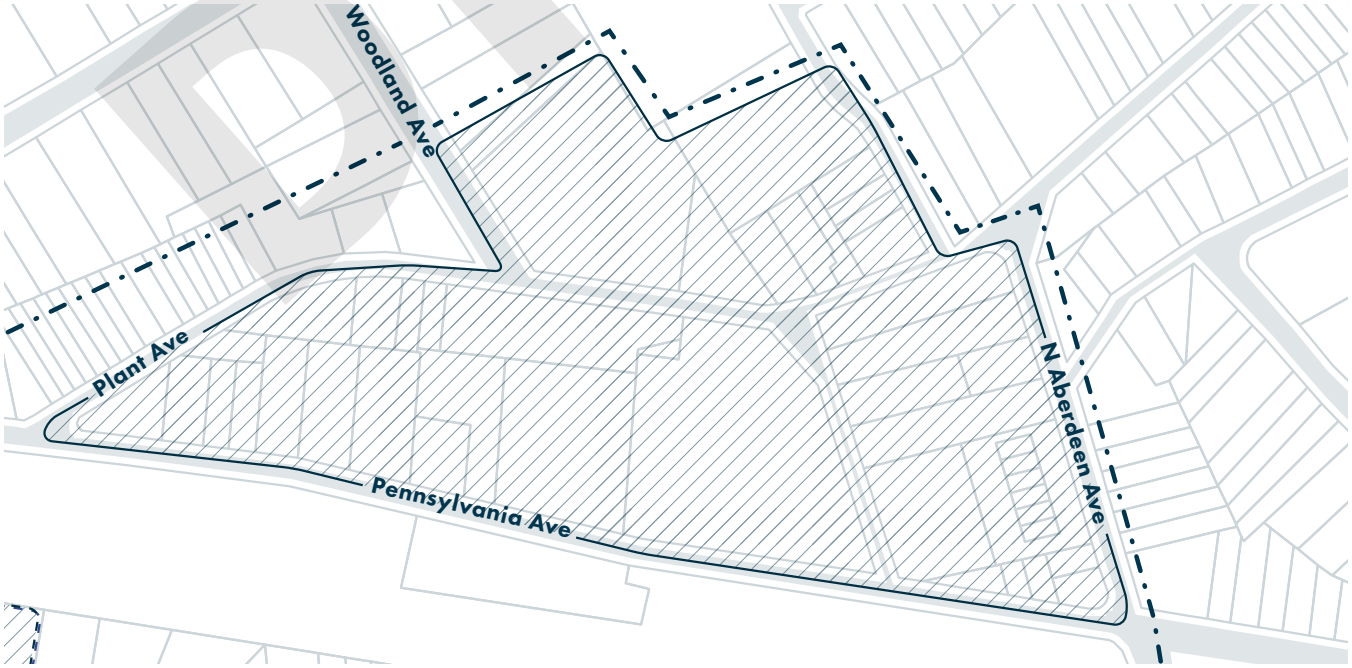


Figure 40. Potential location for residential uses in the C-3



ALIGN REGULATIONS TO SUPPORT COMMUNITY PRIORITIES

Regulate for Context-Sensitive Design

While Downtown Wayne's compact scale and historic architecture are among its greatest assets, the current Wayne Business Overlay District (WBOD) lacks the robust standards needed to ensure new development respects that character, without trying to create faux-historicism. The Township should update the zoning code to include explicit context-sensitive design regulations, such as mandating third-story step-backs to preserve the pedestrian scale and requiring new construction to match the traditional, narrow rhythm of existing storefronts.

The special use districts should also include more robust form requirements than currently exist. The WBOD requires "architectural offsets" for buildings with widths greater than 50 feet (280-53.8.F) but has not standards for such offsets and no formal requirements to break up the of larger buildings. The Township should consider establishing standards similar to those illustrated in Figure 41. In addition, the Township should consider requiring that stepbacks align with the parapet of adjacent structures, buildings have breaks in massing above the ground floor if longer than 50 feet, and that wider buildings step back from adjacent properties. While these are not legally enforceable, they can provide clear expectations for developers and serve as a vital tool for the community and review boards to evaluate projects, particularly when assessing requests for regulatory relief.

Figure 41. **Context sensitive design strategies**



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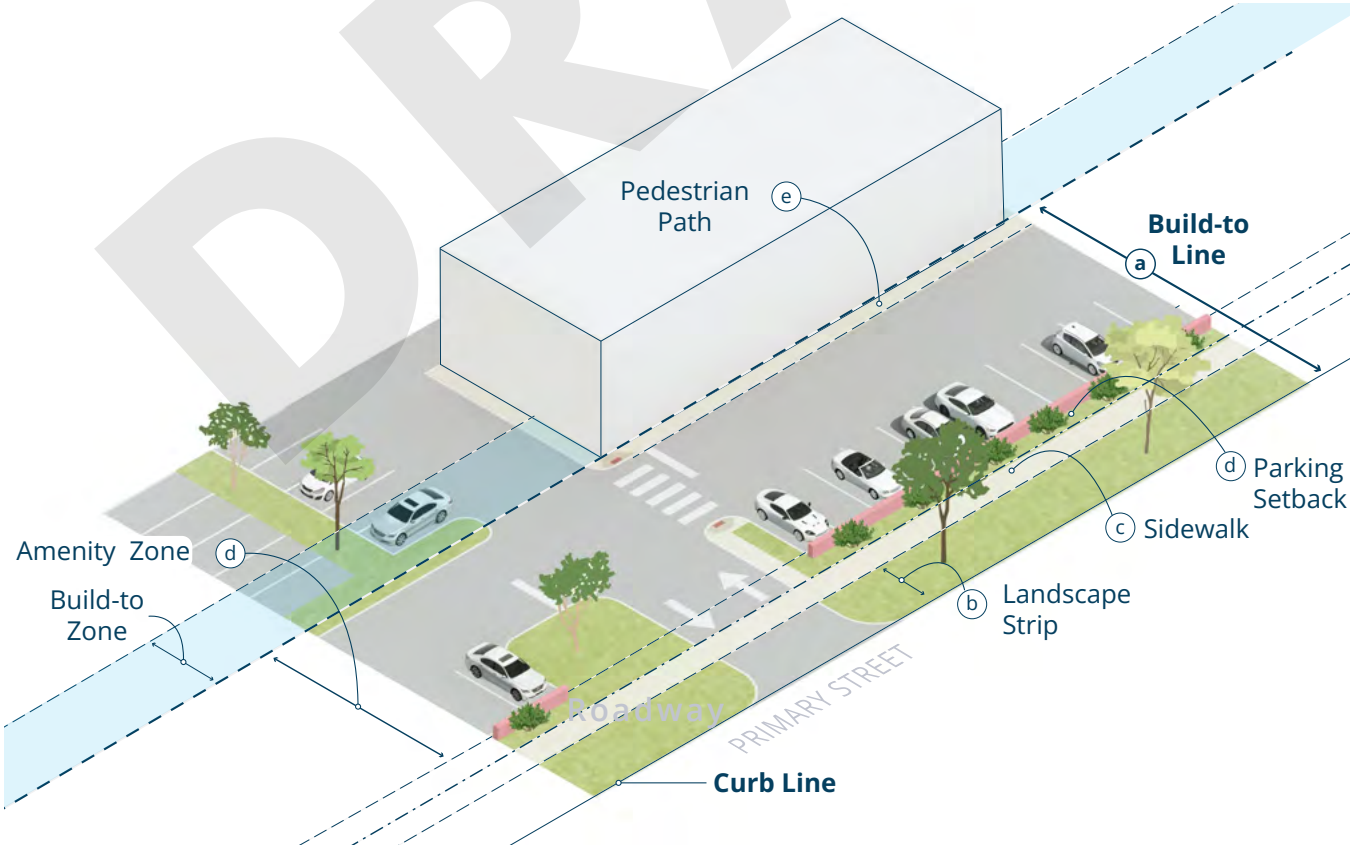
Adopt Lancaster Avenue Frontage Design Standards

While the Township currently has access and highway frontage standards in place, the unique, high-volume nature of Lancaster Avenue, combined with its high visibility, necessitates a more rigorous approach. The Township should implement elevated access management standards tailored specifically to this corridor to minimize curb cuts, encourage shared driveways, improve traffic flow, and establish standards for landscaping. These enhanced requirements are essential to ensure that new projects contribute to an attractive, high-quality streetscape while simultaneously advancing the Township and State's goal of promoting safety for all roadway users.

Maintain a Diverse Residential Base in Wayne

Community feedback gathered throughout the planning process demonstrated strong desire to ensure Downtown Wayne remains accessible to a wide range of ages, lifestyles, and income levels. To advance this goal, the Township should include Wayne in the areas targeted for inclusionary zoning, which would require affordable housing in multi-family projects, as outlined in the Radnor2035 Comprehensive Plan. While the total number of new residential units anticipated in the coming decade is relatively modest, implementing this requirement supports a vital policy of incremental progress. By ensuring that a portion of new development is set aside to provide workforce and attainable housing for people of different incomes and ages, the Township could proactively sustain a diverse, multi-generational community in Wayne.

Figure 42. **Illustration of key frontage elements**



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Streamline Approval Process

Radnor Township currently requires applicants to navigate multiple advisory committees, which must include the Design Review Board but may also include the Historical Architectural Review Board (HARB), Planning Commission, Zoning Hearing Board, and the Board of Commissioners. This process creates a real burden for minor applications, which can inhibit investment and unnecessarily prolong commercial vacancies. To address this, the Township should evaluate administrative updates such as:

- Allowing administrative approval of a variety of applications, including exterior changes (new signage, facade painting, lighting, or awnings) that meet the context-sensitive design standards identified in *Regulate for Context-Sensitive Design*.
- Exempting from Planning Commission and Board of Commissioners review commercial building additions under a certain square footage (such as 1,000 or 2,500 square feet) or percentage of the building from the subdivision and land development ordinance (SALDO) review process.
- Exempting from Planning Commission and Board of Commissioners review replacements of a use that do not increase the required parking requirements or place the project outside of compliance with SALDO.

In addition, the adoption of formal design guidelines should allow applicants a clearer framework that will reduce extended reviews and confusion at the Design Review Board.

Implement Regulatory Reforms to Parking

The Parking section includes recommendations for the regulation of parking in Wayne: *Change Minimum Parking Requirements* and *Require Projects to Contribute Parking*. The Township should incorporate these in any regulatory update.

Encourage Sustainable Development

Premier downtowns like Wayne are increasingly measured by the extent to which they implement sustainable development practices that support the local and regional environment. Under Pennsylvania law, there are limited opportunities to mandate sustainable development without providing incentives, such as height bonuses, that could be unacceptable to the community. However, as noted in Radnor's Renewable Energy and Conservation Plan, redevelopment in transit-oriented places like Wayne is inherently a sustainable practice. To build on this, the Township should continue to enforce its stormwater management ordinance and make the updates detailed in *Update Stormwater Ordinance*. Furthermore, the Township should advance larger community-wide efforts, such as establishing a streamlined permitting and approval process for solar panels, to further advance this goal.

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STORMWATER & SUSTAINABILITY

The engagement process revealed that residents and business owners are concerned about localized flooding, stormwater management, and environmental resilience as paramount concerns for the downtown district. Extensive impervious cover, natural topography, and a historical lack of subsurface drainage infrastructure north of Lancaster Avenue leave key commercial corridors vulnerable during heavy rain events. The stormwater and sustainability strategies focus on integrating green infrastructure into public streetscape projects, leveraging private redevelopment to capture runoff, updating municipal stormwater ordinances, and expanding the urban canopy to reduce heat-island effects.

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KEY ISSUES AND OPPORTUNITIES

During the community engagement process, residents and business owners consistently identified flooding and stormwater management as top concerns for the future of Radnor Township. In Downtown Wayne, historical development patterns combined with aging, or altogether missing, infrastructure have created significant vulnerabilities during heavy rain events. Addressing these challenges requires a coordinated approach that integrates infrastructure upgrades with streetscape improvements and private redevelopment.

Missing Infrastructure North of Lancaster Avenue: There is a critical lack of sub-surface stormwater infrastructure in key areas of the downtown core. Most notably, there are no stormwater pipes north of Lancaster Avenue, including along the highly trafficked North Wayne Avenue corridor. This historical infrastructure gap leaves the northern half of the business district without a dedicated system to capture and convey rainwater.

Topographical Challenges and Sheet Drainage: Compounding the lack of infrastructure is the natural topography of the area. Downtown Wayne generally slopes downward from the north toward Lancaster Avenue. Because there are no pipes to capture runoff north of the corridor, stormwater from private properties, surface parking lots, and roadways frequently sheet drains directly onto Lancaster Avenue. This unmanaged sheet flow overwhelms the surface and is a primary driver of the severe, localized flooding experienced along this critical regional roadway.

Excessive Impervious Surfaces: As a historic, built-out commercial center, Wayne contains a very high concentration of impervious surfaces. Many of the district's large surface parking lots and commercial structures were built before the advent of modern stormwater management regulations. Consequently, these properties rarely capture or infiltrate runoff on-site, further exacerbating the volume of water flowing into the public right-of-way.

Urban Heat Island: The extensive concentration of impervious surfaces throughout Downtown Wayne does more than just generate unmanaged runoff; it also significantly contributes to the urban heat island effect. Large expanses of dark asphalt in surface parking lots and unshaded roadways absorb and retain solar heat, noticeably raising ambient temperatures in the commercial core compared to surrounding residential neighborhoods. This altered micro-climate decreases pedestrian comfort during the summer months, discourages walking, and increases energy demands for local businesses.

MS4 Compliance and Pollution Reduction: Radnor Township operates under a Municipal Separate Storm Sewer System (MS4) permit, which mandates specific measures to reduce stormwater pollution. Downtown Wayne's high volume of unmanaged runoff directly impacts the Township's ability to meet these regulatory requirements. Integrating Green Stormwater Infrastructure (GSI) into the downtown is not only necessary for flood mitigation but is also a critical compliance strategy to filter out pollutants before they reach local waterways, such as Gulph Creek and Darby Creek.

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BUILD AN ENVIRONMENTALLY SUSTAINABLE WAYNE

The following recommendations are designed to build upon and strengthen the stormwater management practices Radnor Township is already undertaking. The Township actively manages stormwater through infrastructure maintenance, capital projects funded by the dedicated Stormwater Fee, and enforcement of its comprehensive Stormwater Management Ordinance (updated in 2022). Rather than proposing an entirely separate system, the strategies below focus on integrating stormwater management seamlessly into the physical and regulatory improvements recommended throughout this Master Plan.

Integrate Stormwater with Public Realm Improvements

The urgent need to manage stormwater presents a parallel opportunity to enhance the downtown's public spaces. Recommendations detailed throughout this Master Plan, such as the redesign of North Wayne Avenue, the creation of a new public park, and streetscape enhancements along Lancaster Avenue, offer ideal opportunities to integrate GSI. By incorporating features like rain gardens, permeable paving, and subsurface retention into these public projects, the Township can actively mitigate flooding while simultaneously beautifying the district and improving the pedestrian experience.

To maximize the impact of these investments, the Township should investigate incorporating the following GSI into the following proposed projects:

- The New Public Park and North Wayne Avenue: As the Township designs the new public space on North Wayne Avenue, subsurface retention basins should be integrated beneath the park and parking lot to capture and hold runoff from the highly impervious areas to the north. At the surface, rain gardens can serve as attractive landscaping features that educate the public on stormwater management. Along the North Wayne Avenue corridor itself, widened sidewalks and curb extensions should incorporate stormwater tree trenches to capture runoff before it flows down to Lancaster Avenue.
- West Lancaster Avenue Bioswales: Streetscape improvements, pedestrian safety upgrades, and any potential road diet efforts along West Lancaster Avenue should incorporate bioswales and flow-through planters with lower maintenance plantings. These elements will provide much-needed green buffers between pedestrians and traffic while intercepting the unmanaged sheet drainage that historically floods this regional roadway.
- East Lancaster Avenue Shared Parking: The proposed consolidation of front-yard parking on East Lancaster Avenue presents an ideal opportunity to replace continuous, expansive asphalt with porous pavement, reducing the impact of runoff on the system.
- Public Parking Lots: As the Township maintains and upgrades its municipal parking facilities, such as the North Wayne, South Wayne, and West Avenue lots, traditional asphalt should be systematically replaced with porous pavement within the parking stalls. Bioretention islands should also be added to the lot perimeters and medians to filter and infiltrate rainwater on-site.

Leverage Private Redevelopment

As properties redevelop or change use, there is a critical opportunity to align land use regulations with the community's stormwater goals. To achieve this, the Township must continue to rigorously enforce its comprehensive Stormwater Management Ordinance. Requiring private landowners to implement modern stormwater best management practices (BMPs), particularly on sites currently dominated by legacy

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surface parking, is a vital step in reducing overall runoff and alleviating the strain on the Township's infrastructure network.

Update Stormwater Ordinance

Given the dense, built-out nature of Downtown Wayne, some properties may face severe physical constraints that prevent them from fully meeting their stormwater obligations on-site. To address this, the Township should consider amending the SWM Ordinance to deal with the unique conditions specific to more urbanized areas, which includes Wayne but also other sections of the Township. Currently, developers are approaching the Board with a hodge podge of strategies and waiver requests. Instead, an update to the SWM ordinance can provide some consistence strategies for effectively dealing with run off in these areas.

In addition, The Township should explore the creation of a stormwater impact fee or fee-in-lieu program. Similar to the parking Fee-In-Lieu of Parking (FILOP), this mechanism would allow developers who cannot physically accommodate required BMPs on-site to contribute funds instead. These funds would be strictly sequestered to finance regional, public stormwater infrastructure improvements elsewhere in the downtown district, ensuring that private development continues to advance the community's flood mitigation goals even when on-site constraints exist.

Reduce Heat-island Effect

As the Township implements the streetscape improvements recommended in this plan (see Mobility & Placemaking), it should prioritize the continuous expansion of the downtown tree canopy. Integrating new street trees and increasing landscaped areas within the business district will provide vital shade, lowering ambient temperatures during the summer months.

Encourage Sustainable Development

As highlighted in the Land Use and Regulation section's recommendation to Encourage Sustainable Development, guiding redevelopment into a transit-oriented center like Wayne is an inherently sustainable practice. To build upon this foundation, the Township should actively encourage private developers to incorporate sustainable, stormwater-focused building technologies into their projects.

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IMPLEMENTATION

A Framework for Implementation

Making the vision a reality will require a sustained effort from the many residents and stakeholders who love Wayne. The recommendations in this toolkit are organized around key topics, such as mobility, retail, and parking, which aligns with how many residents and stakeholders naturally think and talk about the area. In addition, research shows that a proven track record for successful small downtowns like Wayne relies on focusing on four key elements:

Economic Development: Work in this category generally focuses on ensuring an appropriate balance of uses to sustain investment in the area. It also involves working to attract the necessary resources, including labor, residents, and businesses, to support those uses.

Placemaking: These efforts focus on physical and programmatic improvements that make Downtown Wayne a more attractive place to spend time. While aesthetic upgrades are often a key component, placemaking can also encompass investments in mobility, stormwater management, or development.

Regulation: Successful downtowns require a regulatory environment that champions economic development. Good governance relies on high-quality regulations; moreover, elected officials and municipal staff foster a municipal culture that supports sustainable growth that results in broad benefit for the community.

Management: Research indicates that successful downtowns often have a dedicated entity (or entities) responsible for coordinating investments, managing programs, and stewarding the long-term vision for the area. These entities typically unite a variety of stakeholders to ensure everyone is working toward shared goals.

In addition, each strategy includes an estimate of the cost, effort, and time required for it implementation.

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Next Steps

This implementation plan includes a robust set of recommended next steps to advance the plan towards implementation. **As implementation progresses, new tasks are likely to emerge and the plan should evolve in response**.

Cost Estimates

The following order of magnitude costs are suitable for long-range planning only. Capital projects especially can vary substantially based on several factors that are unknown during the planning phase. Actual bids can vary materially until scope, survey, design, permitting, and quantities are complete. Likewise, program costs can vary based on program details and level of complexity. Each effort is consider as a stand alone program or policy change and combining efforts may result in cost saving. In the case of policy changes, the real cost to the Township may be zero because the work will be completed by salaried staff. The dollar amounts expressed in the table provided a framework for understanding the labor costs associated with that work.

RESOURCES

The work in this plan is based on well established practices for enhancing and revitalizing small downtowns and town centers. The following resources provide additional information for those interested in exploring the topic in more depth.

The Successful Few: Healthy Downtowns of Small Metropolitan Regions. Pierre Filion, Heidi Hoernig, Trudi Bunting & Gary Sands (2004). Journal of the American Planning Association, 70:3, 328-343

(Re)Building Downtown: A Guidebook for Revitalization. Smart Growth America (2015)

Downtown Revitalization in Small and Mid-sized Cities. Burayidi, Michael A. (2018) American Planning Association PAS Report 590.

Downtown Success Indicators: A Review of the Literature. Department of Urban and Regional Planning - University of Illinois at Urbana-Champaign (2014). North Central Regional Center for Rural Development.

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IMPLEMENTATION PRIORITIES AND NEXT STEPS

The Township should begin implementation with a focused work program that delivers visible near-term improvements while preparing larger projects for design, permitting, and funding. The first phase should center on North Wayne Avenue and the proposed public park, supported by early PennDOT coordination through the Township's Safe Streets and Roads for All work. At the same time, the Township should improve the management of existing parking, establish a more active retail support program, and incorporate the Plan's land use recommendations into the Township-wide zoning update.

Advance North Wayne Avenue and the New Public Park

North Wayne Avenue and the proposed public park should form the Township's signature first-phase public-realm initiative. The Township should plan them together to coordinate circulation, loading, utilities, stormwater, landscaping, and operations while retaining flexibility to phase the work. Early actions include:

Begin PennDOT and utility coordination: Meet with PennDOT to discuss the North Wayne Avenue concept, required reviews and approvals, and the potential roadway turnback program. Establish a regular coordination schedule and confirm the information PennDOT needs before the Township selects a concept. Begin discussions with PECO and AQUA to prepare for preliminary engineering.

Complete preliminary engineering: Procure surveys, utility records and field verification, subsurface investigations, and drainage, traffic, curbside, and right-of-way analyses. Identify underground constraints early enough to inform the design and reduce cost and schedule risks.

Implement short-term tactical improvements: Test a temporary park, pilot programming, or other reversible treatments in the parking lot. These efforts will help the Township document effects on circulation, deliveries, parking, businesses, and events while engaging property owners and the public in shaping the space's future.

Advance preliminary design: Work with a landscape architect and engineer to prepare a coordinated preliminary design for the park and street based on the engineering findings. Develop an initial phasing plan that limits and mitigates impacts on businesses.

Seek funding: Once a preferred concept, phasing and maintenance plan, and approvals roadmap are in place, the Township can prepare detailed cost estimates and grant-ready materials. The Township should prioritize RACP for the combined North Wayne Avenue and park initiative, alongside transportation and park grants.

Integrate Wayne Recommendations into SS4A

Use the Wayne Road Safety Audit to evaluate the Plan's recommendations: The Lancaster Avenue walk audit will allow the Township and PennDOT to evaluate the Plan's recommendations for the corridor. It can also build support among key stakeholders and identify adjustments based on a more detailed safety review.

Use SS4A to explore a road diet: The SS4A work is unlikely to determine definitively whether a road diet is feasible. It can, however, examine Lancaster Avenue crash patterns and safety concerns in greater

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depth and clarify whether a road diet could provide meaningful safety benefits. The process also offers an opportunity to explore the issue with residents, property owners, businesses, and key stakeholders, including PennDOT.

Expand the walk audit's safety analysis: SS4A allows the Township to look beyond individual crash locations and examine broader safety issues, including gaps in the sidewalk and bicycle networks and difficult crossings. This work can identify safety improvements to incorporate into planning-level concepts developed through SS4A.

Identify a Wayne demonstration project: SS4A will fund demonstration projects, and the Township should identify a location in Wayne where it can test a concept presented in this Plan. The safety analysis should inform the location.

Improve Parking through Active Management

Wayne's immediate parking challenge is how people find existing spaces and how those spaces are shared and managed. The Township should begin with visible improvements that make the parking system easier to use, then move to a coordinated package of pricing, permits, enforcement, loading, and data management.

Launch parking wayfinding: Businesses have responded positively to the idea of a Wayne brand, and a coordinated wayfinding program could address immediate parking needs. Launching wayfinding early would also build support for more complex parking improvements.

Begin shared-parking outreach: Contact private lot owners whose parking is available at times that complement public demand and identify potential pilot agreements. This low-cost effort could produce visible improvements, especially when paired with parking wayfinding.

Establish the parking fund: Create a dedicated fund that receives parking revenue and reinvests it in the parking system and access to the business district. This structure will show property owners that revenue from parking management changes, including higher fees, will be reinvested locally. The fund could also support wayfinding.

Advance coordinated parking management strategies: After establishing this foundation, pursue strategies that improve the customer experience and manage the parking supply more actively.

Advance Branding, Wayfinding, and Retail Support

Strong stakeholder interest in a Wayne brand creates an opportunity for a visible early implementation step. The brand can provide a consistent framework for parking wayfinding, public-realm signage, district information, events, and retail outreach.

Develop and apply the Wayne brand: Work with the Wayne Business Association, property owners, merchants, and community stakeholders to define the brand and a practical design system. Apply it first to parking and pedestrian wayfinding, then to gateways, maps, public spaces, digital information, events, and business recruitment materials.

Create the retail information clearinghouse: Develop and maintain an inventory of available storefronts, property contacts, space characteristics, and market information. Establish a neutral process for sharing qualified leads in a way that complements private brokerage.

Undertake targeted retail outreach: Alongside the branding effort, prepare recruitment materials and contact independent businesses, small regional operators, and comparison-goods retailers that complement Wayne's existing mix. Use merchant check-ins and exit interviews to identify recurring barriers.

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Evaluate focused business incentives: Consider assistance for facades, accessibility, signage, fit-outs, and pre-development, with published eligibility criteria and limits. Favor active storefronts, independent operators, and projects that advance the Plan's design goals.

Incorporate Wayne into the Township Wide Zoning Update

The Township-wide zoning update is the appropriate vehicle for implementing Wayne's land use and development recommendations. Incorporating the Wayne recommendations into the broader update will allow the Township to address district-specific needs within a consistent Township-wide framework.

Prepare a Funding and Delivery Strategy

The Township should develop and maintain a rolling list of grant-ready projects. The following funding approaches could help advance the most capital-intensive projects.

Prioritize RACP for North Wayne: Evaluate the Redevelopment Assistance Capital Program as a leading funding source for the combined street and park project. Confirm an eligible Capital Budget itemization and applicant structure. Document regional economic and civic benefits, and assemble the required non-state match and a qualified cost estimate.

Pair RACP with multimodal funding: Pursue the Multimodal Transportation Fund programs administered by PennDOT and the Commonwealth Financing Authority for eligible street, sidewalk, bicycle, pedestrian safety, lighting, connectivity, and transit access components. Structure each phase so every request has a clear, independent scope.

Pursue SS4A implementation funding: After completing the SS4A planning work, the Township will be eligible for SS4A implementation funding. This funding could help offset the cost of major infrastructure improvements, including those along Lancaster Avenue.

Fund branding, wayfinding, and business district work: Evaluate DCED's Main Street Matters program for planning, aesthetic improvements, district development, facade and business improvement programs, and related downtown initiatives. Confirm that proposed wayfinding elements are eligible before defining the application scope.

Use planning funds to maintain momentum: Consider applying in future rounds of DVRPC's Transportation and Community Development Initiative and to other regional technical assistance programs for planning and project development. Continue using the current SS4A award only for work within its approved scope.

Maintain an Annual Implementation Program

The Township should incorporate the Plan's priorities into its annual work program and update them with each budget cycle. Staff should report annually on completed actions, upcoming decisions, and funding applications.

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ID	Topic	Strategy	Cost profile	Low	High	Lead Entity
M01	Mobility & Placemaking	Create a Premier Public Space on North Wayne Avenue	Capital + O&M	$1,800,000	$3,500,000	
M02	Mobility & Placemaking	Redesign North Wayne Avenue	Capital + O&M	$4,000,000	$8,000,000	
M03	Mobility & Placemaking	Create a Streetscape and Branding Plan	One-time program setup	$125,000	$250,000	
M04	Mobility & Placemaking	Improve Sidewalks and Close Gaps in Pedestrian Network	Capital + maintenance	$900,000	$2,500,000	
M05	Mobility & Placemaking	Implement Safety and Traffic Calming on Lancaster Avenue	Capital + maintenance	$1,000,000	$4,000,000	
M06	Mobility & Placemaking	Make Streetscape and Safety Improvements on East Lancaster Avenue	Capital + maintenance	$1,500,000	$3,500,000	
M07	Mobility & Placemaking	Make Streetscape and Safety Improvements on West Lancaster Avenue	Capital + maintenance	$2,000,000	$5,000,000	
M08	Mobility & Placemaking	Improve Streetscape along West Avenue	Capital + maintenance	$750,000	$1,750,000	
M09	Mobility & Placemaking	Connect Wayne to the Radnor Trail	Capital + maintenance	$2,000,000	$5,000,000	
M10	Mobility & Placemaking	Collaborate with SEPTA to Extend 30-Minute Bus Service to Wayne	Capital + recurring service	$100,000	$400,000	
P01	Parking	Create a Special Revenue or Enterprise Fund with Parking Revenues	Setup + recurring administration	$30,000	$80,000	
P02	Parking	Invest in New Meter Technology	Capital + maintenance	$75,000	$150,000	
P03	Parking	Integrate Smart Parking Technology	Setup + recurring subscription	$75,000	$250,000	
P04	Parking	Implement A Comprehensive Wayfinding Program	Capital + maintenance	$350,000	$600,000	
P05	Parking	Extend Enforcement Hours	Recurring staff	$10,000	$30,000	
P06	Parking	Increase Rates	One-time setup	$10,000	$30,000	

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ID	Topic	Strategy	Cost profile	Low	High	Lead Entity
P07	Parking	Modify the Permit System	Setup + recurring administration	$20,000	$60,000	
P08	Parking	Improve Loading on North Wayne	Capital + recurring enforcement	$100,000	$400,000	
P09	Parking	Pursue Shared Parking Agreements	Setup + recurring agreements	$25,000	$75,000	
P10	Parking	Make Improvements to North Wayne Lot	Capital + maintenance	$1,400,000	$2,500,000	
P11	Parking	Expand Parking on Louella Court	Capital + maintenance	$1,800,000	$5,000,000	
P12	Parking	Change Minimum Parking Requirements	One-time policy	$25,000	$60,000	
P13	Parking	Require Projects to Contribute Parking	One-time policy	$60,000	$100,000	
P14	Parking	Encourage Carpooling Programs	Setup + recurring incentives	$5,000	$25,000	
P15	Parking	Promote Walking and Biking to Wayne	Setup + recurring campaign	$5,000	$25,000	
P16	Parking	Promote Multi-Modal Transit Options	Setup + recurring benefits	$5,000	$100,000	
R01	Retail	Create and Activate a Central Gathering Place in an Open-Air, Off-Street Location	See Create a Premier Public Space on North Wayne Avenue			
R02	Retail	Design and Implement Streetscape Improvements to Encourage Walking and Strolling	Redesign North Wayne Avenue			
R03	Retail	Undertake a Curbside Planning Exercise to Rationalize Utilization of this Scarce Resource	See Improve Loading on North Wayne			
R04	Retail	Implement Parking Recommendations to Improve Conditions for Downtown Retail	See Parking			
R05	Retail	Establish and Maintain an Information Clearinghouse to Match Tenants and Brokers	Setup + recurring	$40,000	$90,000	
R06	Retail	Secure Private Sector Buy-In to a Township Support Function in Tenant Prospecting	Setup + recurring outreach	$0	$5,000	

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ID	Topic	Strategy	Cost profile	Low	High	Lead Entity
R07	Retail	Create and Distribute New Collateral that Pitches Downtown Wayne as a Retail Location	Setup + recurring refresh	$25,000	$60,000	
R08	Retail	Undertake a "Roadshow" to Build Awareness of Downtown Wayne as a Retail Location	Recurring campaign	$5,000	$15,000	
R09	Retail	Prospect for Tenants on Behalf of Downtown Wayne's Landlords and Brokers	Recurring staff/consultant	$10,000	$25,000	
R10	Retail	Develop a Meaningful and Compelling Brand Identity for Downtown Wayne	Setup + recurring refresh	$75,000	$175,000	
R11	Retail	Continue with Efforts to Augment Consumer Demand	Setup + recurring campaign	$25,000	$75,000	
R12	Retail	Center the Township's Economic Development Manager as the Primary Resource for Retail Attraction, Retention and Incentives	Setup + recurring program resources	$0	$5,000	
R13	Retail	Increase Township Collaboration with the Wayne Business Association (WBA)	Recurring grant	$20,000	$250,000	
R14	Retail	Convene an Economic Development Committee of Community Stakeholders	Setup + recurring administration	$0	$5,000	
R15	Retail	Retain Requirement for Ground-Floor Retail Tenancy within the "Wayne Commercial Core"	Regulate for Context-Sensitive Design			
R16	Retail	Revisit Zoning and Permitted Uses on a Regular Basis	Periodic study + annual reserve	$5,000	$25,000	
R17	Retail	Customize Inducements that Align with the Township's Resources and Capacities	Setup + recurring grant pool	$15,000	$40,000	
R18	Retail	Utilize Incentives to Privilege Desired Tenants over Others; Consider More Ambitious Initiatives Specifically Promoting Small Businesses	Recurring grant pool	$50,000	$500,000	
L01	Land Use & Regulation	Support the Reopening of the Wayne Theater	One-time public support	$50,000	$250,000	
L02	Land Use & Regulation	Extend Downtown along West Avenue	One-time planning	$25,000	$175,000	
L03	Land Use & Regulation	Further Activate West Lancaster Avenue	One-time planning	$25,000	$175,000	

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ID	Topic	Strategy	Cost profile	Low	High	Lead Entity
L04	Land Use & Regulation	Build Long-term Partnerships for Station Area Redevelopment	Planning + recurring coordination	$50,000	$250,000	
L05	Land Use & Regulation	Remove South Wayne from Special Use Designation	One-time policy	$15,000	$40,000	
L06	Land Use & Regulation	Allow for Residential Uses North of the Railroad Tracks	One-time policy	$50,000	$175,000	
L07	Land Use & Regulation	Regulate for Context-Sensitive Design	One-time planning	$35,000	$175,000	
L08	Land Use & Regulation	Adopt Lancaster Avenue Frontage Design Standards	One-time planning	$35,000	$175,000	
L09	Land Use & Regulation	Maintain a Diverse Residential Base in Wayne	One-time study/code	$35,000	$175,000	
L10	Land Use & Regulation	Streamline Approval Process	Setup + minor recurring	$35,000	$175,000	
L11	Land Use & Regulation	Implement Regulatory Reforms to Parking	One-time policy	$35,000	$175,000	
L12	Land Use & Regulation	Encourage Sustainable Development	One-time policy	$35,000	$175,000	
S01A	Stormwater & Sustainability	Integrate Stormwater with Public Realm Improvements	Incremental capital + O&M	$1,000,000	$2,500,000	
S02A	Stormwater & Sustainability	Leverage Private Redevelopment	One-time policy	$25,000	$75,000	
S03A	Stormwater & Sustainability	Update Stormwater Ordinance	One-time policy	$50,000	$175,000	
S04A	Stormwater & Sustainability	Reduce Heat-island Effect	Capital + recurring maintenance	$400,000	$1,200,000	
S05A	Stormwater & Sustainability	Encourage Sustainable Development	No incremental cost	$0	$50,000	

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GLOSSARY OF RETAIL TERMS

Amenities: businesses, uses or features at a property that make it more desirable or valuable to its primary users

Amenity space: a shared indoor or outdoor area that can only be used by a building's tenants, like a conference or fitness room

Anchors: tenants, often of larger size, that drive foot traffic to a given center, district or cluster

Arterial (road): a high-capacity thoroughfare that handles large numbers of personal automobiles, along which the frontage, with its visibility and access to passing motorists, appeals to many retailers and retail developers; examples include Lancaster Avenue and West Chester Pike

Asking rent: rate at which a space is offered by a landlord to a prospective tenant

Athleisure: a type of fashion that combines athletic wear with everyday casual attire; examples include Lululemon, Alo Yoga, Athleta and FP Movement

Backstop: a guarantee provided by a third party to step in if necessary to ensure that a financial transaction (e.g. payment of rent) takes place

Bellwether: an indicator or predictor of what the future is likely to bring

Blockfront: the buildings and/or land parcels that collectively front on one side of a town block

(Retail) category: a general type of product or store; examples include grocery, furniture, food and beverage, etc.

Category killer: a medium/big-box retailer offering a wide range of options in a particular category of goods, generally at a value price point

Cluster: a concentration of businesses in a particular location or category

Chain-let: a business with more than one location that has yet to be perceived as ubiquitous (e.g. fewer than ten); can be local (i.e. across metro Pittsburgh), regional (i.e. across the Midwest) or national

Commodities: goods and services which vary little in price, quality and/or style from one retailer to the next and for which consumers typically choose the closest, most conveniently-located option; examples include prescription drugs, dry cleaning, health clubs as well as wardrobe basics

Comparison goods: goods which vary significantly in price, quality and/or style from one retailer to the next and for which consumers generally prefer to "comparison-shop" from among a large number of choices; examples include apparel, footwear, jewelry and furniture

Concept: a type of business defined by a particular blend of product, format, layout, ambiance, service model, price point, target customer, etc.;

Convenience goods and services: daily/weekly essentials and errands; mostly commodities (see above)

Co-tenancy: the existing businesses in a given district or center, which provide a prospective tenant with a sense of the level and kind of cross-traffic that it can expect at that location; particularly important with comparison goods

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Craft brewery: a small-scale producer that makes beer using traditional or innovative brewing methods (as contrasted to mass-market brews like Bud Light, Miller Lite, Coors Light or Corona

Creditworthiness: specifically, the likelihood of a given tenant to pay its rent in full and on time throughout the duration of the lease; more generally, the perceived stability of that tenant

Credit requirements: the level of creditworthiness that a landlord is willing to accept in a tenant

Critical mass: the presence of enough businesses of a certain type to increase the appeal to would-be customers or prospective tenants exponentially

Curation: the process of selecting and presenting a specific collection of goods that will resonate with the preferences and sensibilities of a core customer

Curb appeal: the visual attractiveness of a district, center, property or business as seen from the street or sidewalk

(Retail) destination: a business or collection of businesses capable of attracting customers on its own, without the help of other businesses or uses; general focus on comparison goods, sit-down dining and entertainment – as opposed to convenience goods and services

Daypart: a distinct time segment during the day that corresponds to a particular type and level of foot traffic

Diversification: a deliberate attempt to help create or preserve a varied tenant mix in a given district or center (in contrast to a strict focus on a single category, daypart, customer, etc.

Draw: the distance from which or extent to which a given district, center, cluster or business is able to attract customers

Dwell time: the total amount of time that a customer spends in a given center or district

Entrepreneurial platforms: low-cost units or spaces that serve as incubators for micro and small-scale entrepreneurs, like carts, kiosks, pop-ups, trucks and containers; formats also include farmers' and public markets as well as food halls

Fast casual: a type of eatery with a similar counter-service model to traditional fast food but with healthier and/or higher-quality ingredients, a more upmarket atmosphere as well as an elevated price point; examples include Chipotle, Jules Thin Crust, Sweetgreen and Playa Bowls

First-in-market location: the location where a large chain or franchise chooses to open its first -- though not its only -- branch in a given metro

Floorplate: the size and configuration of a given retail space

Footfall: another word for foot traffic

Footprint: the physical amount of retail space that a particular district or business occupies

Fortress mall: a mall of such size and formidability that it is thought to be well-insulated from new competition in the region or the struggles of the mall industry more generally; defined as having at 1,500,000 sq ft of retail space; examples include King of Prussia Mall (Philadelphia) and Garden State Plaza (New Jersey)

Franchise: an operating model that an independent owner/operator ("franchisee") pays a corporate entity ("franchisor") for the right to use, in the form of fees and royalties; separate from a chain, in which the corporate entity itself acts as the owner/operator and assumes the attendant risks

Full-service supermarket: sells a wide selection of pantry items (e.g. canned and packaged foods), perishables (e.g. dairy, produce, meat, fish/seafood, bakery, deli, etc.) and related goods (e.g. cleaning supplies, paper products, etc.), typically also including a pharmacy; contrasted with limited-assortment

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grocers (e.g. Trader Joe's) and supercenters (e.g. Target); examples include Giant and ACME

General merchandise: encompasses a wide variety of non-perishable categories, including (but not limited to) sporting goods, electronics, books, toys and stationery; now found primarily in supercenters and category killers

Gravitational pull: the notion that certain anchors, centers, districts or clusters exert a force on would-be consumers or prospective tenants that can compensate for other disadvantages vis-à-vis alternatives

Inline: retail space located with retail space on both sides, either in a strip configuration or on a traditional main street; the opposite of "endcap" or "hard corner"

(Retail real estate) inventory or supply: refers to the total amount of retail space currently available for lease or sale in a given district

Leverage: the coercive power that one party holds over another, as when a landlord compels a prospective tenant to open a store in a given center by withholding access to a more coveted location elsewhere

Mandate: the purpose for which an organization or entity exists, with the authority conferred by its governing body

Margin: generally refers to the percentage of gross profit that a business is able to generate on the sale of a good or service; can be "high-margin," implying significant profit per sale, or "low-margin," implying modest profit per sale.

Market share: the percentage of overall sales that a given retailer, format or channel is able to achieve in its specific market

Millennials: the generation born between 1981 and 1996 (and now aged 35 to 50)

Mobile retailing: retail formats that, unlike permanent storefronts, can be moved from one location to another in response to changes in foot traffic; examples include farmers markets, food and/or fashion-truck pods, shipping-container villages, etc.

Neo-Hipster: a psychographic segment consisting of highly-educated, upwardly-mobile professionals who have internalized the creative mindset and alternative sensibility of 1990's-era, anti-establishment "hipster"; accustomed to an urban lifestyle but have been increasingly suburbanizing as they start families

Niche: a sub-segment of demand defined by a particular type of customer and/or tenant (in contrast to the "mass market")

Occupancy costs: the sum total of what a tenant pays to a landlord for use of a commercial space, including rent as well as other pass-through expenses like taxes, insurance and maintenance (aka common area charges or "CAM")

One-store-per-market brands: large chain or franchise that typically operates just one location in a given metro

Operator: another word for business owner, proprietor or merchant

Place Management: the practice of planning, programming and maintaining vibrant business districts, often spearheaded by a non-profit organization in partnership with municipal government

Positioning: the ways in which a given district, center, cluster or business presents itself in the marketplace vis-à-vis rivals (in terms of merchandise mix, price point, core customer, etc.).

Psychographics: qualitative characteristics of consumers, such as lifestyles, sensibilities and aspirations (as opposed to quantitative ones, like household income and home values)

Psychological barrier: a barrier that consumers typically do not cross for intangible or habitual reasons (rather than strictly physical or logistical ones)

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Reserve fund: a dedicated pool of money set aside to pay for possible expenses in the future

(Market) Reset: a significant adjustment in rent levels or deal terms in response to shifting expectations among landlords and/or tenants (e.g. a bellwether lease)

(Real estate) return: the total profit that a landlord earns from leasing a space(s) to a tenant(s)

(Building) Setback: the distance that a retail space can – and often must – sit from the property line, with tenants typically preferring a longer setback in more automobile-oriented settings so as to maximize visibility

Specialty: a distinctive business or collection of businesses that are not ubiquitous in the marketplace (in contrast to commodities); a type of niche (see above)

(Funding) sponsor: an organization that provides or bundles capital and allocates it in the service of a particular goal, program or initiative

Submarket: a portion of an overall market that a given brand or collection of brands deems as sufficient to justify its own location; specifics depend on the retail category or format in question

Supercenter: a big-box retailer that sells a wide range of general merchandise at prices lower than traditional department stores (formerly known as "discount department stores") and also incorporating a full-service supermarket; examples include Walmart and Target

Synergy: the relationship (through cross-traffic or other interactions) between two or more adjacent/nearby businesses so as to produce greater combined levels of customers or sales than the sum of what would have been possible individually

Tax increment financing (TIF): a method of financing utilized by local governments to fund community improvements and initiatives by borrowing against future gains in tax revenue

Third Place: a commercial or public space, aside from home and work, where people in a community or culture gather for a sense of belonging; examples include coffeehouses and bars

Tenant improvements (or "T.I."): customized charges that a landlord makes to ready a space for a tenant as part of a lease agreement; generally includes HVAC, electric, plumbing, paint, carpeting, walls, doors, windows, etc. but not furniture, fixtures and equipment ("FF&E") specific to the business

Tenant-rep broker: a real estate professional who works exclusively for retailers to find locations and negotiate leases (in contrast to a listing broker who represents property owners)

Retail or tenant mix: the range or variety of businesses that exist within a given district or center

Tight market: a market defined by limited supply (with, for example, a very low availability rate)

Trade area: the geography from which a given center is thought to generate the majority (i.e. 70%) of its sales

Vested interest: a personal stake (e.g. financial, reputational, etc.) in the success or failure of a project, program or initiative; also referred to as having "skin in the game"

Well-capitalized: deep-pocketed, with steady cash flow and deep reserves; considered creditworthy

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RESOLUTION NO. 2026-117

A RESOLUTION OF RADNOR TOWNSHIP, DELAWARE COUNTY, PENNSYLVANIA, ACCEPTING THE MASTER PLAN FOR DOWNTOWN WAYNE

WHEREAS, the Township initiated a review of the current status of the downtown Wayne Business District; and

WHEREAS, the Township established a Project Team, a Consultant Team, and a Technical Advisory Committee to review key growth issues of the Wayne Business District including mobility, parking, retail activity, land use, stormwater and sustainability; and

WHEREAS, after engagement with the community and input from all stakeholders, the Master Plan For Downtown Wayne as a part of the overall Township's Comprehensive Plan is ready for review and acceptance by the Board of Commissioners.

NOW, THEREFORE, be it resolved that the Board of Commissioners of Radnor Township does hereby accept "A Vision for Wayne, a Master Plan for Downtown Wayne" dated September 26, 2026.

SO RESOLVED, at a duly convened meeting of the Board of Commissioners of Radnor Township conducted on this day of , 2026.

RADNOR TOWNSHIP

By: _____
Jim Riley
President

ATTEST:_____
William White, Manager/Secretary

MEMORANDUM

TO: **Radnor Township Board of Commissioners and Staff**

FROM: Adam Tecza, IMEG

DATE: 10/6/2026

SUBJECT: **Public Draft Comment Summary**

The following summarizes the comments received during the public reivew of the plan in advance of the 10/12/2026 Public Hearing. It records suggestions, concerns, and questions rather than adopted decisions or commitments. Statements about existing conditions, traffic records, funding, and plan references reflect the commenters' submissions.

While we do not believe these comments require substantive changes to the plan itself, we nonetheless believe that they are worthwhile considering as the Township impelments the plan. In particular, comments that focus on the specific implementation of some of the design concepts presented in the plan should be taken into consideration.

At the same time, some comments extend beyond the scope of this planning effort but nonetheless may be captured in future planning studies in the areas surrounding Wayne. They are documented here to assist the Township in efforts to track and respond to resident and stakeholder concerns.

PEDESTRIAN SAFETY AND CONNECTIONS BEYOND DOWNTOWN

A recurring theme is that downtown improvements should connect to the routes people use to reach schools, transit, businesses, parks, and surrounding neighborhoods. Comments call for continuous, accessible sidewalks, safer crossings, better sightlines, and attention to people of different ages and mobility needs.

- **West Avenue.** Extend streetscape improvements along West Avenue to Eagle Road, including the 300 block of West Avenue. A resident requests a continuous, compliant sidewalk on the side determined appropriate by the Township, along with upgrades to the existing walk farther east. The comment describes missing pedestrian infrastructure, longstanding safety concerns, and additional walking demand associated with nearby development.
- **East Lancaster Avenue.** Extend traffic and pedestrian safety improvements beyond Aberdeen Avenue to Chamounix Road / St. Davids Road. A resident identifies narrow sidewalks near Crestwood Apartments, speeding, student walking routes, and nearby residential and business activity as reasons for expanding the scope. The resident also requests an audit and expansion of the crash-location map on draft page 55.

- **Station and Senior Center access.** Address sidewalk gaps on approaches to the train station and unsafe walking access to the Senior Center. A resident describes obstructed views caused by stopped transport or delivery vehicles and parked trucks, together with fast-moving traffic and a curved approach.
- **Parks and gardens.** Identify a preferred walking route from the Radnor Station / St. Davids neighborhood to Fenimore Woods and map sidewalk gaps, curb ramps, crossings, and lighting. The suggested route follows Montgomery Lane, Belrose Lane, Glenmary Road, King of Prussia Road, and Eagle Road. Consider these needs through M04 and/or Safe Streets and Roads for All (SS4A) work, with Township and PennDOT coordination. Longer-term requests include walking connections to Chanticleer and The Willows, linked where appropriate to the Radnor Trail and downtown wayfinding.
- **Connections across municipal boundaries.** Coordinate with Tredyffrin Township on sidewalks and walk-to-Wayne routes. A business commenter sees improved walking access from all directions as a way to support downtown and reduce parking demand.

TRAFFIC SAFETY AND ENFORCEMENT

Residents support safer street design but also request more immediate attention to driver behavior. Several comments describe speeding, cut-through traffic, ignored signs, or uncomfortable walking conditions along Lancaster Avenue and neighborhood streets.

- **Enforcement and crossings.** Increase enforcement of speed limits, stop signs, and other traffic rules; protect crosswalks and keep sidewalks safe and passable. One resident suggests restricting right turns on red where feasible and installing red-light cameras.
- **Traffic calming.** Evaluate measures for West Avenue and nearby streets. The West Avenue submission questions the Township's historic reliance on speed and street-length thresholds, asking that pedestrian exposure and neighborhood conditions carry greater weight in decisions.
- **Lancaster Avenue changes.** One resident supports the proposed lane reduction and suggests parking-separated bicycle lanes, subject to PennDOT approval. Another asks that any mitigation of cut-through traffic on St. Davids Road / Windermere also improve pedestrian comfort and safety.

NORTH WAYNE PUBLIC SPACE

Comments include both enthusiastic support and strong opposition to the proposed park or parklet. Supporters describe a more family-friendly setting, a place to gather, and an amenity that could encourage visits to nearby restaurants and shops.

- **Parking loss and business impacts.** Opponents cite the proposed loss of 24 parking spaces, existing difficulty finding parking, and potential effects on downtown shopping, dining, volunteering, and parking revenue. Some question the need for another gathering place given existing restaurants and other amenities.

- **Traffic and practical use.** Concerns include altered circulation, congestion and safety near Station Road, and reduced usefulness during extreme weather. One resident also questions approval of the pocket park before completion of the master planning study.
- **Events and alternatives.** A business commenter supports the park while questioning how a North Wayne promenade would affect music festivals and other events. Suggestions elsewhere include green space on West Avenue and a pocket park on the south side of West Lancaster Avenue.

PARKING AVAILABILITY AND INFORMATION

Comments ask that implementation account for both the amount of parking and how easily people can find and use it. Residents describe circling for spaces and concern that inconvenient parking discourages visits; businesses report customer confusion about downtown parking.

- **Wayfinding and education.** Provide clear, consistent signage, branding, and public information about parking locations and use. Improve the walking experience from more distant lots so they feel connected to downtown.
- **Shared parking agreements.** A business commenter supports agreements with private lot owners and asks that they be secured before structural changes reduce existing parking. The comment also identifies a possible need for a lighted, landscaped sidewalk between the Lumberman's building lot on West Wayne Avenue and Lancaster Avenue.

DESIGN DETAILS AND BUSINESS OPERATIONS

Business comments generally welcome investment while asking that designs be refined around actual operating needs. Delivery access, customer parking, passenger drop-off, trash collection, outdoor dining, business visibility, and event use are recurring considerations.

- **West Avenue.** Use consistent signage, shade plantings, and continuous sidewalks that handle driveway and curb interruptions more clearly. A business commenter suggests a central promenade or green space with outdoor dining, while asking how it would affect festival staging. An alternative is a traffic circle or park between the transformers and the AT&T entrance that could serve as a downtown gateway, rest space, and adaptable event area.
- **North Wayne Avenue.** Reconsider whether the proposed loading area can accommodate typical morning delivery volumes. A business commenter suggests a hardscaped median with planted islands to provide truck space and preserve a broad area for events. The commenter also raises a possible SEPTA driver rest area and public restroom, and asks whether widening sidewalks on the west side could disadvantage restaurants on the east side.
- **East Lancaster Avenue south side.** Review how a continuous parking lot would serve existing automobile-oriented businesses, including customer vehicle storage and tow-truck movements. A business commenter asks that the landscape buffer sit between the roadway and sidewalk, with the sidewalk closer to the parking lot, to improve pedestrian comfort and perceived safety.

- **West Lancaster Avenue north side.** Reassess the proposed continuous planting buffer and limited access points. Concerns include trucks reaching loading docks, deliveries and trash collection blocking access, loss of convenient short-stay parking, passenger drop-off queues, and reduced visibility of storefronts and the theater marquee. The commenter also questions whether uninterrupted planting and fewer conflict points could encourage faster through traffic.
- **Anthony Wayne Theater.** Confirm whether median openings and access arrangements can accommodate delivery trucks, artist vehicles, and full-size or smaller buses carrying performers, school groups, seniors, and visitors. The theater asks about reserving frontage spaces so equipment and artist vehicles can remain during performances. Comments also request enough space and time for safe passenger drop-off, especially for children and people with limited mobility.
- **West Lancaster Avenue south side.** A business commenter proposes replacing awkward parking that requires backing onto Lancaster Avenue with public green space. The suggested pocket park would extend from the southwest corner of South Wayne Avenue past Central Baptist toward the parking lot beside the dance studio.

LANDSCAPE AND INFRASTRUCTURE DESIGN

Comments support attractive streets and investment in infrastructure while asking that landscape choices work with safety, maintenance, and business needs.

- **Utilities and stormwater.** A business commenter welcomes underground utility wires on West Lancaster Avenue and asks that stormwater management be treated as an essential element of improvements rather than a possibility.
- **Trees and planting.** Provide shade and comfortable walking routes while addressing concerns about tree roots damaging sidewalks. Review planting height and placement in relation to sightlines, business visibility, road access, and pedestrian separation from traffic.

REDEVELOPMENT AND PRESERVATION OF WAYNE CHARACTER

Comments support a thriving, walkable center but request stronger attention to the scale and cumulative effects of redevelopment. Concerns focus on protecting historic buildings, established neighborhoods, mature trees, and Wayne's suburban village character.

- **Residential uses north of the railroad.** A resident questions the support for the recommendation to allow residential uses in the C-3 area, including Little Chicago. The resident asks for a fuller account of existing uses and conditions; affected residents, businesses, and community assets; historic resources and development patterns; infrastructure and environmental constraints; and the relationship between zoning boundaries and actual land use.
- **Evidence for the recommendation.** The same resident requests analysis of recent development, the basis for describing the area as a leading opportunity for transit-accessible housing, the boundaries shown in Figure 40, and feedback from residents, businesses, and

property owners. The resident does not necessarily reject the recommendation but withholds support until these questions are addressed in the final plan.

- **Scale and cumulative impacts.** Another resident supports appropriately scaled housing and mixed-use investment while opposing an apartment-heavy downtown. Requests include clear limits on height, building mass, and residential density; preservation of historic streetscapes; transitions to adjacent neighborhoods; and evaluation of cumulative traffic, parking, stormwater, and character impacts across multiple projects.
- **Corrected West Avenue request.** The West Avenue resident withdraws the earlier request to extend the Figure 37 Special Use Area into the 300 block. The revised request is to keep the boundary east of the block and provide lower building heights, landscaped buffers, larger setbacks, and pedestrian connections where the area borders residential properties. The sidewalk and funding requests remain.

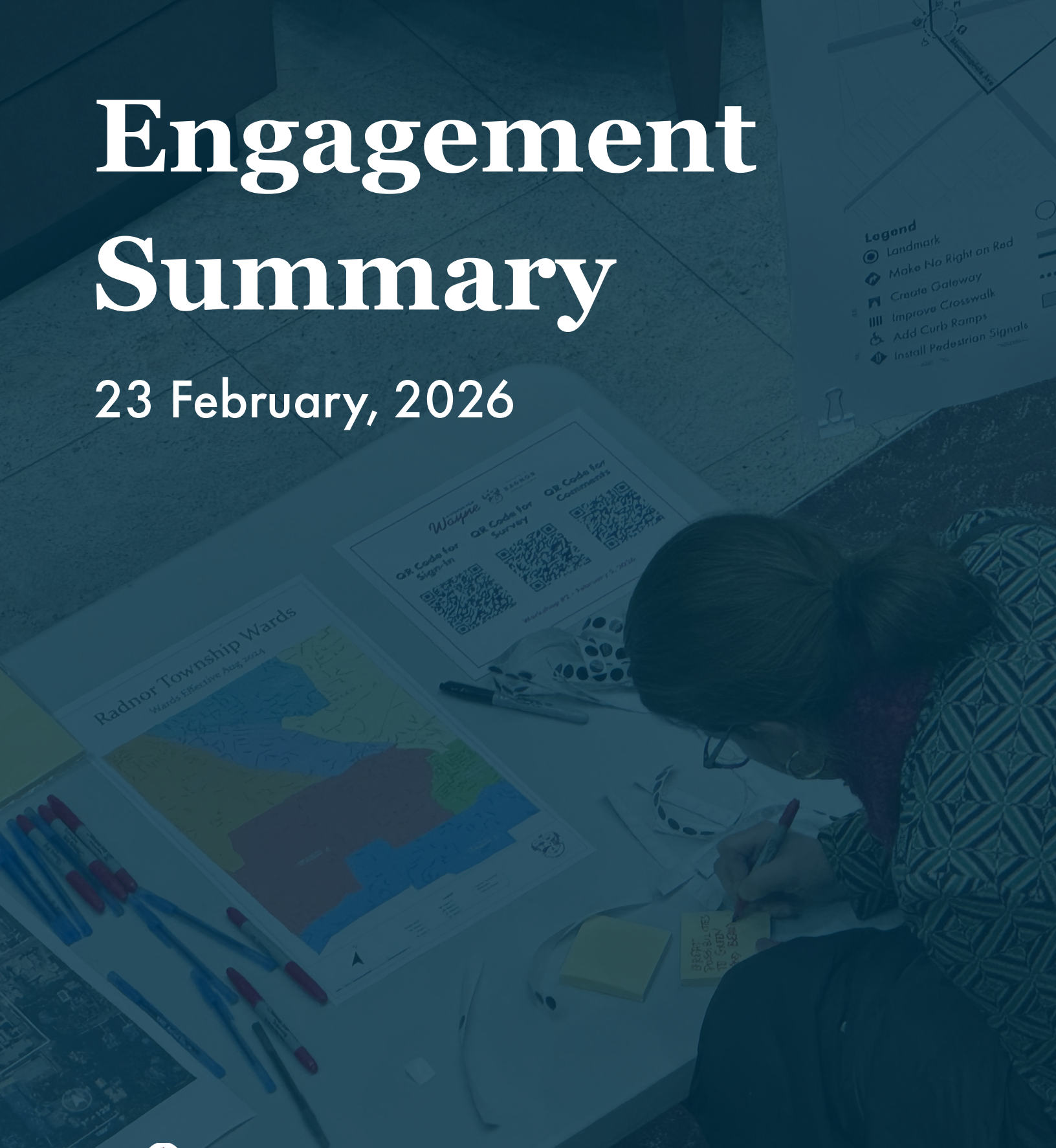
IMPLEMENTATION SCOPE AND PUBLIC INVOLVEMENT

Comments ask for clearer project boundaries, funding decisions, and design information so residents and businesses can understand how proposals will affect them and participate before key decisions are made.

- **West Avenue funding.** Define the areas eligible for the 60 West GP Condition 7 contribution to expressly include the 300 block. The resident cites a contribution of $10,000 per dwelling unit, approximately $450,000, and requests a resident meeting before allocation, disclosure of the collection schedule, and the amount collected to date.
- **Property owner information.** Before seeking support for a West Avenue sidewalk, explain the proposed side and extent, effects on driveways, walkways, walls, trees, and plantings, ongoing owner responsibilities, and whose agreement is needed. The resident asks that engineering information be available before neighbors are asked to commit.
- **Coordination and sequencing.** Comments call for coordination with PennDOT, Tredyffrin Township, businesses, and residents; consistency with the adopted Comprehensive Plan and related safety work; and attention to parking agreements and operating needs before physical changes proceed.

Engagement Summary

23 February, 2026



Township of RADNOR PENNSYLVANIA

A VISION FOR Wayne


Lancaster Ave (Route 30): Safety and Traffic Calming
Redmr2035 Engagement Themes
Background: Safe Streets for All
What changes could make Lancaster Avenue Safer?
your ideas
Public Realm | Sidewalks
What would make it easier/better to walk in
your ideas

Introduction

Community engagement for the Downtown Wayne Master Plan was designed to ground future decisions in the lived experience, values, and long term aspirations of the community. Through surveys and public meetings, residents identified what they appreciate most about Downtown Wayne today, including its walkability, historic character, local businesses, and civic institutions, while also pointing to areas where improvements are needed. This input provides a clear foundation for shaping recommendations that reflect community priorities and strengthen the downtown's role as both a daily destination and a regional draw.

Participants provided input on mobility and traffic, public spaces, new development, preservation, retail mix, parking, and specific streets and sub areas throughout downtown. The goal of this process was not only to gather feedback, but to understand where there is broad agreement and where thoughtful planning can make a meaningful difference. This input helps ensure that future investments, policies, and design decisions reflect community priorities and strengthen Wayne's identity as a walkable and historic town center.

Engagement Process

Community engagement for the Downtown Wayne Master Plan was designed to capture a range of perspectives through multiple formats, ensuring both broad participation and meaningful insight. The process included public workshops, an online survey, and stakeholder interviews to understand priorities, explore future scenarios, and identify implementation considerations. Together, these efforts provide a strong foundation for informed planning decisions.

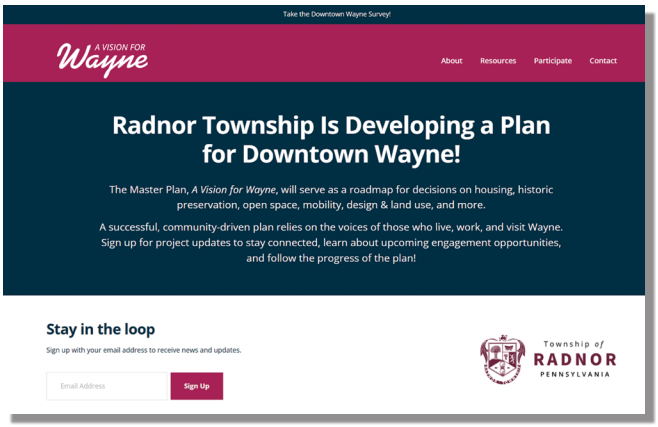
Plan Promotion and Outreach

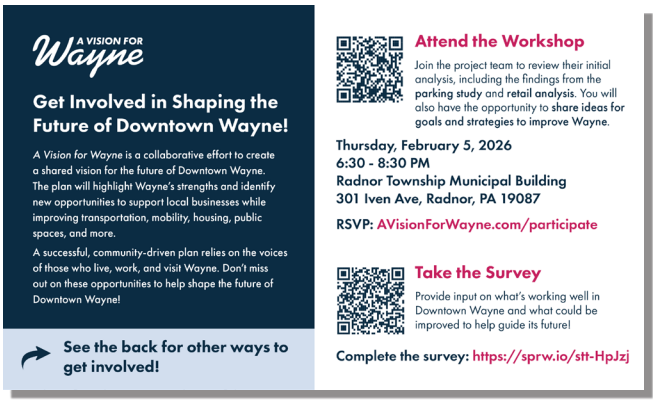
Throughout the planning process, the Township implemented a coordinated community engagement effort to ensure broad participation from residents, business owners, property owners, and visitors to Downtown Wayne. Engagement opportunities were promoted through a combination of digital and print outreach, including:

1. Township social media posts announcing meetings, workshops, and surveys
2. Flyers distributed throughout the Wayne area
3. An Every Door Direct Mail (EDDM) outreach effort to notify households of engagement opportunities

The project website, **www.AVisionForWayne.com**, served as the central hub for information about the planning process. Community members could learn about the purpose of the Plan, review background materials, find upcoming engagement opportunities, and access project updates. The website provided ongoing access to materials and information throughout the planning process.

These promotion efforts were intended to ensure broad awareness of the planning initiative and provide multiple ways for individuals to stay informed and involved.







Above: Screen capture of AVisionForWayne.com
Below: EDDM outreach effort

Public workshops

Two interactive public workshops were held as part of the Downtown Wayne Master Plan process—an Open House in November 2025 and a follow-up workshop in February 2026. The first workshop invited residents, business owners, and visitors to share input on walkability, parking, public realm improvements, development scale, retail mix, and housing through interactive boards and mapping exercises. The second workshop built on that foundation with more detailed, location-specific boards focused on key corridors and sub areas, including North Wayne Avenue, Lancaster Avenue, West Avenue, and primary parking areas.

Across both workshops, participants engaged directly with maps and scenario exercises, using sticky note comments and dot voting to express their views. Through approaches that explored preservation, enhancement, gradual change, or more significant transformation, attendees shared how different parts of Downtown Wayne could evolve. Together, the workshops provided detailed, place-based input and a clear understanding of community priorities.

Workshop Participation Snapshot

1. 186 Public Participants
2. 3 Consultant Team Members

Data was not collected at workshops regarding whether participants were residents, business owners, or employees who worked in the area.







Community engagement during the Public Workshop

Online survey

The online survey was conducted as part of the Downtown Wayne Master Plan process and generated 373 completed responses. The survey collected broad input on what residents, business owners, and stakeholders value most about Downtown Wayne, while identifying shared priorities for improvement across retail mix, walkability, traffic, public space, housing, and development. It combined quantitative rankings with open-ended responses, providing insight into both measurable preferences and more nuanced perspectives about the downtown's future.

Respondents were asked how they are connected to Downtown Wayne. Figure 1 summarizes the composition of participants.

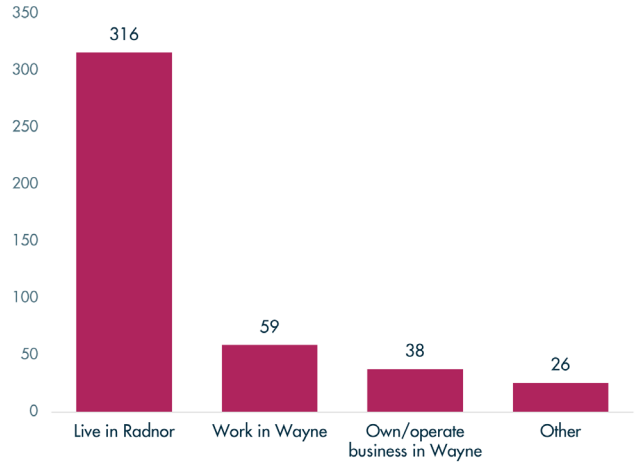
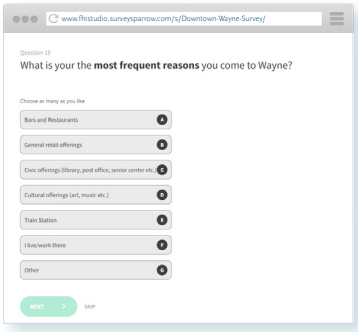


Figure 1. Survey responses: How are you connected to Wayne/Radnor?



Downtown Wayne Survey

373 responses

Screen captures of the Downtown Wayne Survey

Stakeholder interviews

Stakeholder interviews were conducted to gain deeper insight into operational conditions, economic trends, and long-term considerations affecting Downtown Wayne. These conversations helped contextualize broader public input and identify practical opportunities, constraints, and implementation factors. **A summary of the stakeholder interviews is attached to this report.**

Stakeholders Included:

- Amtrak
- Delaware Valley Regional Planning Commission (DVRPC)
- PennDOT District 6 (Operations, Traffic Engineering & Safety, Signals, Legislative Affairs, and HOP Division)
- SEPTA (Long Range Planning)
- North Wayne Protection Association
- Central Baptist Church
- Radnor Township Parks & Recreation Department
- Local business owners
- Wayne Business Association
- Radnor Historical Society
- Radnor Memorial Library
- Wayne Senior Center
- Commercial property representatives and brokers
- Radnor Township Parking & Auxiliary Services
- Radnor Township Public Works Department
- Wayne Presbyterian Church
- Wayne Hotel
- Radnor Township Police Department
- Radnor Township Recreation & Community Programming
- Retail business representatives

Key Themes from Engagement

Overall Vision

Through online surveys, stakeholder conversations, and public workshops, a clear and consistent vision for Downtown Wayne emerged.

People care deeply about Wayne. They see Downtown Wayne as the heart of the community and a place where people come together. There is strong pride in its quality, character, and overall strength as a downtown. Looking ahead to the next ten years, residents want to see continued improvement that builds on what already works well, rather than change that alters its core identity. Downtown Wayne is valued as a complete and active center, with shops, restaurants, civic spaces, transportation options, and housing all within walking distance. The shared vision is to strengthen these assets while preserving the character that makes Wayne feel distinct and connected.

Downtown Wayne is valued for its walkable, historic village character. Residents and visitors describe it as a place with a strong sense of identity and an overall high quality of life. People value its smaller scale buildings and streets and the way the downtown feels comfortable and easy to move through on foot.

Wayne functions as both a regional destination and a daily community hub. Participants see Downtown Wayne as a place that draws visitors while also serving as a reliable center for everyday activity. It is somewhere people come to dine and visit, but also a place that supports daily needs and community life.

A compact mix of uses is seen as one of Downtown Wayne's defining strengths. Participants consistently noted that shops, homes, civic buildings, and the train station are all located close together, creating a center that feels active and well connected. This concentration of activity makes the downtown easy to access and lively throughout the day, supporting its role as a functioning and vibrant town center.

A broader mix of shops and services emerged as a clear priority. Participants expressed interest in expanding retail and service options, in addition to restaurants, to better support everyday needs while continuing to attract visitors.

There is support for thoughtful reinvestment in underutilized areas. Participants expressed openness to improvements that strengthen public spaces and build on existing community assets, particularly in places that are not currently reaching their full potential.

Change is supported when it respects Wayne's existing character. Participants emphasized that new development should align with the downtown's scale and overall identity. Growth is viewed more positively when it enhances the downtown experience rather than changing what makes it feel like Wayne.

There are concerns about overdevelopment and the potential loss of identity. Participants expressed worry that, without careful planning, new development could weaken the character that defines Downtown Wayne.

Mobility and Transportation

Mobility and transportation emerged as a central theme throughout the community engagement process. Walkability is widely viewed as one of Downtown Wayne's defining strengths and plays a major role in shaping the overall experience of the downtown. At the same time, discussions highlighted the importance of aligning traffic conditions and mobility choices with the scale and character of a walkable village environment. While biking, transit, and driving were all part of the conversation, the strongest emphasis remained on the quality and comfort of moving through downtown on foot. Overall, community input reflects a desire to ensure that mobility decisions reinforce Downtown Wayne's identity and support a safe, balanced, and people-oriented town center.

1. Walkability was consistently identified as one of the defining features of Downtown Wayne as shown in Figure 2. It ranked among the top qualities participants value most about the downtown experience.
2. Lancaster Avenue was most often identified as the biggest mobility challenge. Many respondents noted that traffic speeds and crossing conditions feel out of step with the scale and character of a walkable village, even while recognizing its role as a regional roadway.
3. Participants encouraged prioritizing protected bike lanes, creating safer routes along major roads such as South Wayne Avenue, improving bike parking, and using underutilized street space to better support biking.
4. Transit was discussed less frequently and was generally viewed as an existing asset rather than a primary area for improvement.
5. Pedestrian safety and comfort emerged as top priorities for improvement, as shown in Figure 3. Participants emphasized the need for safer crossings, better sidewalks, and traffic conditions that support everyday walking.
6. When asked why they choose to drive instead of using rideshare, many respondents said they are already in their car as part of errands or daily travel, as shown in Figure 4. Responses indicated that visits to Downtown Wayne are often part of broader routines rather than standalone trips.

Participant Quotes

"More sidewalks and crosswalks along Lancaster Ave. If Wayne was more pedestrian friendly, it may ease some of the parking issues as many residents like to walk into town."

"I really like that the traffic light on Wayne and Lancaster stops all traffic for pedestrian crossing. I see lots of people crossing diagonally, maybe make a diagonal crosswalk."

"I would choose not to drive to Wayne, only if biking were easier! Where do I ride and where do I park my bike?"

"More Crosswalks in downtown for greater access . Maintain sidewalks. Indirectly groom nearby trails for walk access during snow months."

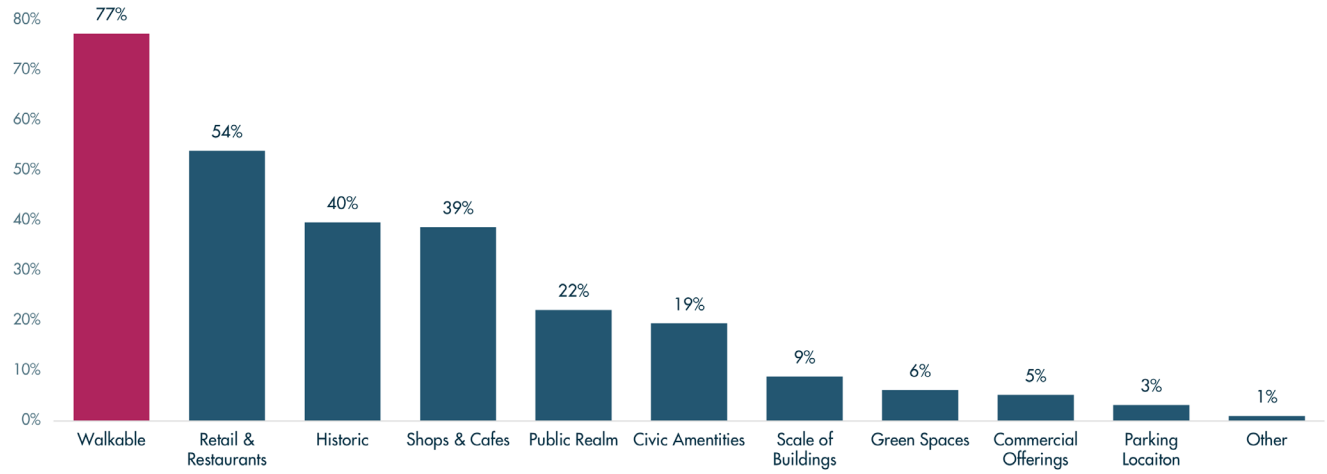


Figure 2. Survey responses: What do you love most about Downtown Wayne?

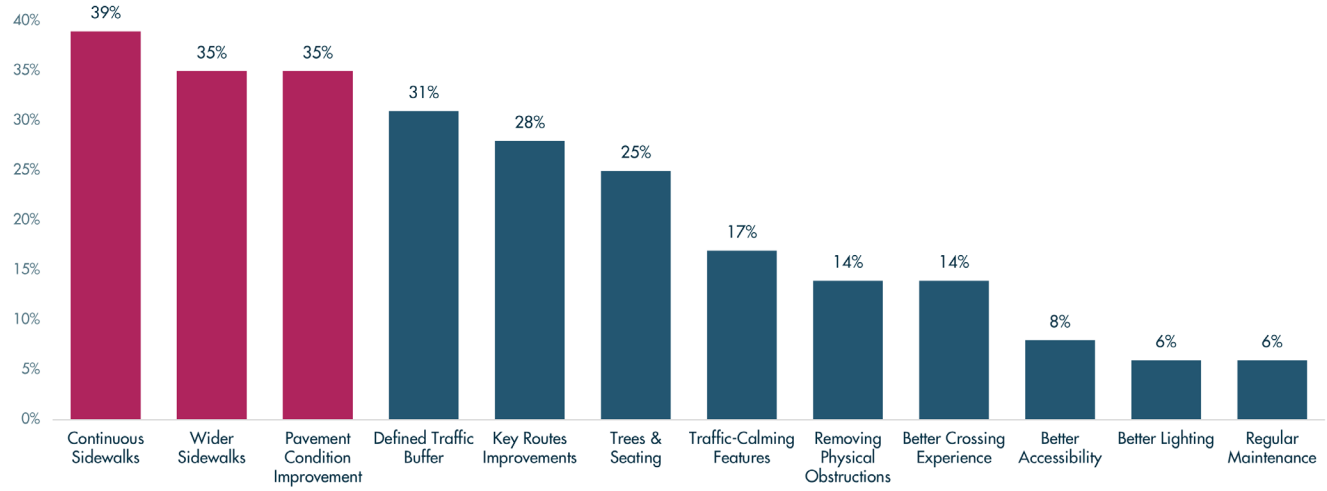


Figure 3. Survey responses: What improvements would make it easier or better to walk in Wayne?

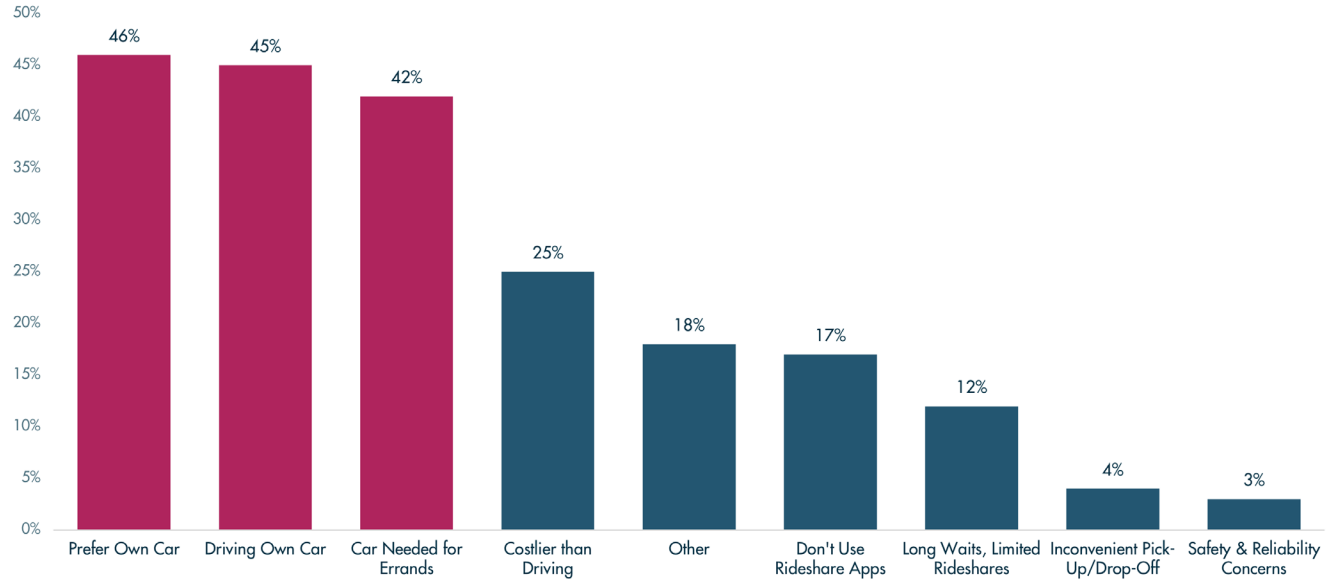


Figure 4. Survey responses: What are the reasons you choose to drive rather than use a rideshare service to come to Wayne?

Parking and Loading

Throughout the engagement process, parking was consistently raised as an important topic of discussion. While it generates strong opinions, survey results show that it ranks below pedestrian comfort, public space improvements, and retail diversity as a priority for investment. **For most respondents, parking does not prevent visits to Downtown Wayne**, though convenience remains an important consideration. When concerns arise, they relate less to the total number of spaces and more to how easy the system is to understand and use. Participants emphasized proximity to destinations, clear signage, and better curbside organization as key factors shaping the parking experience. Overall, the discussion points to the need to balance convenient driver access with Downtown Wayne's walkable character and broader mobility goals.

1. Parking ranked lower than pedestrian comfort, public space improvements, and retail diversity as a priority for investment.
2. As shown below, a majority of respondents reported that parking either does not affect or only occasionally affects their decision to visit Downtown Wayne, suggesting that parking availability is not a major reason to stay away for most people.

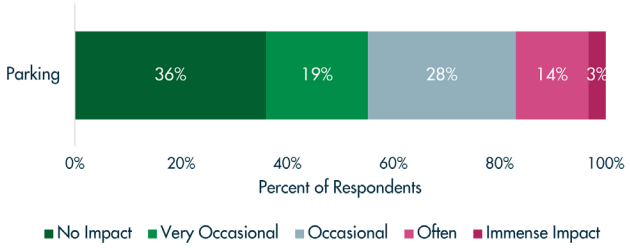


Figure 5. Survey responses: Do current parking conditions affect your willingness to visit Wayne?

3. As shown in Figure 6, when parking is a concern, the main issue is finding a convenient space close to where someone wants to go, rather than cost, time limits, or the total number of spaces.

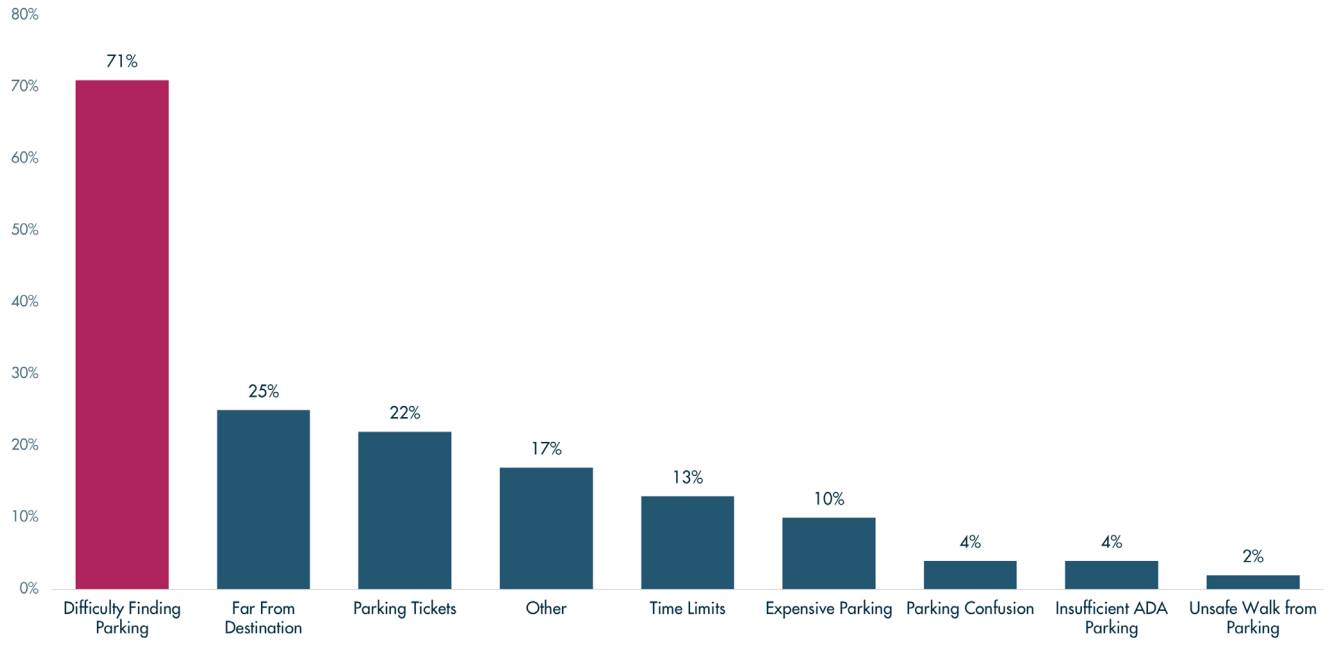


Figure 6. Survey responses: When parking is a problem and keeps you from going to Wayne, what's the main reason?

4. Several participants pointed out a disconnect between the amount of parking available and how easy it is to find a spot. Many noted that spaces do exist, but they are not always conveniently located or clearly marked.
5. Many respondents noted the importance of convenient parking, expressing a strong preference for parking spots close to their destination to avoid a walk and expressing skepticism about people walking from lots further away from North Wayne Ave.
6. Participants focused more on parking management, signage, payment systems, and clear rules than on adding more spaces.
7. While reinforcing Downtown Wayne's walkable character was a priority, may stakeholders, business owners, and residents noted the importance of maintaining easy access for drivers to support local businesses..
8. Participants pointed to ongoing curbside conflicts, especially along North Wayne Avenue, related to deliveries, ride share pick up and drop off, and loading activity. Double parking and short term stopping were seen as contributing to congestion and discomfort for pedestrians.

Participant Quotes

"You know parking enforcement is a problem because you suspend enforcement for the holidays. Nothing drives customers away like ridiculous parking enforcement."

"The surface lot behind Wayne Presbyterian could become a short garage with green roof public space to alleviate disruptive parking elsewhere. The surface lot on s Wayne could also change. The stretch of businesses in south Wayne could be more attractive and pedestrian friendly."

"There is enough parking, people just don't use South Wayne or West Ave parking."

"I've never not been able to find a parking spot in Wayne... never."

"Today I had to drive my father to Wayne for an errand because parking kiosk too complicated for older generations."

Public Space and Streetscape

Public space and streetscape improvements emerged as one of the strongest and most consistent themes throughout the engagement process. Participants see the quality of sidewalks, trees, lighting, seating, and gathering spaces as central to the downtown experience. These elements shape how comfortable, welcoming, and active Downtown Wayne feels on a daily basis. Community input emphasized the need for streets and public spaces that feel more inviting, are easier to walk, and encourage people to stay and spend time. There is strong support for improvements that enhance comfort and usability while respecting the scale and character that define Wayne's village identity.

1. Improvements to public spaces ranked among the top priorities for investment as shown in Figure 7. Participants strongly supported adding and upgrading street trees, landscaping, benches, lighting, and other features that make walking more comfortable and enjoyable.
2. Participants emphasized the need for continuous sidewalks on both sides of streets, wider walking areas where possible, pavement repairs, and clear paths without obstacles.
3. Participants noted that more shade and tree cover were essential for improved comfort, especially along Lancaster Avenue and North Wayne Avenue.
4. Participants emphasized that any streetscape improvements should reflect Downtown Wayne's existing scale and village character. They noted that consistent materials and regular maintenance help the downtown feel safe, comfortable, and welcoming.
5. Many participants supported public spaces that encourage people to stay longer downtown, as shown in Figure 8. These spaces include outdoor dining, café style seating, shaded green areas, and places for informal gathering as well as larger community events.

Participant Quotes

"Outdoor dining areas and café-style seating Quiet seating areas for relaxation and people-watching Flexible open space for pop-ups, farmers markets, or art fairs"

"We need play spaces or interactive features for children and families Spaces for community gatherings or seasonal festivals."

"Spaces for community gatherings or seasonal festivals Quiet seating areas for relaxation and people-watching."

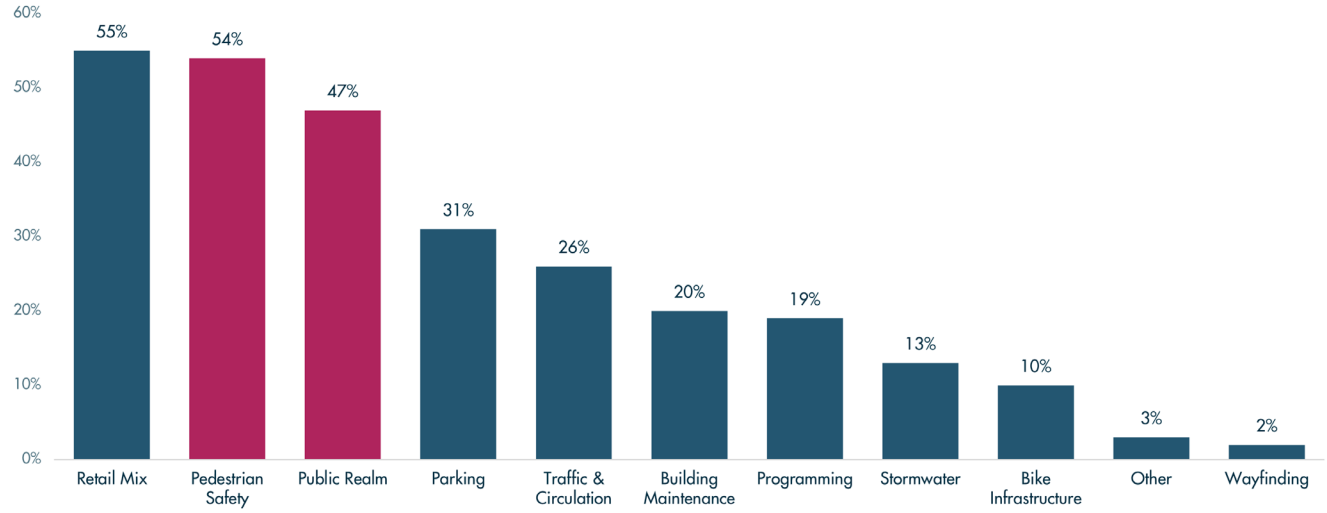


Figure 7. Survey responses: What should be priorities for improvement or investment in Downtown Wayne?

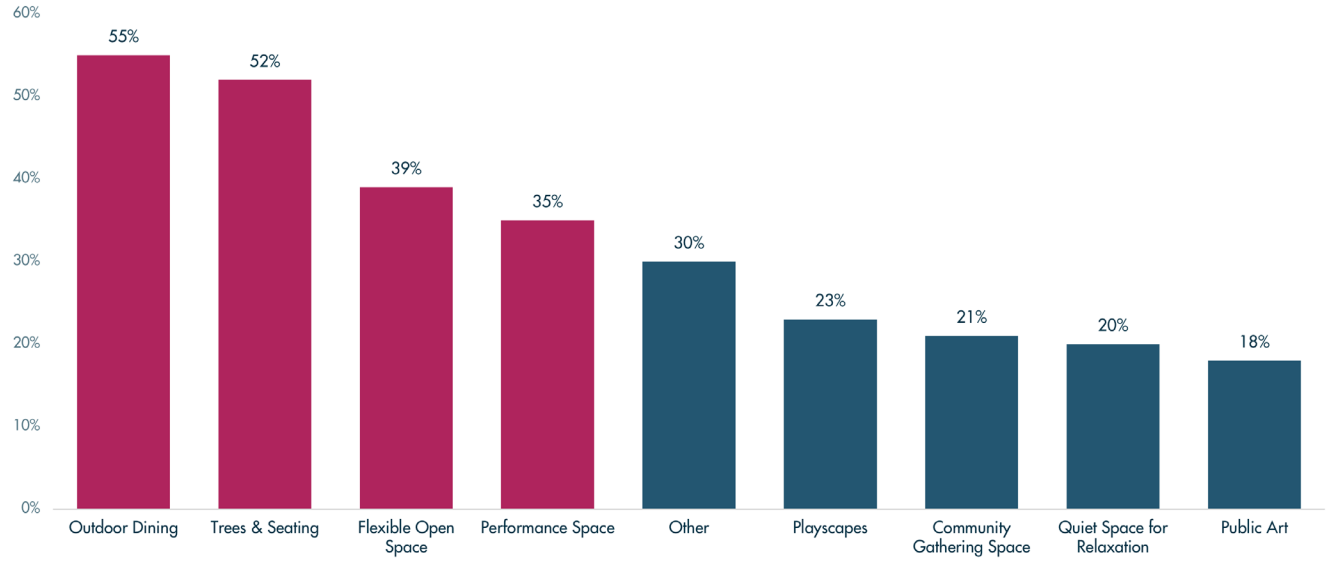


Figure 8. Survey responses: If a new public space were created in Downtown Wayne, what kinds of activities would you most want to see?

Housing and Development

Housing and development were widely discussed during the engagement process, with a range of perspectives expressed about the future of growth in Downtown Wayne. Participants expressed strong support for maintaining an active commercial core, with particular interest in restaurants, retail, and mixed-use buildings that keep the ground floor lively while adding housing above. At the same time, opinions varied on how much new growth is appropriate for Downtown Wayne. Many respondents emphasized that if new housing is introduced, it should serve a range of residents, including seniors and households at different income levels, and should include options that are affordable to the average Radnor resident. There was also clear interest in development that focuses on reinvestment and fits the existing scale and character of the downtown. However, many comments also expressed a desire for no more development in Wayne. Overall, responses show a desire to support economic activity. Where new housing is created, there was a desire to see that it fits within the character of the district and includes options for residents of all ages and incomes.

1. Space for restaurants and general retail was the most frequently cited type of new development people would like to see, as shown in Figure 9. This reinforces the importance of maintaining an active and vibrant commercial core. There was also interest in mixed-use buildings that include shops or restaurants on the ground floor with housing above.
2. About one quarter of respondents expressed interest in expanding housing options to serve a range of ages, lifestyles, and income levels, including seniors, young professionals, downsizing households, and workforce residents. At the same time, a similar share said they do not wish to see additional development, reflecting mixed views about future growth.
3. A clear majority of respondents said that if new housing is built in Downtown Wayne, it is somewhat or very important that it include options affordable to the average Radnor resident. Similarly, a majority indicated that housing designed for seniors who want to remain in the community is important, reflecting strong interest in supporting aging in place within Downtown Wayne (see Figure 10 and Figure 11).

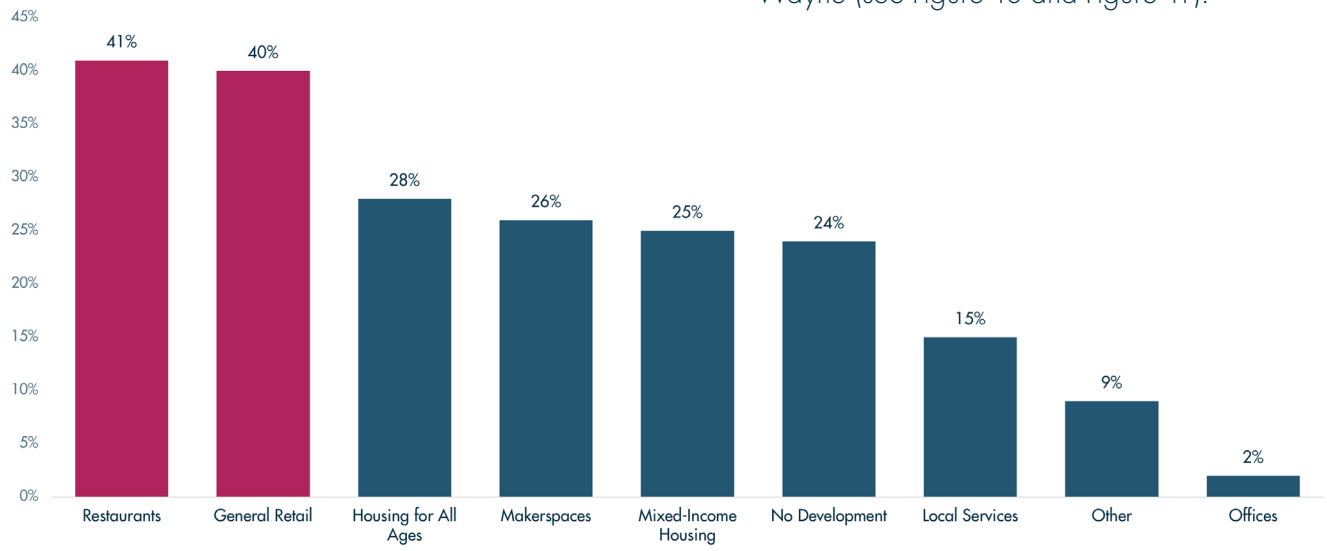


Figure 9. Survey responses: What would you want to see included in any new development in Wayne?

4. Many participants said future development should focus on reinvestment and improvement of existing properties rather than large scale expansion. They emphasized that new buildings should fit the existing scale, architecture, and village character of Downtown Wayne.
5. Several participants expressed concern about the potential impacts of new development on traffic, parking, and infrastructure capacity.

Participant Quotes

"North Wayne Ave could be Zoned to allow for higher building heights around the train station."

"I would say that areas of downtown Wayne should be tweaked and the character enhanced, rather than needing major development. Encouraging retail, reopening the theater and expanding walkability along Lancaster Ave are priorities."

"Wayne needs affordable housing. Everything is a million dollars - what's with that?"

"Avoiding overdevelopment 2-block radius from intersection of Lancaster and Wayne Ave Buildings along Lancaster east from Wayne Ave. to Pembroke; parking lots near N. Wayne/ Wayne Pres/Wayne hotel AT&T parking lot would've been good to add green space NOT more condos"

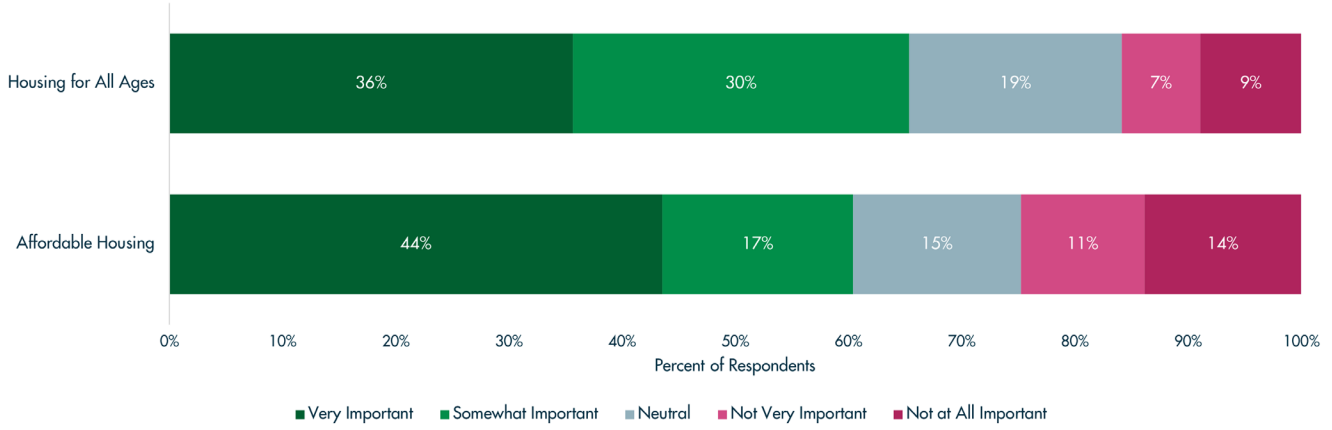


Figure 10. Survey responses: If new housing is to be built in Wayne, how important is housing for all ages and affordable housing?

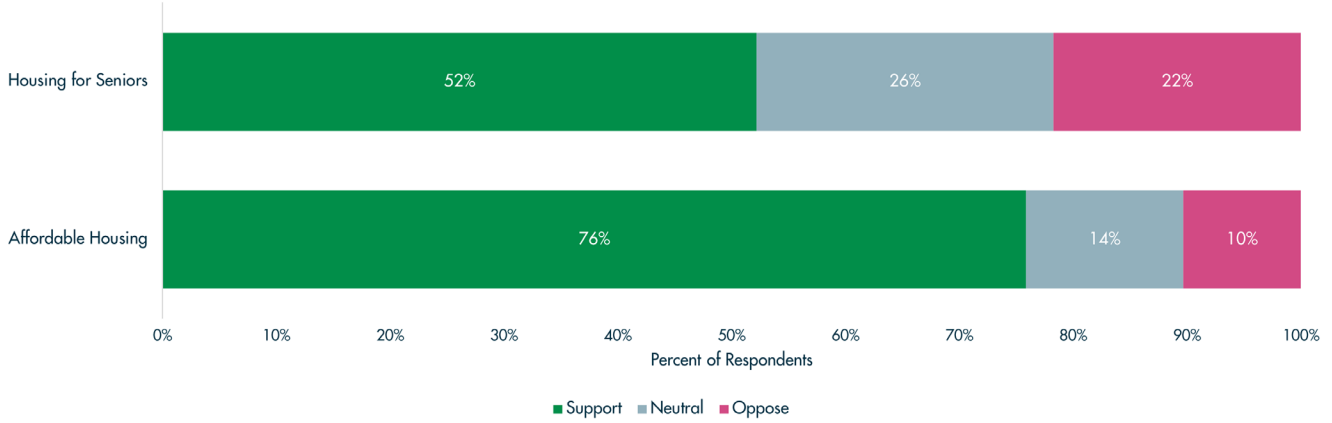


Figure 11. Workshop responses: Would you support or oppose a requirement that new development in Wayne set aside a portion of units (10-20%) for households making less than $92,000/year, or for people aged 62 and above?

Retail and Business Mix

Retail and business mix emerged as a defining strength of Downtown Wayne, as well as an area with room to grow. Restaurants and cafés are the primary draw and play a central role in shaping the downtown's identity and energy. At the same time, participants expressed interest in broadening the range of shops and services to better support everyday needs and reduce trips to nearby retail centers. There is a desire to build on the strong dining base while adding more diverse retail options and creating an experience that encourages people to visit, stay, and return. Events, outdoor dining, and support for locally owned businesses were all seen as important parts of keeping the commercial core active and competitive.

1. Restaurants, cafés, and active storefront are widely seen as valued parts of Downtown Wayne and the main reason people choose to visit, as shown in Figure 12.
2. Bars and restaurants are the most common reason respondents come downtown. At the same time, general retail and civic anchors such as the library, post office, and senior center also play an important role in bringing people in regularly (See Figure 13).

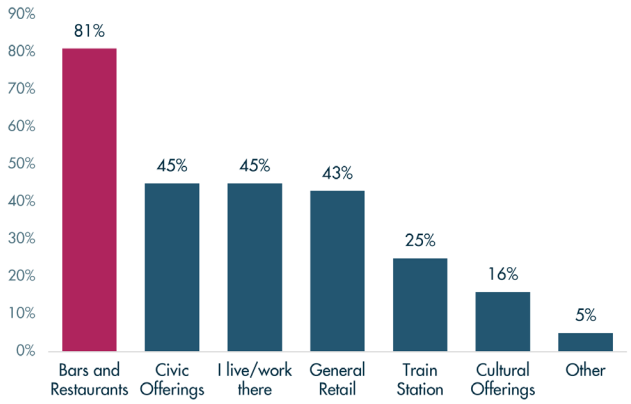


Figure 13. Survey responses: What are your most frequent reasons you come to Wayne?

3. The mix and diversity of shops and dining options was identified as a top area for improvement, as shown in Figure 14. Many participants expressed interest in expanding offerings beyond the current concentration of food and beverage uses.
4. While dining is viewed as a defining strength, there is interest in adding more everyday and specialty retail to better complement the restaurant base.

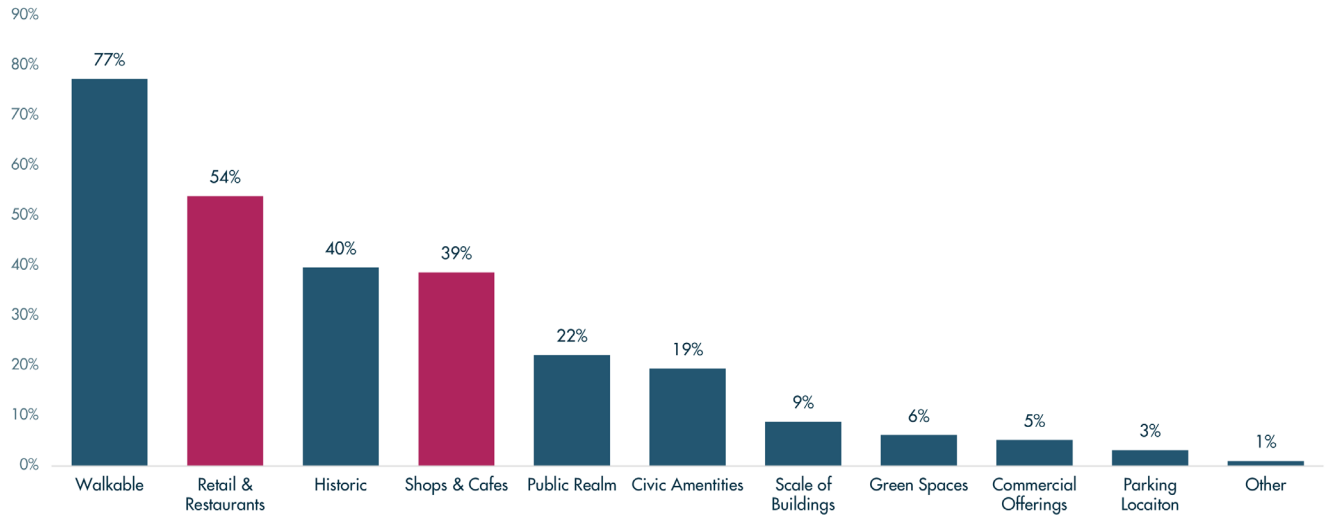


Figure 12. Survey responses: What do you love most about Downtown Wayne?

5. When seeking specialty, boutique, or general shopping, respondents most frequently identified King of Prussia and Ardmore and Suburban Square as alternative destinations, highlighting the regional retail centers that compete with Downtown Wayne.
6. A majority of respondents supported outdoor dining and café style seating. There was also strong interest in event and performance spaces, including live music, movies, markets, and flexible pop up activities (See Figure 8).
7. Participants expressed interest in strengthening Downtown Wayne as an experience-based destination anchored by restaurants, retail, and programmed events, with support for locally owned businesses and new development that reinforces an active and vibrant commercial core.

Participant Quotes

"In terms of new development, keep Wayne unique with local retail, and not chain stores."

"Would be nice to expand the strip from Lancaster down to the Fire Station, with more restaurant and retail options... also to expand from St Mary's down toward Capri water ice... alot more possibility for expansion in that area."

"Space for restaurants Space for general retail Space for local services (e.g. daycare, banking, dry cleaning, etc.)"

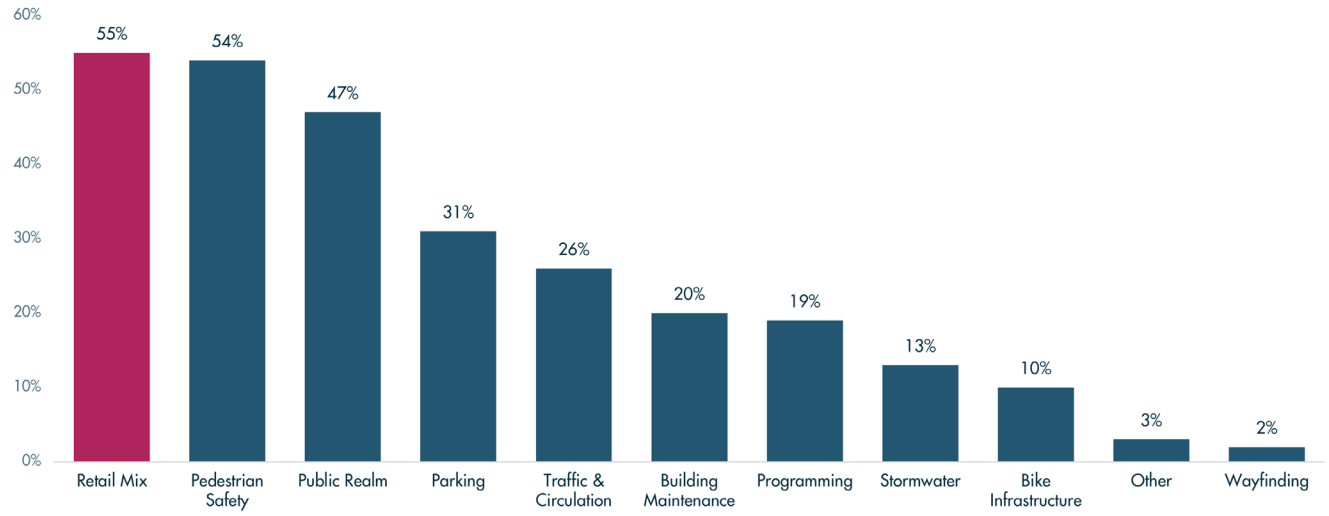


Figure 14. Survey responses: What should be priorities for improvement or investment in Downtown Wayne?

Community Assets

Community assets and anchors play an important role in shaping the identity and daily life of Downtown Wayne. Participants consistently pointed to institutions such as the library, theater, train station, and other longstanding community spaces as key reasons they visit and value the downtown. These places help define its character and support regular activity throughout the week. At the same time, there is strong interest in preserving these historic assets while allowing them to evolve in ways that support community programming and public life. Flexible gathering spaces and cultural venues are seen as important to strengthening Downtown Wayne as both a daily destination and a place for shared community experiences.

1. Civic and cultural institutions are widely recognized as important anchors in Downtown Wayne, including the library, post office, churches, senior center, Wayne Hotel, the Wayne Train Station, and the Anthony Wayne Theater. Nearly half of respondents said these places are a frequent reason they visit, reflecting their role in daily activity and community identity.
2. The Anthony Wayne Theater was highlighted as a particularly important historic and cultural asset. Many participants supported preserving the building while allowing thoughtful reinvestment that keeps its historic character and supports cultural or community focused programming.
3. Participants also expressed interest in flexible public spaces that serve both everyday use and special events. Suggestions included shaded seating areas, small performance spaces, farmers markets, art fairs, and adaptable gathering spaces that bring people together.

Participant Quotes

"I hope the movie theater is preserved. We should slow traffic down on Lancaster to make it more walking friendly. North Wayne Ave should be preserved."

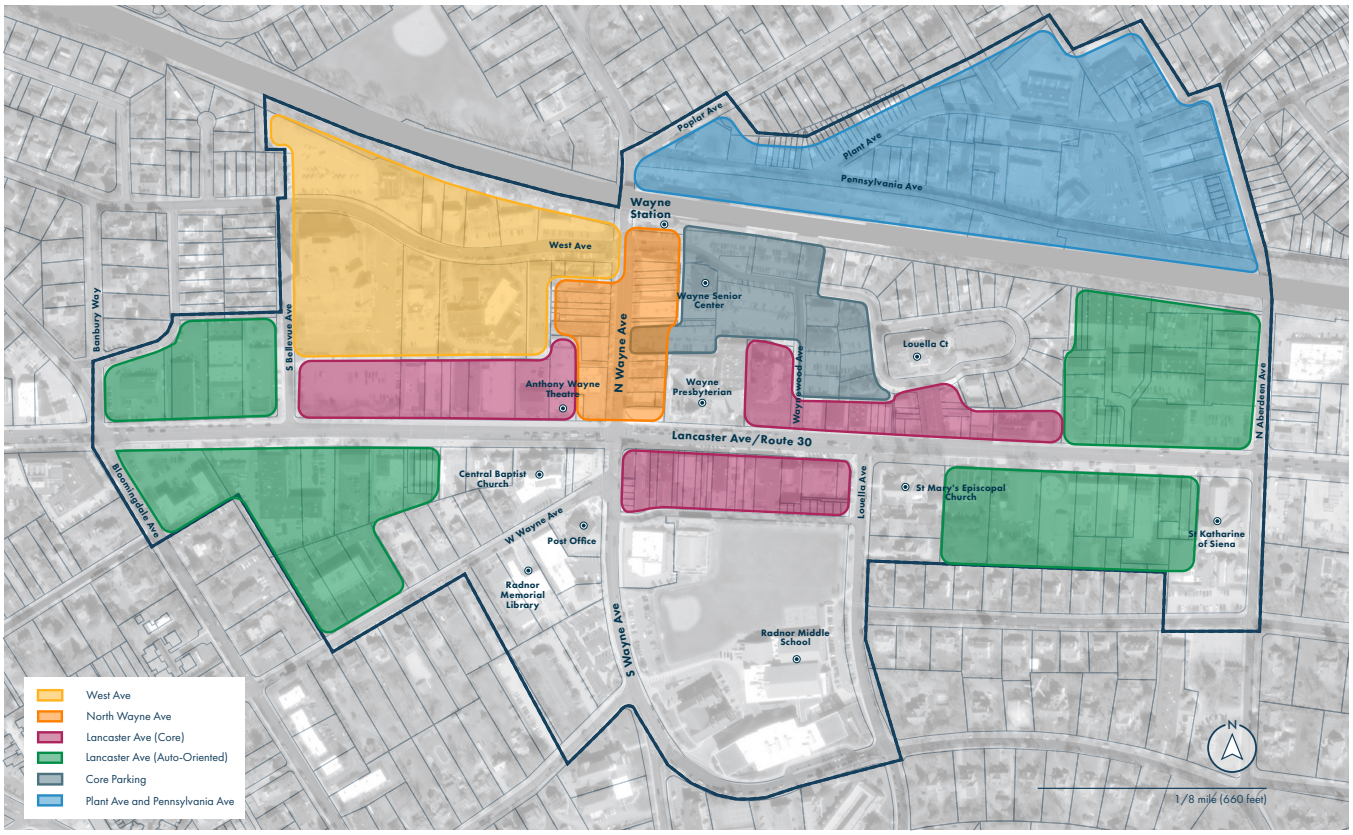
"Wayne movie theater could be a perfectly viable space if used properly. I don't know if we need new restaurants, but maybe a small arcade type Market in there."

"I think most of Wayne should be preserved... Wayne Hotel, retail/restaurants along N. Wayne and Lancaster, the MOVIE THEATER"

Location-Specific Areas

To better understand how different parts of Downtown Wayne function and where change may be appropriate, the engagement process focused on a series of location specific sub-areas, shown on the map below. Rather than treating downtown as a single district, this approach allowed participants to respond to the distinct character, challenges, and opportunities of individual corridors and blocks. Conversations addressed how each area operates today and how it could evolve over time.

The sub-area discussions revealed that expectations vary by location. In the historic core along North Wayne Avenue and central Lancaster Avenue, there was strong support for preserving character while improving pedestrian safety, streetscape quality, and day to day functionality. In other areas, including the more auto oriented segments of Lancaster Avenue, West Avenue, the Core Parking Area, and the Plant and Pennsylvania Avenue area, participants expressed greater openness to reinvestment and change. Across all areas, the consistent theme was that improvements should strengthen walkability, enhance public space, and reinforce Downtown Wayne's identity while responding thoughtfully to the specific conditions of each location.



Sub-area map of Downtown Wayne used during the engagement process.

North Wayne Avenue

North Wayne Avenue was a major focus of discussion during the engagement process. Participants expressed strong interest in making the corridor more comfortable and pedestrian friendly, particularly through wider sidewalks, added trees, and more public seating. At the same time, there was clear recognition that the street must continue to function well for businesses, deliveries, and daily activity. Overall, there is a desire to improve the corridor while preserving what already works. Participants supported practical changes that enhance walkability and public life, but were more cautious about large scale redesigns. The consistent message was to build on North Wayne Avenue's existing character and storefront pattern while addressing operational challenges and pedestrian comfort.

1. Wider sidewalks, more space for pedestrians, additional street trees, and public seating were the most supported improvements, as shown in Figure 15. These ideas reflect a desire to make the corridor more comfortable to walk along while keeping its active storefront feel.
2. Dedicated loading and unloading areas were identified as an operational priority. Participants raised concerns about delivery conflicts, curbside management, and congestion along the corridor.
3. Of the concepts from the 2003 Comprehensive Plan, the option that included a 24 foot wide sidewalk on the west side received the strongest support, as shown in Figure 16 and Figure 17. Ideas such as landscaped medians or more dramatic redesigns received more mixed reactions.
4. Streetscape features such as parklets, outdoor dining areas, and stormwater planters were generally viewed positively when they improve the pedestrian experience without significantly reducing parking or changing the corridor's village scale.
5. There was a clear balance between improvement and preservation. Participants supported changes that build on North Wayne Avenue's existing strengths while keeping its scale, storefront pattern, and overall character intact.

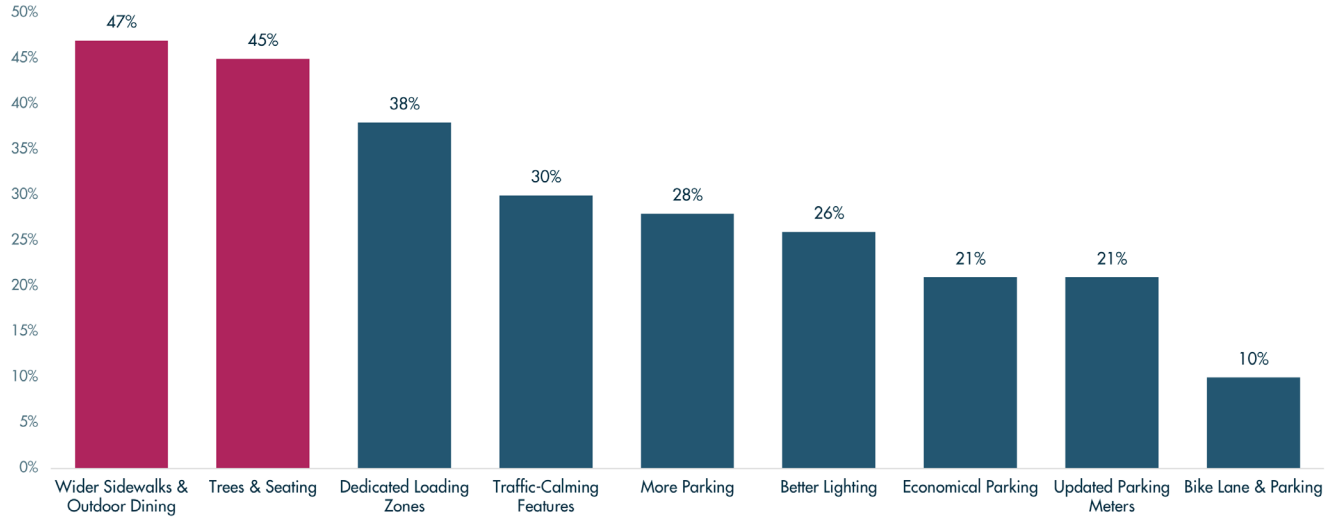


Figure 15. Survey responses: How could North Wayne Avenue be improved?

Participant Quotes

"Perpendicular parking on N Wayne should change to parallel to widen sidewalks and enhance pedestrian experience."

"Double parking and short term stopping were seen as contributing to congestion"

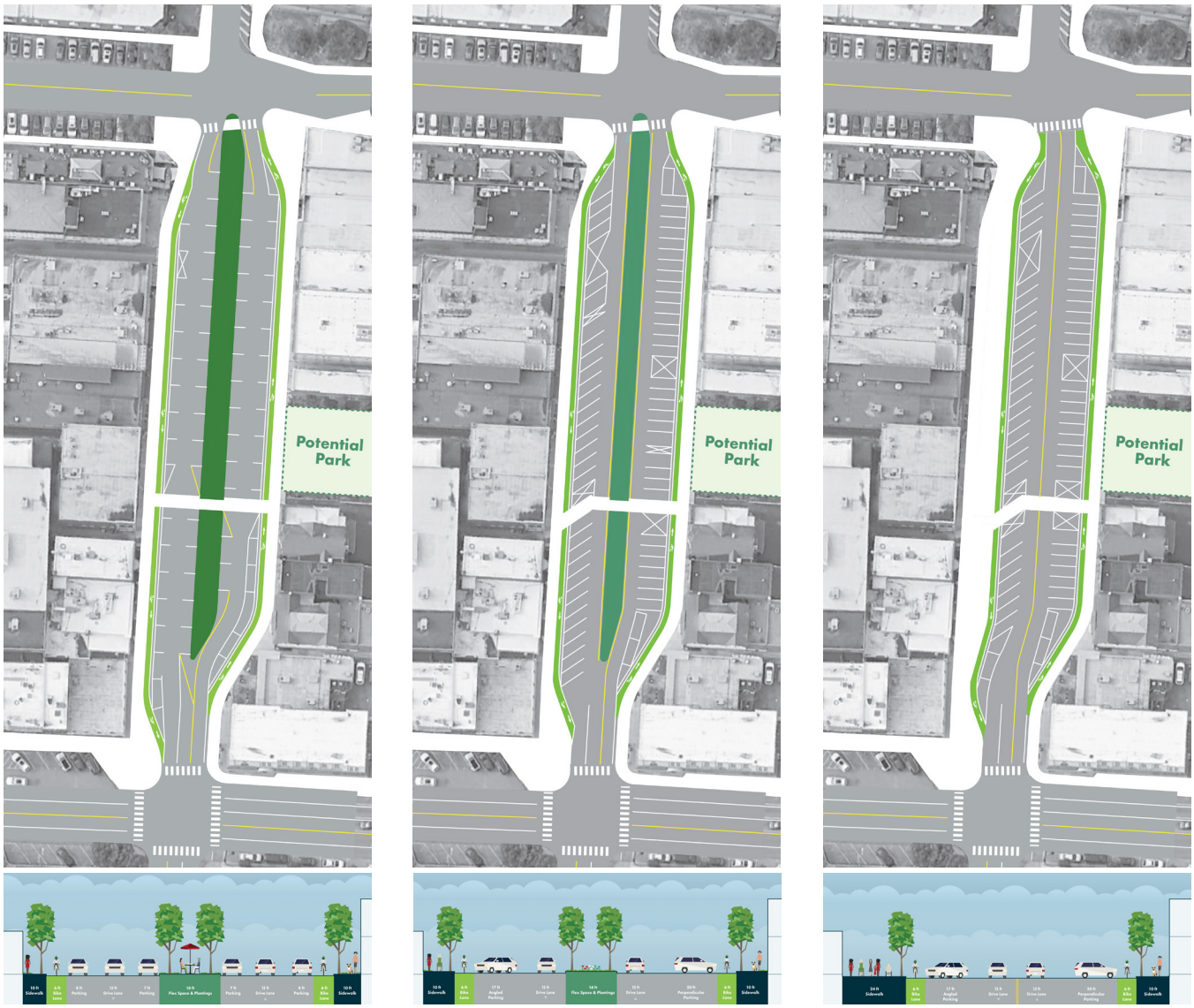


Figure 16. 2003 Comp Plan - Allee and Promenade (left), Landscaped Median (center), and Wide West Side Sidewalk (right).

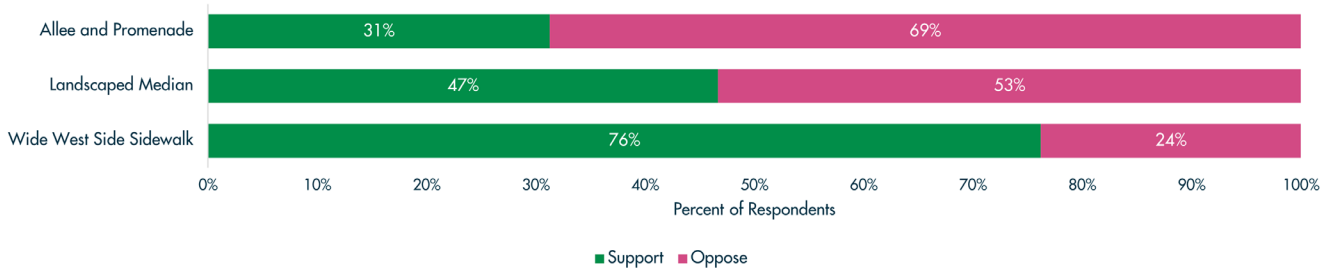


Figure 17. Workshop responses: What is your initial reaction to the concepts from the 2003 Comprehensive Plan?

Lancaster Avenue (Core)

The core segment of Lancaster Avenue, particularly around the Anthony Wayne Theater and Wayne Hotel, is viewed as a historic anchor within Downtown Wayne. Participants supported preserving its character while addressing safety and streetscape concerns. Although Lancaster Avenue serves a regional traffic function, there was strong sentiment that within the core it should feel aligned with the scale and pedestrian experience of a walkable village. Overall, participants favored targeted improvement rather than major transformation.

1. Improving pedestrian safety was the highest priority, with support for more visible crosswalks, safer intersections, improved signal timing, and traffic calming measures, as shown in Figure 18.
2. Streetscape upgrades were widely supported, including additional street trees, landscaping, shade, and improved paving and lighting to enhance comfort and appearance.
3. There was strong interest in maintaining the historic character of buildings in this area, particularly around the Wayne Theater, while allowing modest reinvestment that reinforces its role as a cultural and commercial anchor.

Lancaster Avenue (Auto-Oriented)

In areas east and west of the historic core, including near Aberdeen Avenue, Banbury Way, and Bloomingdale Avenue, participants expressed greater openness to evolution and moderate to significant change. These segments, characterized by larger parcels, surface parking, and less continuous storefronts, were seen as more flexible and better suited for thoughtful reinvestment over time.

1. Participants supported improvements to pedestrian safety and comfort, particularly at crossings and major intersections, along with streetscape upgrades like added landscaping, tree planting, and improved sidewalks to better connect these areas to the rest of downtown.
2. There was openness to redevelopment or reconfiguration in these areas that strengthens connectivity and fit within the broader context.

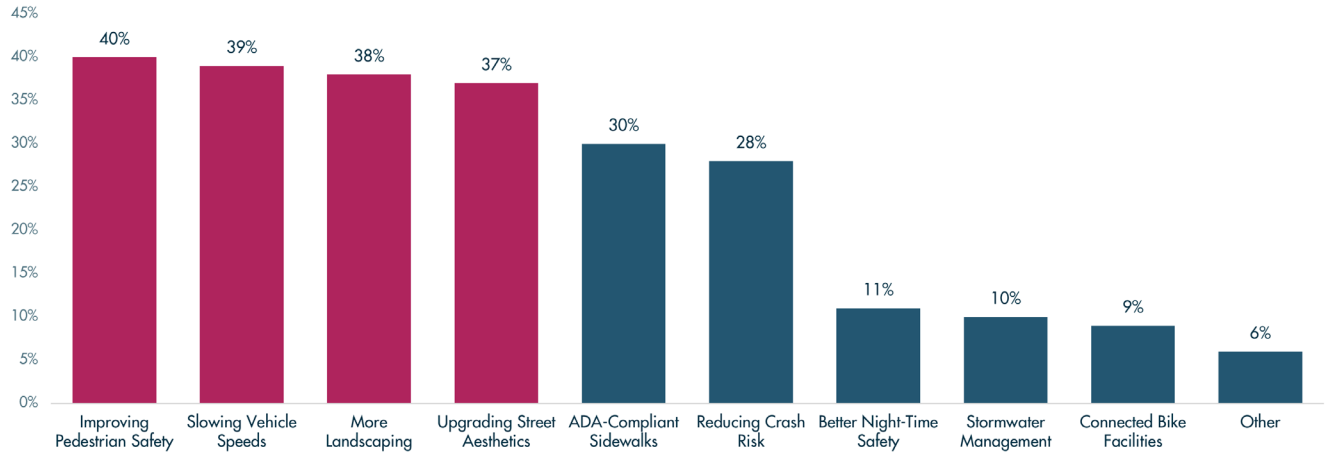


Figure 18. Survey responses: What should be the top priorities for improving Lancaster Avenue?

West Ave Sub Area

Participants expressed strong support for evolution and selective transformation in the West Avenue area, showing openness to moderate or even significant change. Many highlighted the need for more green space and community open spaces, including parks, playgrounds, dog parks, and expanded landscaping to better serve residents and support everyday activity. Several comments also called for thoughtful design and more greenery, suggesting that while change is supported, design quality and character remain important considerations.

Plant Ave and Pennsylvania Ave Sub Area

Participants showed strong openness to evolution and transformation in this sub area, with many supporting new uses and development. Compared to the historic downtown core, participants seemed more comfortable with larger scale change here. This area is seen as more flexible, though still needing to connect thoughtfully with the surrounding neighborhood. Many participants expressed interest in adding community oriented open space and recreational amenities, such as parks, exercise areas, dog parks, picnic spaces, pickleball courts, and other publicly accessible gathering spaces.

Core Parking Sub Area

Participants expressed strong openness to reinvestment in the Core Parking Area, with many supporting enhancement, evolution, or even transformation. Given its central location between the train station, senior center, and North Wayne Avenue, there was interest in rethinking how this area functions beyond surface parking. There was also interest in improving the appearance and usability of the space, including adding green space and landscaping and reconsidering how parking is arranged.

Participant Quotes

"Currently the crosswalk at Lancaster and N. Wayne Ave. favors traffic not people. Therefore people get tired of waiting for the walk light and cross the street. I have seen several people almost get hit by vehicles because they have to wait so long to cross. I think that that intersection should favor pedestrians in the timing of the lights instead of favoring traffic."

"North Wayne Avenue and West Ave should be reduced in traffic preferably creating one lane so that green space and outdoor dining and pedestrian activity can be enhanced. Sidewalks all need to be reworked."

"Area in and around AT&T building - again a hodgepodge of architecture and landuse"

"AT&T parking lot would've been good to add green space"

"Remove N wayne ave entry to parking lot.

"Entire parking lot on Station Ave. and N. Wayne Ave could be preserved"

Radnor Township

PROPOSED LEGISLATION

DATE: October 12, 2026

TO: Board of Commissioners

CC: William White, Township Manager

FROM: Peggy Hagan, Executive Assistant to the Township Manager

LEGISLATION: Appointment to the Rental Housing Board

- Colleen Decesare- Alternate - Partial Term ending December 31, 2030

LEGISLATIVE HISTORY: Radnor Township appoints three (3) members and one (1) Alternate to the Rental Housing Board of Appeals. The Board of Appeals is responsible for considering appeals from the owner of a rental unit who is aggrieved by the Code Official's determination to revoke the owner's privilege to rent to student tenants or to not renew or suspend the owner's license. The Board will conduct a public meeting, and consider factual information and arguments presented by the owner, Code Official, police and other relevant parties. In accordance with Ordinance 2001-25, the Board shall render a decision based upon the facts presented and shall be empowered to affirm, amend or reverse the decision of the Code Official, with such decision being final.

PURPOSE AND EXPLANATION: There is currently one (1) Alternate opening on the Rental Housing Board of Appeals. Ms. Decesare, was interviewed by the Board of Commissioners. The current members of the Rental Housing Board of Appeals are Bob Adams, John Child, Joshua Kohn, and the open Alternate seat to be filled.

IMPLEMENTATION SCHEDULE: If appointed Ms. Decesare will fill the open Alternate seat unexpired term. Ms. Decesare will be eligible to remain on the Board for 2 additional full terms.

FISCAL IMPACT: None

RECOMMENDED ACTION: Appoint to the Rental Housing Board of Appeals, Colleen Decesare - Partial Term ending December 31, 2030

Radnor Township

PROPOSED LEGISLATION

DATE: October 12, 2026

TO: Board of Commissioners

CC:

FROM: Christopher B. Flanagan

LEGISLATION: Ordinance 2026-21 - ***Adoption*** - Special Parking Zones, amending adding the handicapped parking on North Wayne Avenue, west side, in front of 402 North Wayne Avenue.

LEGISLATIVE HISTORY: Legislative/New

PURPOSE AND EXPLANATION: A resident has approached the Radnor Township Police Department requesting a handicap parking space in front of their home. The resident provided all necessary proof of need for the space and the Staff Traffic Committee approved this request to be brought forward for approval by the Board of Commissioners.

IMPLEMENTATION SCHEDULE: For Adoption at the October 12, 2026 Board of Commissioners meeting.

FISCAL IMPACT: None

RECOMMENDED ACTION: For Adoption at the Board of Commissioners meeting.

ATTACHMENTS:

402 N Wayne Handicapped Parking 8.20.26.pdf

ORDINANCE NO. 2026-21

AN ORDINANCE OF RADNOR TOWNSHIP, DELAWARE COUNTY, PENNSYLVANIA, AMENDING THE CODE OF THE TOWNSHIP OF RADNOR, CHAPTER 270, SECTION 270-31 SPECIAL PURPOSE PARKING ZONES.

The Board of Commissioners of the Township of Radnor does hereby ENACT and ORDAIN the following amendment to Section 270-31 as follows:

Section 1. Section 270-31, Special Purpose Parking Zones, is hereby amended adding the following handicapped parking zone:

Name of Street	Side	Location
North Wayne Avenue	**West**	**In front of 402 N Wayne Avenue**

Section 2. Repealer. All ordinances or parts of ordinances which are inconsistent herewith are hereby repealed.

Section 3. Severability. If any section, paragraph, subsection, clause or provision of this Ordinance shall be declared invalid or unconstitutional by a court of competent jurisdiction, such decision shall not affect the validity of this Ordinance as a whole or any part thereof other than that portion specifically declared invalid.

Section 4. Effective Date. This Ordinance shall become effective in accordance with the Home Rule Charter of Radnor Township.

ENACTED and ***ORDAINED*** this _____ day of_____ 2026.

RADNOR TOWNSHIP

By: _____
Name: Jim Riley
Title: President

ATTEST: _____
William White, Secretary

Radnor Township

PROPOSED LEGISLATION

DATE: October 12, 2026

TO: Board of Commissioners

CC: Township Manager

FROM: Bob Tate

LEGISLATION: Ordinance 2026-23- ***Introduction*** - General Obligation Bonds not to Exceed $10 Million (Bank Qualified) for Stormwater Capital Improvement Projects.

LEGISLATIVE HISTORY: The Township historically has issued General Obligation Bonds (GOB) for significant capital type projects. In the past ten years, other than bond refunding, the Township new money debt issuances were as follows:

GOB 2024 - $10,000,000 - Facility & Infrastructure Improvements
GOB 2022 - $10,000,000 - Stormwater improvements
GOB 2019A - $7,145,000 - Various road & infrastructure improvements
GOB 2016 - $5,765,000 - Various park & trail improvement projects
GOB 2014 - $9,885,000 - Property acquisition (Ardrossan Open Space)

PURPOSE AND EXPLANATION: Series 2026 General Obligation Bonds will provide the necessary financing for a series of stormwater capital improvement projects which will be incorporated as part of the 2026 budget. Certain expenditures previously incurred during the year will be reimbursed to the General Fund from the bond proceeds under the Reimbursement Resolution adopted in March, 2026.

IMPLEMENTATION SCHEDULE:

With introduction on October 12, 2026 and adoption on October 26, 2026, bond pricing will occur in early November with full settlement expected by December 7, 2026.

FISCAL IMPACT:

As presented, the debt service principal and interest is estimated at $756,000 annually for the Series 2026 General Obligation Bonds and will be funded through the Debt Service Fund by transfers from the Stormwater Fund (Authority).

RECOMMENDED ACTION:

Approve Introduction of the Bond Ordinance.

ATTACHMENTS:
SWM Project Report.pdf
SWM Financing Analysis.pdf
Radnor 2026 Bonds - Debt Ordinance 2026-23_(New Money).pdf

Township of Radnor

Stormwater Capital Projects - Projected Project List for GOB 2026 Bonds

SWM Bonds 2026	Design	Design - In House	Planning	Grand Total
Stormwater				
Earle's Lane Culvert Replacement			$ 2,000,000	$ 2,000,000
Fenimore Woods Park Storm Sewer & Bridge Rehabilitation		$ 500,000		$ 500,000
Highview Road Storm Sewer Installation	$ 1,000,000			$ 1,000,000
Ithan Valley Park (Upstream) Culvert Rehabilitation			$ 1,000,000	$ 1,000,000
Morris Rd & Clover Lane Storm Sewer Installlation		$ 500,000		$ 500,000
S. Valley Forge Rd (#607) Storm Sewer System Installation		$ 200,000		$ 200,000
Skunkhollow Park Bridge Replacement	$ 1,075,000			$ 1,075,000
Spring Mill Rd Culvert Replacement	$ 800,000			$ 800,000
Walnut Ave (near Oak Ln) Culvert Replacement	$ 2,000,000			$ 2,000,000
TOTAL	$ 4,875,000	$ 1,200,000	$ 3,000,000	$ 9,075,000

Radnor Township, PA
Stormwater Cash Flow ProForma
As of April 25, 2022

STORMWATER FEE INPUT / WHAT IF

	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Fee Increase (forecast input)				INPUT -->	$ -	$ -	$ 3.00	$ 3.00	$ 2.00	$ 2.00		$ -	$ -	$ -	$ -
Revenue Increase (resulting from fee increase)				RESULT -->	$ -	$ -	$ 112,167	$ 112,167	$ 74,778	$ 74,778	$ -	$ -	$ -	$ -	$ -
Resulting Fee (current annual rate is $29/unit)					$ 29.00	$ 29.00	$ 32.00	$ 35.00	$ 37.00	$ 39.00	$ 39.00	$ 39.00	$ 39.00	$ 39.00	$ 39.00

STORMWATER CASH FLOW MODEL

	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Beginning Cash	$ 3,573,650	$ 4,149,808	$ 10,945,614	$ 6,550,174	$ 790,948	$ 1,884,222	$ 10,207,309	$ 6,535,871	$ 3,252,942	$ 3,343,791	$ 3,459,168	$ 3,575,045	$ 3,588,172	$ 3,604,549	$ 3,619,926
Add: Revenues	**975,244**	**11,972,564**	**849,463**	**1,198,629**	**2,101,538**	**11,160,000**	**1,272,167**	**1,384,334**	**1,459,112**	**1,533,890**	**1,533,890**	**1,533,890**	**1,533,890**	**1,533,890**	**1,533,890**
Annual Revenue	975,244	1,412,473	1,296,529	1,270,401	1,160,000	1,160,000	1,272,167	1,384,334	1,459,112	1,533,890	1,533,890	1,533,890	1,533,890	1,533,890	1,533,890
Encumbrance Carryforward		560,091	(488,319)	(71,772)											
Grant Revenue	-														
DCNR - Community Conservation Partnership Program (C2P2)															
NFWF - Delaware Watershed Conservation Fund 2022					461,538										
DEP - Growing Greener Plus					480,000										
PA Office of Budget - Redevelopment Assistance Capital Program (RACP)					-										
FEMA/PEMA - Building Resilient Infrastructure & Communities (BRIC)			41,253		-										
Financing Proceeds	-	10,000,000	-	-	-	**10,000,000**	-	-	-	-	-	-	-	-	-
Less: Expenditures	**(399,086)**	**(5,176,758)**	**(5,244,903)**	**(6,957,855)**	**(1,008,264)**	**(2,836,913)**	**(4,943,605)**	**(4,667,263)**	**(1,368,263)**	**(1,418,513)**	**(1,418,013)**	**(1,520,763)**	**(1,517,513)**	**(1,518,513)**	**(1,518,513)**
Administrative	(2,393)	(2,523)	(2,487)	(2,967)	(21,151)	(50,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)
Future Project Design Allocation	(181,250)	(313,342)	184,916	(26,771)	-	-	-	-	-	(50,000)	(50,000)	(150,000)	(150,000)	(150,000)	(150,000)
Cash Projects (< $500,000)	**(215,444)**	**(1,227,306)**	**(1,550,728)**	**(879,995)**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Financed Projects (> $500,000)	**-**	**(3,313,741)**	**(3,289,292)**	**(5,461,209)**	**(402,600)**	**(2,200,000)**	**(3,575,000)**	**(3,300,000)**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
South Wayne Parking Lot	-	(1,858,036)	(2,071,349)	(421,776)	-	-	-	-	-	-	-	-	-	-	-
West Wayne Preserve and Friends of the Radnor Trail Park	-	(193,334)	(145,998)	(2,914,671)	(400,880)	-	-	-	-	-	-	-	-	-	-
Malin Road Culvert Replacement	-	(829,818)	(217,747)	(126,213)	-	-	-	-	-	-	-	-	-	-	-
Chamounix Road Culvert	-	(91,705)	(139,119)	(1,875,255)	(1,448)	-	-	-	-	-	-	-	-	-	-
Ithan Valley Park		(45,517)	(396,724)	(92,626)	-	-	-	-	-	-	-	-	-	-	-
Strathmore Road Culvert Rehabilitation		(34,876)	(222,778)	-	-	-	-	-	-	-	-	-	-	-	-
Spring Mill Road Culvert Replacement		-	-	(8,620)	-	(800,000)	-	-	-	-	-	-	-	-	-
Walnut Avenue Culvert Rehabilitation	-	(40,731)	(78,993)	(12,208)	(272)	-	(400,000)	(1,600,000)	-	-	-	-	-	-	-
Earle's Lane Culvert	-	(8,350)	(16,584)	-	-	-	(300,000)	(1,700,000)	-	-	-	-	-	-	-
Highview Road Outfall	-	-	-	(9,840)	-	(600,000)	(400,000)	-	-	-	-	-	-	-	-
Morris Road & Clover Lane / Morris Road Storm Sewer Repl	-	-	-	-	-	(500,000)	-	-	-	-	-	-	-	-	-
607 S Valley Forge Road	-	-	-	-	-	(200,000)	-	-	-	-	-	-	-	-	-
Fenimore Woods Park Storm Sewer Replacement	-	-	-	-	-	-	(500,000)	-	-	-	-	-	-	-	-
Ithan Valley Park Rehabilitation Upstream						(100,000)	(900,000)								
Skunkhollow Culvert	-	-	-	-	-	-	(1,075,000)	-	-	-	-	-	-	-	-
Debt Service - GOB 2022	**-**	**(319,846)**	**(587,313)**	**(586,913)**	**(584,513)**	**(586,913)**	**(588,913)**	**(585,513)**	**(586,513)**	**(587,513)**	**(588,513)**	**(588,513)**	**(588,513)**	**(588,513)**	**(588,513)**
Debt Service - GOB 2026							**(754,692)**	**(756,750)**	**(756,750)**	**(756,000)**	**(754,500)**	**(757,250)**	**(754,000)**	**(755,000)**	**(755,000)**
Debt Service - GOB 2030	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Ending Cash	$ 4,149,808	$ 10,945,614	$ 6,550,174	$ 790,948	$ 1,884,222	$ 10,207,309	$ 6,535,871	$ 3,252,942	$ 3,343,791	$ 3,459,168	$ 3,575,045	$ 3,588,172	$ 3,604,549	$ 3,619,926	$ 3,635,303
Resulting Cash Forecast Increase / (Decrease)	576,158	6,795,806	(4,395,440)	(5,759,226)	1,093,274	8,323,087	(3,671,438)	(3,282,929)	90,849	115,377	115,877	13,127	16,377	15,377	15,377
Operating Surplus / (Deficit) - EXCLUDES Bond & Grant Proceeds	576,158	(450,544)	(659,082)	(226,245)	554,336	523,087	(96,438)	17,071	90,849	115,377	115,877	13,127	16,377	15,377	15,377
Debt Service / Revenue Ratio	-	0.0%	0.0%	0.0%	0.0%	0.0%	59.3%	54.7%	51.9%	49.3%	49.2%	49.4%	49.2%	49.2%	49.2%

ORDINANCE 2026-23

TOWNSHIP OF RADNOR
Delaware County, Pennsylvania

AN ORDINANCE AUTHORIZING THE INCURRENCE BY THE TOWNSHIP OF RADNOR OF NONELECTORAL DEBT BY THE ISSUANCE OF GENERAL OBLIGATION BONDS, SERIES OF 2026 IN AN AGGREGATE PRINCIPAL AMOUNT NOT TO EXCEED $12,000,000 FOR THE PURPOSE OF PROVIDING FUNDS FOR AND TOWARDS FINANCING VARIOUS CAPITAL PROJECTS AND PAYING THE COSTS OF ISSUANCE OF THE BONDS; AUTHORIZING THE PREPARATION AND FILING OF A DEBT STATEMENT AND OTHER DOCUMENTATION; COVENANTING TO CREATE A SINKING FUND AND TO BUDGET, APPROPRIATE AND PAY DEBT SERVICE ON THE BONDS; PLEDGING THE FULL FAITH, CREDIT AND TAXING POWER OF THE TOWNSHIP FOR THE PROMPT AND FULL PAYMENT OF THE BONDS; SETTING FORTH THE SUBSTANTIAL FORM OF THE BONDS; SETTING FORTH THE STATED PRINCIPAL MATURITY OR SINKING FUND REDEMPTION DATES AND MAXIMUM PRINCIPAL AMOUNTS, MAXIMUM INTEREST RATES AND INTEREST PAYMENT DATES, PLACE OF PAYMENT, SINKING FUND PROVISIONS AND OTHER DETAILS OF THE BONDS; APPROVING THE CONTENT AND FORM OF A PRELIMINARY OFFICIAL STATEMENT AND AUTHORIZING THE DISTRIBUTION THEREOF AND AUTHORIZING THE PREPARATION, EXECUTION AND DELIVERY OF AN OFFICIAL STATEMENT; AUTHORIZING THE EXECUTION OF A PAYING AGENT AGREEMENT AND A CONTINUING DISCLOSURE AGREEMENT OR SUPPLEMENT; FINDING THAT A PRIVATE NEGOTIATED SALE OF THE BONDS IS IN THE BEST FINANCIAL INTEREST OF THE TOWNSHIP; ACCEPTING A PROPOSAL FOR THE PURCHASE OF THE BONDS WITHIN CERTAIN PARAMETERS; APPOINTING A PAYING AGENT AND SINKING FUND DEPOSITORY; AND AUTHORIZING OTHER NECESSARY ACTION.

WHEREAS, pursuant to the Local Government Unit Debt Act, 53 Pa. Cons. Stat. §8001 et seq. (the "Act"), the Township of Radnor (the "Township") may incur indebtedness for the purposes of financing capital projects; and

WHEREAS, pursuant to the Act, the Township has determined to undertake capital projects consisting of funding the costs of the acquisition, construction, improvement, replacement, rehabilitation and installation of various stormwater facilities and rehabilitation or replacement of certain bridges and culverts located within the Township (the "Project"); and

WHEREAS, the Township proposes to issue its General Obligation Bonds, Series of 2026 (the "Bonds") in the maximum aggregate principal amount of $12,000,000 to provide funds to finance (i) the Project; and (ii) the payment of the costs and expenses of issuing the Bonds; and

WHEREAS, the Township has determined that it is in the best financial interest of the Township to sell the Bonds at private negotiated sale, and the Township has received a proposal for the purchase of the Bonds (the "Purchase Proposal") from Stifel, Nicolaus & Company,

Incorporated, of West Conshohocken, Pennsylvania (the "Underwriter"), containing the financial parameters for, and conditions to, the underwriting and issuance of the Bonds (the "Parameters"), which will be supplemented by an addendum to the Purchase Proposal (the "Addendum") containing the final terms of the Bonds, consistent with the Parameters; and

WHEREAS, the Board desires to approve the issuance of the Bonds, approve the Project, and accept the Purchase Proposal of the Underwriter; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Township of Radnor and IT IS HEREBY RESOLVED, as follows:

1. Authorization of the Project and Incurrence of Indebtedness; Estimated Useful Life and Cost of the Project. The Township hereby approves the Project as described in the preambles to this Ordinance, and shall incur indebtedness, pursuant to the Act, in an aggregate principal amount not to exceed $12,000,000 to finance the costs of the Project and the costs and expenses of issuing the Bonds.

It is hereby determined and declared that: (i) the estimated date of completion of the Project is November 30, 2027; (ii) the Project has an estimated useful life of not less than thirty (30) years; and (iii) the Township has obtained realistic estimates of the costs of the Project through bid prices or estimates from persons qualified by experience to provide such estimates.

The Township hereby reserves the right to undertake the individual components of the Project in such order and at such time or times as it shall determine and to allocate a portion of the proceeds of the Bonds and other available moneys to the final costs of the respective components of the Project in such amounts and order of priority as it shall determine; but the proceeds of the Bonds shall be used solely to pay "costs," as defined in the Act, of the Project or, upon appropriate amendments to this Ordinance, to pay the costs of other capital projects for which the Township is authorized to incur indebtedness.

It is hereby determined and stated that the Bonds are scheduled to mature in accordance with the limitations set forth in Section 8142(a) of the Act taking into account the useful lives of the Project.

2. Authorization of Issuance of the Bonds. The Township shall issue, pursuant to the Act and this Ordinance, its General Obligation Bonds, Series of 2026, in a maximum aggregate principal amount not to exceed $12,000,000, in order to provide funds for and toward the costs of the Project and paying the costs of issuing the Bonds as authorized and provided in Section 1 hereof. The Township reserves the right to issue the Bonds in an amount less than the maximum principal amount authorized hereunder and to cancel any unused authorization hereunder in accordance with the terms of the Act. The Bonds may be issued in one or more separate series, at any one time or from time to time, and if issued in more than one series, each series shall be appropriately designated by year and specific series name. In the event the Bonds are issued from time to time, all authorizations and approvals set forth herein shall extend to such additional documents and actions of the type expressly authorized and approved herein with respect to such additional series of Bonds, including, but not limited to, additional Preliminary Official Statements, Official Statements, Addendums, Continuing Disclosure Agreements, Paying Agent

agreements, and sinking funds as necessary in connection with the issuance of such series of Bonds.

3. Type of Indebtedness. The indebtedness evidenced by the Bonds is nonelectoral debt.

4. Execution of Debt Statement; Bonds and Other Documents. The President or Vice President of the Board and the Secretary of the Township and their successors are hereby authorized and directed to file the Debt Statement required by Section 8110 of the Act, to execute and deliver the Bonds in the name and on behalf of the Township and to take all other action required by the Act or this Ordinance in order to effect the issuance of the Bonds. Said officers or any of them are further authorized to apply to the Department of Community and Economic Development for approval of the debt herein authorized and to file with such application a transcript of the proceedings including a certified copy of this Ordinance, the Debt Statement, a Borrowing Base Certificate signed by the appropriate officials of the Township or by the accountants of the Township responsible for auditing its financial affairs, and to take any and all such further action and to execute and deliver such other documents as may be necessary or proper to comply with all requirements of the Act or to carry out the intent and purpose of this Ordinance. Said officers and their successors are further hereby authorized if, in their opinion, it is advisable to do so, to prepare and file such statements and documents as may be required by Sections 8024 or 8026 of the Act in order to qualify all or any portion of the existing indebtedness of the Township or of the Bonds as subsidized debt or self-liquidating debt.

5. Type of Bonds. The Bonds when issued will be general obligation bonds.

6. Covenant to Pay Debt Service - Pledge of Taxing Power. The Township hereby covenants with the registered owners of the Bonds: (a) that the Township will include in its budget for each fiscal year for the life of the Bonds, the amount of the debt service on the Bonds issued hereunder which will be payable in each such fiscal year so long as the Bonds shall remain outstanding; (b) that the Township shall appropriate from its general revenues such amounts to the payment of such debt service; (c) that the Township shall duly and punctually pay or cause to be paid from the Sinking Fund (as hereinafter defined) or any of its other revenues or funds the principal of every Bond and the interest thereon at the dates and places and in the manner stated in the Bonds according to the true intent and meaning thereof; and (d) for such budgeting, appropriation and payment the Township hereby pledges its full faith, credit and taxing power. This covenant shall be specifically enforceable. The maximum amounts to be budgeted, appropriated and paid pursuant to the foregoing covenants shall not exceed those set forth in **Exhibit B** attached hereto and made a part hereof which are hereby incorporated in the foregoing covenant with the same effect as if the same were specified in the text of such covenant.

7. Form of Bonds. The Bonds shall be substantially in the form set forth in **Exhibit A** hereto, with appropriate omissions, insertions and variations.

8. Terms of Bonds. The Bonds shall be issued in fully registered form, in the denomination of $5,000 or any integral multiple thereof and shall be dated the date of issuance thereof or such other date as the Township and the Underwriter shall agree. The Bonds shall be issued in an aggregate principal amount not to exceed $12,000,000. The interest rates on the Bonds

shall not exceed six percent (6.000%) per annum. No yield on the Bonds for any stated maturity date in the last two-thirds of the period of the Bonds may be less than that stated for the immediately preceding year. The Bonds shall mature or be subject to sinking fund redemption in annual principal amounts not to exceed the maximum principal amount for each fiscal year as set forth in **Exhibit B** hereto.

The Bonds are being amortized on at least an approximately level annual debt service plan.

The principal of the Bonds shall be payable in lawful money of the United States of America at the corporate trust office of U.S. Bank Trust Company, National Association, in Philadelphia Pennsylvania, which is hereby appointed paying agent and registrar for the Bonds and the sinking fund depository (the "Paying Agent"). Interest on the Bonds shall be payable in the manner provided in the form of Bonds set forth in **Exhibit A** hereto.

9. Redemption of Bonds. The Bonds shall be subject to redemption prior to maturity, at the option of the Township, as a whole or in part from time to time, in any order of maturity or portion of a maturity as selected by the Township, on a date not earlier than the fifth (5th) anniversary of the issuance of such Bonds, or any date thereafter upon payment of a redemption price of 100% of principal amount plus interest accrued to the redemption date. If any of the Bonds are to be issued and delivered as term bonds, (i) such term bonds shall be subject to mandatory sinking fund redemption on such date or dates and in such principal amount or amounts as shall be necessary to conform to the principal retirement schedule set forth in **Exhibit B** hereto and (ii) in lieu of such mandatory sinking fund redemption, the Paying Agent, with the approval of the Township, may purchase from money in the Sinking Fund, at a price not to exceed the principal amount thereof plus accrued interest, or the Township may tender to the Paying Agent, all or part of the Bonds subject to being drawn for redemption in any such year

If less than an entire year's maturity of Bonds is to be redeemed at any particular time, such Bonds so to be called for redemption shall be chosen by lot by the Paying Agent.

In the event that a portion, but not all of the term bonds are redeemed pursuant to optional redemption, then the principal amount of any remaining mandatory sinking fund redemptions and the final maturity applicable to such term bonds shall be proportionately reduced (subject to the Paying Agent making such adjustments as it deems necessary to be able to affect future redemptions of such Bonds in authorized denominations) unless the Township directs an alternate reduction of such mandatory sinking fund redemptions and final maturity.

For the purpose of selection of Bonds for redemption, any Bond of a denomination greater than $5,000 shall be treated as representing such number of separate Bonds, each of the denomination of $5,000, as is obtained by dividing the actual principal amount of such Bond by $5,000. Any Bond which is to be redeemed only in part shall be surrendered at the corporate trust office of the Paying Agent in Philadelphia, Pennsylvania, together with a duly executed instrument of transfer in form satisfactory to the Paying Agent, and the registered owner of such Bond shall receive, without service charge, a new Bond or Bonds, of any authorized denomination as requested by such registered owner in aggregate principal amount equal to and in exchange for the unredeemed portion of the principal of the Bond so surrendered.

On the date designated for redemption, and upon deposit with the Paying Agent of funds sufficient for payment of the principal of and accrued interest on the Bonds called for redemption, interest on the Bonds or portions thereof so called for redemption shall cease to accrue and the Bonds or portions thereof so called for redemption shall cease to be entitled to any benefit of security hereunder, and registered owners of the Bonds so called for redemption shall have no rights with respect to the Bonds or portions thereof so called for redemption, except to receive payment of the principal of and accrued interest on the Bonds so called for redemption to the date fixed for redemption.

Notice of any redemption shall be given by first class mail, postage prepaid, mailed by the Paying Agent not less than 20 or more than 60 days before the redemption date to the registered owners of the Bonds at their addresses as they appear on the bond register maintained by the Paying Agent. Such notice shall also be filed by the Paying Agent with the Municipal Securities Rulemaking Board. Such notice shall be given in the name of the Township, shall identify the Bonds to be redeemed (and, in the case of a partial redemption of any Bonds, the respective principal amounts thereof to be redeemed), shall specify the redemption date and the redemption price, and shall state that on the redemption date the Bonds called for redemption will be payable at the corporate trust office of the Paying Agent in Philadelphia, Pennsylvania and that from the date of redemption interest will cease to accrue. The Paying Agent shall use "CUSIP" numbers (if then generally in use) in notices of redemption as a convenience to Bond owners, provided that any such redemption notice shall state that no representation is made as to the correctness of such numbers either as printed on the Bonds or as contained in any notice of redemption and that reliance may be placed only on the identification numbers prefixed "R-" printed on the Bonds. Failure to mail any notice of redemption, or any defect therein, or in the mailing thereof, with respect to any Bond shall not affect the validity of any proceeding for redemption of other Bonds so called for redemption.

With respect to any optional redemption of the Bonds, if at the time of mailing such notice of redemption, the Township shall not have deposited with the Paying Agent monies sufficient to redeem all the Bonds called for redemption, such notice may state that it is conditional, that is, subject to the deposit of the redemption monies with the Paying Agent not later than the redemption date, and such notice shall be of no effect unless such monies are so deposited.

10. Appointment of Securities Depository. The Depository Trust Company, New York, New York ("DTC"), shall act as securities depository for the Bonds on behalf of the firms which participate in the DTC book-entry system ("DTC Participants"). The ownership of one fully registered Bond for each maturity of the Bonds will be registered in the name of Cede & Co., as nominee for DTC. Each Bond certificate will be in the aggregate principal amount of such maturity. The Township shall cause the Bonds to be delivered to DTC or the Paying Agent, as custodian for DTC, on or before the date of issuance of the Bonds.

Pursuant to the book-entry only system, any person for whom a DTC Participant acquires an interest in the Bonds (the "Beneficial Owner") will not receive bond certificates and will not be the registered owner thereof. Ownership interest in the Bonds may be purchased by or through DTC Participants. Each DTC Participant will receive a credit balance in the records of DTC in the amount of such DTC Participant's interest in the Bonds, which will be confirmed in accordance with DTC's standard procedures. Receipt by the Beneficial Owners (through any DTC

Participant) of timely payment of principal, premium, if any, and interest on the Bonds, is subject to DTC making such payment to DTC Participants and such DTC Participants making payment to Beneficial Owners. Neither the Township nor the Paying Agent will have any direct responsibility or obligation to such DTC Participants or the persons for whom they act as nominees for any failure of DTC to act or make any payment with respect to the Bonds.

The Township is authorized to execute such documents as may be necessary or desirable in connection with DTC's services as securities depository including a blanket letter of representation obligating the Township to give certain notices to DTC and to meet certain requirements relating to Bond payments.

If DTC determines to discontinue providing its services as securities depository with respect to the Bonds at any time, the Township officials then holding the offices set forth in Section 4 of this Ordinance are hereby authorized to designate a successor securities depository or to deliver certificates to or upon the order of the registered owners of the Bonds.

The Township shall give notice or cause the Paying Agent to give notice, to DTC in accordance with the Blanket Letter of Representations for the redemption or other retirement of all of the Bonds. The Township will provide for the form of notice. Upon receipt of such notice, DTC will forward the notice to the DTC Participants for subsequent forwarding of such notice to the Beneficial Owners of the Bonds. The Township will pay the customary charges for such mailing.

11. Sale of Bonds. The Bonds shall be sold at private sale by negotiation as hereinafter set forth in Section 14. After due consideration, the Board hereby finds and determines, on the basis of all available information, that a private negotiated sale of the Bonds is in the best financial interest of the Township.

12. Creation of and Deposits in Sinking Fund. The Township covenants that there shall be and there is hereby established and that it shall hereafter maintain a sinking fund designated "Sinking Fund - General Obligation Bonds, Series of 2026" for the Bonds (the "Sinking Fund") to be held by the Paying Agent (or such substitute or successor Paying Agent which shall hereafter be appointed in accordance with the provisions of the Act) in the name of the Township, but subject to withdrawal only by the Paying Agent.

The Township covenants and agrees to deposit in such Sinking Fund no later than each Interest Payment Date (as defined in the form of the Bonds attached hereto), the debt service payable on the Bonds on such dates, which shall not exceed the maximum amounts set forth in **Exhibit B** attached hereto, or such greater or lesser amount as at the time shall be sufficient to pay principal of and interest on the Bonds becoming due on each such date.

Pending application to the purpose for which such Sinking Fund is established, the President or Vice President of the Board is hereby authorized and directed to cause the monies therein to be invested or deposited and insured or secured as permitted and required by Section 8224 of the Act. All income received on such deposits or investments of monies in such Sinking Fund during each applicable period shall be added to such Sinking Fund and shall be credited against the deposit next required to be made in such Sinking Fund.

The Paying Agent is hereby authorized and directed, without further action by the Township, to pay from such Sinking Fund the principal of and interest on the Bonds as the same become due and payable in accordance with the terms thereof and the Township hereby covenants that such monies, to the extent required, will be applied to such purpose.

All monies deposited in the Sinking Fund for the payment of the Bonds which have not been claimed by the registered owners thereof after two years from the date when payment is due, except where such monies are held for the payment of outstanding checks, drafts or other instruments of the Paying Agent, shall be returned to the Township. Nothing contained herein shall relieve the Township of its liability to the registered owners of the unpresented Bonds.

13. No Taxes Assumed. The Township shall not assume the payment of any tax or taxes in consideration of the purchase of the Bonds.

14. Award and Sale of Bonds. The Township hereby awards and sells the Bonds to the Underwriter at a price of no less than ninety-five percent (95%) and no more than one hundred twenty-five percent (125%) of the principal amount of the Bonds (including original issue discount or premium and the underwriter's discount) plus accrued interest from the dated date of the Bonds to the date of delivery and in accordance with the other terms and conditions contained or incorporated in the Purchase Proposal of the Underwriter dated October 26, 2026 which is hereby approved and accepted. The underwriter's discount for the Bonds shall not exceed 0.600% of the principal amount of the Bonds. A copy of said Purchase Proposal shall be attached to this Ordinance and lodged with the official minutes of this meeting and is hereby incorporated herein by reference. The proper officers of the Township are hereby authorized and directed to endorse the acceptance of the Township on said Purchase Proposal and to deliver executed copies thereof to the Underwriter. The proper officers of the Township, the Township Manager or the Director of Finance is authorized to accept the Addendum to the Purchase Proposal setting forth the final terms of the Bonds within the Parameters set forth in this Ordinance.

15. Contract with Paying Agent. The proper officers of the Township are authorized to contract with U.S. Bank Trust Company, National Association, Philadelphia, Pennsylvania, in connection with the performance of its duties as the Paying Agent and Sinking Fund Depository on usual and customary terms, including an agreement to observe and comply with the provisions of this Ordinance and of the Act.

16. Federal Tax Covenants. The Township hereby covenants not to take or omit to take any action so as to cause interest on the Bonds to be no longer excluded from gross income for purposes of federal income taxation and to otherwise comply with the requirements of Sections 103 and 141 through 150 of the Internal Revenue Code of 1986, as amended (the "Code"), and all applicable regulations promulgated with respect thereto, throughout the term of the Bonds. The Township further covenants that it will make no investments or other use of the proceeds of the Bonds which would cause the Bonds to be "arbitrage bonds" as defined in Section 148 of the Code. The Township further covenants to comply with the rebate requirements (including the prohibited payment provisions) contained in Section 148(f) of the Code and any regulations promulgated thereunder, to the extent applicable, and to pay any interest or penalty imposed by the United States for failure to comply with said rebate requirements, to the extent applicable.

The Township may determine, on the advice of Bond Counsel to the Township, to designate, the Bonds as "qualified tax-exempt obligations" within the meaning of Section 265(b)(3)(B) of the Code. The Township hereby delegates the power to make such designation on behalf of the Township, on the advice of Bond Counsel to the Township, to the proper officers of the Township and authorizes each of such officers to execute a certificate at the time of closing of on the Bonds, setting forth the amount of the Bonds, if any, designated under the Code and making such representations and warranties as are required in connection therewith.

17. Execution and Authentication of Bonds. As provided in Section 4, the Bonds shall be executed by the President or the Vice President of the Board and the Secretary of the Township and each such execution shall be by manual or facsimile signature. If any officer whose signature appears on the Bonds shall cease to hold such office before the actual delivery date of the Bonds, such signature shall nevertheless be valid and sufficient for all purposes as if such person had remained in such office until the actual delivery date of the Bonds. The Bonds shall be authenticated by the manual signature of an authorized representative of the Paying Agent.

18. Application of Bond Proceeds. The purchase price for the Bonds, and any accrued interest payable by the Underwriter, shall be paid by the Underwriter to the Paying Agent on behalf of the Township. Upon receipt of the purchase price for the Bonds, including interest thereon accrued to the date of delivery, if any, the Paying Agent shall deposit the same in a settlement account. From the settlement account, the Paying Agent shall pay the costs and expenses of the financing, the costs of the Project, and the proper officers of the Township are authorized to direct the Paying Agent in writing as to such payments.

19. Approval of Official Statement. The Township hereby approves and "deems final" the Preliminary Official Statement for the Bonds for purposes of United States Securities and Exchange Commission Rule 15c2-12. A final Official Statement containing the final terms of the Bonds, shall be prepared and delivered to the Underwriter within seven (7) business days from the date of establishment of the final terms of the Bonds, and the Township hereby approves the use thereof in connection with the public offering and sale of the Bonds.

20. Continuing Disclosure. The Township hereby authorizes and directs the appropriate officers to execute and deliver a Continuing Disclosure Agreement or a supplement to an existing Continuing Disclosure Agreement of the Township (the "Continuing Disclosure Agreement") if and to the extent required by law. The Township further covenants and agrees that it will comply with and carry out all of the provisions of the Continuing Disclosure Agreement. Notwithstanding any other provision of this Ordinance, failure of the Township to comply with the Continuing Disclosure Agreement shall not be considered an event of default hereunder or under the Bonds; however, the Paying Agent, any Participating Underwriter (as defined in the Continuing Disclosure Agreement), or any Bondholder may take such actions as may be necessary and appropriate, including seeking specific performance by court order, to cause the Township to comply with its obligations under this Section.

21. Officers Authorized to Act. For the purpose of expediting the closing and the issuance and delivery of the Bonds, or in the event that the President of the Board or the Secretary of the Township shall be absent or otherwise unavailable for the purpose of executing documents, or for the purpose of taking any other action which they or any of them may be authorized to take

pursuant to this Ordinance, the Vice President of the Board or the Assistant Secretary of the Township, respectively, are hereby authorized and directed to execute documents, or otherwise to act on behalf of the Township in their stead.

22. Contract with Bond Owners. This Ordinance constitutes a contract with the registered owners of the Bonds outstanding hereunder and shall be enforceable in accordance with the provisions of the laws of the Commonwealth of Pennsylvania.

23. Binding Effect of Covenants and Agreements. All covenants, obligations and agreements of the Township set forth in this Ordinance and in the documents authorized hereby shall be deemed to be the covenants, obligations and agreements of the Township to the full extent authorized or permitted by law, and all such covenants, obligations and agreements shall be binding upon the Township and its successors from time to time and upon any board or body to which any powers or duties affecting the same shall be transferred by or in accordance with law. Except as otherwise provided in this Ordinance, all rights, powers and privileges conferred and duties and liabilities imposed upon the Township or the members thereof by the provisions of this Ordinance or the documents authorized hereby shall be exercised or performed, by such members, officers or other representatives of the Township as may be required or permitted by law to exercise or perform the same. No covenant, obligation or agreement herein contained or contained in any documents authorized hereby shall be deemed to be a covenant, obligation or agreement of any commissioner, officer, agent or employee of the Township in his or her individual capacity and neither the Commissioners of the Township nor any officer executing the other documents authorized by this Ordinance shall be liable personally thereunder or be subject to any personal liability or accountability by reason of the execution and delivery thereof.

24. Bond Counsel. The Township hereby appoints Cozen O'Connor to act as Bond Counsel to the Township with respect to the transactions contemplated by this Ordinance.

25. Further Action. The proper officers of the Township are hereby authorized and directed to take all such action, execute, deliver, file and/or record all such documents, publish all notices and otherwise comply with the provisions of this Ordinance and the Act in the name and on behalf of the Township.

26. Act Applicable to Bonds. This Ordinance is enacted pursuant to, and the Bonds issued hereunder shall be subject to, the provisions of the Act and all of the mandatory provisions thereof shall apply hereunder whether or not explicitly stated herein.

27. Severability. In case any one or more of the provisions contained in this Ordinance or in any Bond shall for any reason be held to be invalid, illegal or unenforceable in any respect, such invalidity, illegality or unenforceability shall not affect any other provision of this Ordinance or of said Bonds, and this Ordinance or said Bonds shall be construed and enforced as if such invalid, illegal or unenforceable provisions had never been contained therein.

28. Repealer. All ordinances and parts of ordinances heretofore enacted to the extent that the same are inconsistent herewith are hereby repealed.

29. **Effective Date.** This Ordinance shall take effect on the earliest date permitted by the Act.

ENACTED this 26th day of October, 2026.

(TOWNSHIP SEAL)

TOWNSHIP OF RADNOR

ATTEST

Secretary	President Board of Commissioners

EXHIBIT A

[FORM OF BOND]

UNITED STATES OF AMERICA

COMMONWEALTH OF PENNSYLVANIA

TOWNSHIP OF RADNOR

GENERAL OBLIGATION BOND, SERIES OF 2026

No. R- $_____

INTEREST RATE	MATURITY DATE	ORIGINAL ISSUANCE DATE	CUSIP
	_____ __, ____	_____ __, 2026	

REGISTERED OWNER: CEDE & CO.

PRINCIPAL SUM: DOLLARS

Township of Radnor, Delaware County, Pennsylvania (the "Township"), a political subdivision of the Commonwealth of Pennsylvania, for value received, hereby promises to pay to the registered owner hereof on the Maturity Date set forth above the Principal Sum set forth above, unless this Bond shall have been called for redemption and payment of the redemption price shall have been made or duly provided for, and to pay interest thereon from the Original Issuance Date set forth above or the most recent Interest Payment Date to which interest has been paid or duly, provided for, semiannually on _____ __ and _____ __ of each year, commencing _____ __, 20__ (each, an "Interest Payment Date"), at the interest rate specified above, calculated on the basis of a 360-day year of twelve 30-day months until the principal sum is paid or has been provided for.

Interest is payable to the registered owner of this Bond from the Interest Payment Date next preceding the authentication date of the Bond, unless: (a) this Bond is authenticated as of an Interest Payment Date, in which event it shall bear interest from such Interest Payment Date; (b) this Bond is registered and authenticated after a Regular Record Date (hereinafter defined) and before the next succeeding Interest Payment Date, in which event it shall bear interest from such succeeding Interest Payment Date; (c) such Bond is registered and authenticated on or prior to the Regular Record Date preceding _____ __, 20__, in which event it shall bear interest from _____ __, 20__; or (d) as shown by the records of the Paying Agent interest on this Bond

shall be in default, in which event it shall bear interest from the date on which interest was last paid on this Bond.

The principal of this Bond is payable upon presentation and surrender hereof at the corporate trust office of U.S. Bank Trust Company, National Association, in Philadelphia, Pennsylvania (the "Paying Agent"). Interest on this Bond will be paid on each Interest Payment Date by check mailed to the person in whose name this Bond is registered on the registration books of the Township maintained by the Paying Agent, as bond registrar, at the address appearing, thereon at the close of business on the fifteenth (15th) day (whether or not a day on which the Paying Agent is open for business) next preceding such Interest Payment Date (the "Regular Record Date"). Any such interest not so timely paid or duly provided for shall cease to be payable to the person who is the registered owner hereof as of the Regular Record Date, and shall be payable to the person who is the registered owner hereof at the close of business on a Special Record Date for the payment of such defaulted interest. Such Special Record Date shall be fixed by the Paying Agent whenever monies become available for payment of the defaulted interest, and notice of the Special Record Date and payment date for such interest shall be given by first class mail to the registered owners of the Bonds not less than ten (10) days prior to the Special Record Date. Such notice shall be mailed to the persons in whose names the Bonds are registered at the close of business on the fifth (5th) day preceding the date of mailing. The principal of and interest on this Bond are payable in lawful money of the United States of America.

Notwithstanding the foregoing, so long as this Bond is registered in the name of The Depository Trust Company ("DTC") or its nominee, Cede & Co., payment of principal and interest on this Bond shall be payable in the manner and at the respective times of payment provided for in DTC's Operational Arrangements, as they may be amended from time to time.

This Bond is one of a duly authorized issue of General Obligation Bonds, Series of 2026, of the Township in the aggregate principal amount of $_____ (the "Bonds") issued in fully registered form in denominations of $5,000 and integral multiples of $5,000 in excess thereof, all issued in accordance with the Local Government Unit Debt Act, 53 Pa. Cons. Stat. §8001 et seq., as amended (the "Act"), and pursuant to an Ordinance of the Board of Commissioners of the Township duly enacted on October 26, 2026 (the "Ordinance") and a Paying Agent Agreement between the Township and the Paying Agent dated as of _____ __, 2026 (the "Paying Agent Agreement"). The Bonds are issued for the purpose of financing various capital projects, and paying the costs of issuing the Bonds, as described in the Ordinance.

Under the laws of the Commonwealth of Pennsylvania, this Bond and the interest thereon shall at all times be free from taxation within the Commonwealth of Pennsylvania, but this exemption shall not extend to gift, estate, succession or inheritance taxes or to any other taxes not levied or assessed directly on this Bond or the interest thereon. Profits, gains or income derived from the sale, exchange, or other disposition of this Bond are subject to state and local taxation.

The Bonds maturing on or after _____ __, 20__ are subject to redemption prior to maturity at the option of the Township as a whole or from time to time in part, in any order of maturity or portion of a maturity as selected by the Township on _____ __, 20__ or any date thereafter, upon payment of a redemption price of 100% of principal amount plus interest accrued to the redemption date. If less than an entire year's maturity of Bonds are to be redeemed at any

particular time, such Bonds so to be called for redemption shall be chosen by lot by the Paying Agent.

The Bonds stated to mature on _____ __, ____ and _____ __, ____ (the "Term Bonds") are subject to mandatory redemption prior to their stated maturity by lot by the Township from monies to be deposited in the Sinking Fund established under the Ordinance at a redemption price of 100% of the principal amount thereof plus accrued interest to the date fixed for redemption. The Township hereby covenants that it will cause the Paying Agent to select by lot, to give notice of redemption and to redeem Term Bonds at said price from monies deposited in the Sinking Fund sufficient to effect such redemption (to the extent that Term Bonds shall not have been previously purchased from said monies by the Township as permitted under the Ordinance) on _____ __ of the years, from the maturities and in the annual principal amounts set forth in the following schedule (or such lesser principal amount as shall at the time represent all Term Bonds which shall then be outstanding):

Mandatory Redemption Schedule

Redemption Date (_____ __)	Maturity From Which Selected	Principal Amount to be Redeemed or Purchased

In the event that a portion, but not all of the Term Bonds are redeemed pursuant to optional redemption, then the principal amount of any remaining mandatory sinking fund redemptions and the final maturity applicable to the Term Bonds shall be proportionately reduced (subject to the Paying Agent making such adjustments as it deems necessary to be able to affect future redemptions of such Bonds in authorized denominations) unless the Township directs an alternate reduction of such mandatory sinking fund redemptions and final maturity.

For the purpose of selection of Bonds for redemption, any Bond of a denomination greater than $5,000 shall be treated as representing such number of separate Bonds, each of the denomination of $5,000, as is obtained by dividing the actual principal amount of such Bond by $5,000. Any Bond which is to be redeemed only in part shall be surrendered at the corporate trust office of the Paying Agent in Philadelphia, Pennsylvania, together with a duly executed instrument of transfer in form satisfactory to the Paying Agent, and the registered owner of such Bond shall receive, without service charge, a new Bond or Bonds, of any authorized denomination as requested by such registered owner in aggregate principal amount equal to and in exchange for the unredeemed portion of the principal of the Bond so surrendered.

On the date designated for redemption, and upon deposit with the Paying Agent of funds sufficient for payment of the principal of and accrued interest on the Bonds called for redemption, interest on the Bonds or portions thereof so called for redemption shall cease to accrue and the Bonds or portions thereof so called for redemption shall cease to be entitled to any benefit of security hereunder, and registered owners of the Bonds so called for redemption shall have no rights with respect to the Bonds or portions thereof so called for redemption, except to receive payment of the principal of and accrued interest on the Bonds so called for redemption to the date fixed for redemption.

Notice of any redemption shall be given by first class mail, postage prepaid, mailed by the Paying Agent not less than 20 or more than 60 days before the redemption date to the registered owners of the Bonds at their addresses as they appear on the Bond register maintained by the Paying Agent. Such notice shall be given in the name of the Township, shall identify the Bonds to be redeemed (and, in the case of a partial redemption of any Bonds, the respective principal amounts thereof to be redeemed), shall specify the redemption date and the redemption price, and shall state that on the redemption date the Bonds called for redemption will be payable at the corporate trust office of the Paying Agent in Philadelphia, Pennsylvania and that from the date of redemption interest will cease to accrue. The Paying Agent shall use "CUSIP" numbers (if then generally in use) in notices of redemption as a convenience to Bond owners, provided that any such redemption notice shall state that no representation is made as to the correctness of such numbers either as printed on the Bonds or as contained in any notice of redemption and the reliance may be placed only on the identification numbers prefixed "R-" printed on the Bonds. Failure to mail any notice of redemption, or any defect therein, or in the mailing thereof, with respect to any Bond shall not affect the validity of any proceeding for redemption of other Bonds so called for redemption.

With respect to any optional redemption of the Bonds, if at the time of mailing such notice of redemption, the Township shall not have deposited with the Paying Agent monies sufficient to redeem all the Bonds called for redemption, such notice may state that it is conditional, that is, subject to the deposit of the redemption monies with the Paying Agent not later than the redemption date, and such notice shall be of no effect unless such monies are so deposited.

The Township and the Paying Agent may treat the person in whose name this Bond is registered on the Bond register maintained by the Paying Agent as the absolute owner of this Bond for all purposes and neither the Township nor the Paying Agent shall be affected by any notice to the contrary. The Bonds are being issued by means of a book-entry system, with actual bond certificates evidencing ownership of the Bonds immobilized at either DTC, New York, New York (the "Securities Depository"), or its successor as Securities Depository or with the Paying Agent, as custodian for DTC. Transfers of beneficial ownership of the Bonds shall be effected on the records of the Securities Depository and its participants pursuant to the rules and procedures established by the Securities Depository.

So long as the Bonds are issued in book-entry form, actual bond certificates are not available for distribution to the beneficial owners and the principal and interest on the Bonds are payable to Cede & Co., as nominee of the Securities Depository. Transfer of principal and interest payments to participants of the Securities Depository is the responsibility of the Securities Depository; transfers of principal and interest to beneficial owners of the Bonds by participants of the Securities Depository will be the responsibility of such participants and other nominees of beneficial owners. The Township and the Paying Agent are not responsible or liable for maintaining, supervising or reviewing the records maintained by the Securities Depository, its participants or persons acting through such participants. If the Bonds are no longer registered to a Securities Depository or its nominee, the Bonds are transferable by the registered owners thereof, subject to payment of any required tax, fee or other governmental charge, upon presentation and surrender at the corporate trust office of the Paying Agent in, Philadelphia, Pennsylvania, together with a duly executed instrument of transfer in form satisfactory to the Paying Agent. The Paying Agent shall not be required: (i) to issue, transfer or exchange any of the Bonds during a period

beginning at the close of business on the fifth (5th) day next preceding the day of selection of Bonds to be redeemed and ending at the close of business on the day on which such notice is given, or (ii) to transfer or exchange any Bond selected for redemption in whole or in part.

No recourse shall be had for the payment of the principal of or interest on this Bond, or for any claim based hereon, against any commissioner, officer or employee, past, present or future, of the Township or of any successor body, as such, either directly or through the Township or through any such successor body under any constitutional provision, statute or rule of law, or by the enforcement of any assessment or by any legal or equitable proceeding or otherwise, and all such liability of such commissioners, officers or employees is released as a condition of and as consideration for the execution and issuance of this Bond.

Whenever the due date for payment of interest on or principal of this Bond shall be a Saturday, Sunday, a legal holiday or a day on which banking institutions in the Commonwealth of Pennsylvania or in the jurisdiction in which the corporate trust or payment office of the paying agent is located are authorized or required by law or executive order to close (a "Holiday"), then the payment of such interest or principal need not be made on such date, but may be made on the succeeding day which is not a Holiday, with the same force and effect as if made on the due date for payment of principal or interest.

It is hereby certified that the approval of the Department of Community and Economic Development of the Commonwealth of Pennsylvania for the Township to issue and deliver this Bond has been duly given pursuant to the Act; that all acts, conditions and things required by the laws of the Commonwealth of Pennsylvania to exist, to have happened or to have been performed, precedent to or in the issuance of this Bond or in the creation of the debt of which this Bond is evidence, exist, have happened and have been performed in regular and due form and manner as required by law; that this Bond, together with all other indebtedness of the Township, is within every debt and other limit prescribed by the Constitution and the statutes of the Commonwealth of Pennsylvania; that the Township has established a sinking fund for the Bonds and shall deposit therein amounts sufficient to pay the principal of and interest on the Bonds as the same shall become due and payable; and that for the prompt and full payment of all obligations of this Bond, the full faith, credit and taxing power of the Township are hereby irrevocably pledged.

This Bond shall not be entitled to any benefit under the Ordinance or be valid or become obligatory for any purpose until this Bond shall have been authenticated by the Paying Agent by execution of the certificate endorsed hereon.

IN WITNESS WHEREOF, the Township of Radnor, Delaware County, Pennsylvania has caused this Bond to be signed in its name and on its behalf by the signature of the President of its Board of Commissioners and an impression of its corporate seal to be hereunto affixed, duly attested by the signature of the Secretary of the Township.

TOWNSHIP OF RADNOR

By:_____
President, Board of Commissioners

Attest:_____
Secretary

(SEAL)

AUTHENTICATION CERTIFICATE

This Bond is one of the Township of Radnor General Obligation Bonds, Series of 2026, described in the within mentioned Ordinance.

DATE OF AUTHENTICATION:

U.S. BANK TRUST COMPANY, NATIONAL ASSOCIATION, Paying Agent

By: _____
Authorized Representative

ASSIGNMENT AND TRANSFER

FOR VALUE RECEIVED, the undersigned hereby sells, assigns and transfers unto

PLEASE INSERT SOCIAL SECURITY OR EMPLOYER IDENTIFICATION NUMBER OF ASSIGNEE

_____

/_____/

_____

the within Bond and all rights thereunder, and hereby irrevocably constitutes and appoints

_____ attorney to transfer said Bond on the books of the within named Paying Agent, with full power of substitution in the premises.

Dated:

Signature Guaranteed by:

NOTICE: Signature(s) must be guaranteed by an eligible guarantor institution, an institution which is a participant in a Securities Transfer Association recognized signature guaranteed program.	NOTICE: The signature to this Assignment must correspond with the name as it appears upon the face of the within Bond in every particular, without alteration or enlargement or any change whatever.

_____

(Authorized Signature)

[END OF BOND FORM]

TOWNSHIP OF RADNOR

General Obligation Bonds, Series of 2026

EXHIBIT B

MAXIMUM BOND AMORTIZATION SCHEDULE

Period Ending	Principal	Coupon	Interest	Debt Service	Annual Debt Service
06/01/2027			348,000	348,000	
12/01/2027	265,000	6.000%	360,000	625,000	973,000
06/01/2028			352,050	352,050	
12/01/2028	270,000	6.000%	352,050	622,050	974,100
06/01/2029			343,950	343,950	
12/01/2029	285,000	6.000%	343,950	628,950	972,900
06/01/2030			335,400	335,400	
12/01/2030	300,000	6.000%	335,400	635,400	970,800
06/01/2031			326,400	326,400	
12/01/2031	315,000	6.000%	326,400	641,400	967,800
06/01/2032			316,950	316,950	
12/01/2032	330,000	6.000%	316,950	646,950	963,900
06/01/2033			307,050	307,050	
12/01/2033	340,000	6.000%	307,050	647,050	954,100
06/01/2034			296,850	296,850	
12/01/2034	360,000	6.000%	296,850	656,850	953,700
06/01/2035			286,050	286,050	
12/01/2035	375,000	6.000%	286,050	661,050	947,100
06/01/2036			274,800	274,800	
12/01/2036	395,000	6.000%	274,800	669,800	944,600
06/01/2037			262,950	262,950	
12/01/2037	415,000	6.000%	262,950	677,950	940,900
06/01/2038			250,500	250,500	
12/01/2038	430,000	6.000%	250,500	680,500	931,000
06/01/2039			237,600	237,600	
12/01/2039	445,000	6.000%	237,600	682,600	920,200
06/01/2040			224,250	224,250	
12/01/2040	460,000	6.000%	224,250	684,250	908,500
06/01/2041			210,450	210,450	
12/01/2041	490,000	6.000%	210,450	700,450	910,900
06/01/2042			195,750	195,750	
12/01/2042	515,000	6.000%	195,750	710,750	906,500
06/01/2043			180,300	180,300	
12/01/2043	535,000	6.000%	180,300	715,300	895,600
06/01/2044			164,250	164,250	
12/01/2044	565,000	6.000%	164,250	729,250	893,500
06/01/2045			147,300	147,300	
12/01/2045	595,000	6.000%	147,300	742,300	889,600
06/01/2046			129,450	129,450	
12/01/2046	625,000	6.000%	129,450	754,450	883,900
06/01/2047			110,700	110,700	
12/01/2047	660,000	6.000%	110,700	770,700	881,400
06/01/2048			90,900	90,900	
12/01/2048	700,000	6.000%	90,900	790,900	881,800
06/01/2049			69,900	69,900	
12/01/2049	735,000	6.000%	69,900	804,900	874,800
06/01/2050			47,850	47,850	
12/01/2050	775,000	6.000%	47,850	822,850	870,700
06/01/2051			24,600	24,600	
12/01/2051	820,000	6.000%	24,600	844,600	869,200
	12,000,000		11,080,500	23,080,500	23,080,500

CERTIFICATE OF SECRETARY

The undersigned, Secretary of the Township of Radnor HEREBY CERTIFIES that:

The foregoing Ordinance authorizing the issuance of General Obligation Bonds, Series of 2026 of the Township was duly moved and seconded and enacted by a majority vote of all the Board of Commissioners of said Township at a duly called and convened meeting of said Board held on October 26, 2026; that public notice of said meeting was given as required by law; and that the roll of the Board of Commissioners was called and such members voted or were absent as follows:

Name	**Vote**
Jim Riley, President	_____
Maggy Myers, Vice President	_____
Catherine Agnew	_____
Howard Childs	_____
James Coates	_____
Jack Larkin	_____
Moira Mulroney	_____

and that such Ordinance and the votes thereon have been duly recorded in the minutes.

WITNESS my hand and seal of the Township this 26th day of October, 2026.

_____
William M. White, Secretary

(TOWNSHIP SEAL)

ORDINANCE NO. 2026-22

AN ORDINANCE OF RADNOR TOWNSHIP, DELAWARE COUNTY, PENNSYLVANIA, APPROVING A THREE-YEAR LEASE FOR PAISBOA FOR A PORTION OF THE RADNOR TOWNSHIP MUNICIPAL BUILDING, CONSISTING OF APPROXIMATELY 1500 SQUARE FEET

WHEREAS, PAISBOA wishes to renew its existing lease for a portion of the Township Municipal Building for an additional three-year term commencing on January 1, 2027; and

WHEREAS, Section §3.03 of the Radnor Township Home Rule Charter requires the enactment of an ordinance approving a lease of real property for a term of three or more years.

NOW, THEREFORE, be it ***ENACTED*** and ***ORDAINED*** by the Radnor Township Board of Commissioners that the new Lease, as set forth on the attached **Exhibit "A**", is hereby approved between the Township and PAISBOA for a three-year term for a portion of the Radnor Township Municipal Building, consisting of approximately 1,500 square feet to commence on January 1, 2024, at a monthly rent as follows:

January 1, 2027 to December 31, 2027--------$4,059.17 per month
January 1, 2028 to December 31, 2028--------$4,180.83 per month
January 1, 2029 to December 31, 2029--------$4,606.67 per month

EFFECTIVE DATE. This Ordinance shall take effect in accordance with the Radnor Home Rule Charter.

REPEALER. Any Ordinances, or parts of Ordinances, conflicting with this Ordinance are hereby repealed to the extent of such inconsistency.

SEVERABILITY. If any sentence, clause, section or part of this Ordinance is for any reason found to be unconstitutional, illegal or invalid, such unconstitutionality, illegality or invalidity shall not affect or impair any of the remaining provisions, sentences, clauses, sections or parts of this Ordinance. It is hereby declared as the intent of Radnor Township that this Ordinance would have been adopted had such unconstitutional, illegal or invalid sentence, clause, section or part thereof not been included herein.

ENACTED and ***ORDAINED***, this __ day of ____ 2026.

RADNOR TOWNSHIP

By: _____
Name: Jim Riley
Title: President

ATTEST: _____
Name: William White
Title: Township Manager / Secretary

LEASE AGREEMENT

THIS AGREEMENT OF LEASE, made effective this _____ day of _____, A.D., 2026 by and between **RADNOR TOWNSHIP** (hereinafter "Landlord") and **PAISBOA** (hereinafter "Tenant").

W I T N E S S E T H:

Landlord hereby leases to Tenant, and Tenant hereby rents from Landlord, the Leased Premises upon all the terms and conditions herein contained. Intending to be legally bound hereunder and in good and valuable consideration of the rents herein reserved and the mutual covenants herein contained, Landlord and Tenant hereby agree as follows:

1. LEASED PREMISES.

A. Landlord, for and in consideration of the covenants and conditions hereinafter contained on the part of the Tenant to be performed, and in consideration of the rental hereinafter reserved, does hereby grant, lease, demise, and let unto Tenant and Tenant does hereby rent, and take from Landlord ALL THAT CERTAIN real property consisting of approximately 1,500 square feet of office space, more or less, of that portion on the second floor of the Radnor Township Municipal Building as more fully described in ***Exhibit "A"***, located at 301 Iven Avenue, Radnor Township, Delaware County, Pennsylvania, all of which are hereinafter called the "Leased Premises" and/or "Premises" and/or "Property". Landlord warrants and represents that Radnor Township is the owner of the Leased Premises and has good and marketable title thereto.

B. The Landlord has leased to the Tenant and the Tenant has leased from the Landlord the Leased Premises together with use of the parking areas, use of the lunch room, use of the fitness room, one (1) dedicated landline for the fax machine, wireless internet access (public wireless network) and all of the fixtures, apparatus, and existing office furniture, together with all rights and easements appurtenant to be provided by Landlord and located therein. Tenant acknowledges and agrees that Tenant has the right to use the wireless internet access provided by Landlord. Tenant further acknowledges and agrees that Landlord does not guarantee or warrant security for the use of the internet access and that Tenant shall to the fullest extent allowed by law, indemnify, defend and hold harmless the Landlord against any and all claims, damages, liabilities, demands, fines, losses, liabilities, costs or deficiencies (including reasonable attorneys' fees and other costs and expenses incident to any claim, suit, action and/or proceeding) arising out the use of the internet access.

C. Tenant may request and schedule to use the Radnorshire meeting room located on the first floor of the Township Municipal Building at a cost of Two Hundred Fifty Dollars ($250.00) per meeting.

D. Tenant shall provide Landlord access to its purchasing consortium for purposes of gaining professional development software, training and the like.

2. USE. Tenant shall continuously use and occupy the Leased Premises during the Term of this Lease, which use and occupancy shall be solely for the purpose of office space and related training, and for no other purpose or purposes without the prior written consent of Landlord. If any governmental license or permit shall be required for the proper and lawful conduct of Tenant's business or other activity carried on in the Leased Premises or if a failure to procure such a license or permit might or would in any way affect Landlord, then Tenant, at Tenant's expense, shall duly procure and thereafter maintain such license or permit and submit the same for inspection by Landlord. Tenant, at Tenant's expense, shall, at all times, comply with the requirements of each such license or permit

3. TERM.

A. The term of this Lease shall be for a period of three (3) years ("Term") commencing the 1st day of January 2027 and expiring at 11:59 p.m. on the 31st day of December 2029. This lease shall replace the existing lease between the parties dated October 16, 2023.

B. Either party shall have the right to terminate this Lease upon giving notice to the other, in writing, at least ninety (90) days prior to the last day of the Term or the subsequent renewal term that the Lease will terminate on the last day of the then current Term.

C. If neither party gives notice of termination to the other as described in Section 3.B. above, the Lease shall continue for one additional one (1) year term ("Renewal Term"). This Lease shall automatically terminate on the last day of the Renewal Term unless otherwise agreed by both parties in writing. The Renewal Term shall be upon the same terms, provisions and conditions as are in effect under this Lease immediately prior to the time such Renewal Term begins. Rent due under the Renewal Term shall be equal to the final year of the three-year Term.

4. RENT AND LATE PAYMENT .

A. The annual rent payable by Tenant to Landlord during the first year of the Lease Term shall be payable in monthly installments of $4,059.17 in advance upon the first day of each month during the Lease Term.

B. The annual rent payable by Tenant to Landlord during the second year of the Lease Term, shall be payable in monthly installments of $4,180.83 in advance upon the first day of each month.

C. The annual rent payable by Tenant to Landlord during the third year of the Lease Term shall be payable in monthly installments of $4,306.67 in advance upon the first day of each month.

D. The payment of rent under the terms of this lease shall commence on January 1, 2027. Timely payment of the rental and performance of all terms and conditions of this Lease are of the essence of this Lease.

E. If the monthly rent is not paid within five (5) days of the day that it is due, Tenant agrees to pay a late charge of Three Hundred Fifty-Five Dollars and Twenty-Five Cents ($355.25) or ten percent (10%) of the monthly payment, whichever is greater. The late charge shall compensate Landlord for additional administrative costs and expenses caused by the late payment. If payment is made to Landlord at the proper address by first class mail, postage prepaid, then the date of the postmark shall be used as the date of payment.

5. SECURITY DEPOSIT. Under the term of the previous lease, Tenant has deposited with Landlord the sum of Six Thousand Three Hundred Seventy-Five Dollars ($6,375.00) as a security deposit. Landlord shall continue to hold said security deposit which shall be available to be used by Landlord towards the satisfaction of any of the duties or liabilities of Tenant hereunder upon default.

6. UTILITY CHARGES AND SECURITY SERVICES.

A. Landlord shall be solely responsible for all charges for heat, electricity, water, trash, janitorial services and any other utilities and services used upon or furnished to the Leased Premises, except as provided in Section 6.C.

B. Landlord shall provide uninterrupted electrical power to all "orange" outlets located in the Leased Premises (via UPS/generator).

C. Tenant shall be solely responsible for the purchase, installation and maintenance of all phone systems, private internet services and/or cable communications, including all costs and charges imposed upon such services.

D. Landlord shall provide and maintain a security system with security card access operated by the Township.

7. ASSIGNMENT-SUBLETTING. Notwithstanding any provision herein to the contrary, Tenant shall not assign or in any way transfer this Lease or any estate or interest therein, to any other party, and will not lease or sublet the Premises, or any part or parts thereof, except that PAISBO will be sharing office space with the PAISBOA Health Benefit Trust. Tenant will at all times be solely responsible for all rent payments and other terms and conditions of this Lease.

8. REQUIREMENTS OF LAW. Tenant shall promptly comply with all statutes, ordinances, rules, orders, regulations and requirements of the Federal, State and Municipal governments and of any and all of their Departments and Bureaus which are applicable solely to the use of the Leased Premises by Tenant during the term or any renewal thereof; provided, however, that nothing contained in this Section 8 shall be deemed to obligate Tenant to make any structural changes in, or to correct any structural defects in, the building or improvements on the Leased Premises, or to make any repairs, changes or alterations or to add any equipment or device rendered necessary by any building or other improvement not having been constructed in compliance with law. Landlord represents that as of the commencement date, the Leased Premises is not, to the best of Landlord's knowledge, in violation of any such governmental law, regulation or requirement and Landlord shall comply will all statutes, ordinances, rules, regulations, orders

and requirements of the Federal, State and Municipal governments and with any and all of their Departments and Bureaus applicable to the physical nature and character of the Leased Premises being otherwise applicable to the construction or makeup of the Leased Premises as opposed to the use thereof by Tenant.

9. RIGHT TO COMPLY. In case of the Tenant, after the time required to remedy defaults under this Lease, shall fail or neglect to comply with the statutes, ordinances, rules, regulations, orders and requirements set forth in Section 8, or any of them, and required to be complied with by the Tenant, then the Landlord or his agents may, by entry if required, comply with any and all of the said statutes, ordinances, rules, regulations, orders and requirements at the risk and expense of the Tenant, and recover such expense from the Tenant; any sums owing by Tenant to be added to the next monthly installment of rent and to be collectable as rent.

10. DISCONTINUANCE AND INTERRUPTION OF SERVICE.

A. Landlord shall not be liable to Tenant in damages or otherwise for the quality, quantity, failure, unavailability or disruption of any utility service and the same shall not constitute a termination of this Lease, or actual or constructive eviction of Tenant.

B. In the event utilities serving the Leased Premises are disrupted due to the negligence or acts of omission of Landlord, its agents, contractors, servants or employees, Landlord shall promptly restore the affected utilities at Landlord's sole cost and expense. If the disrupted utilities are not restored by Landlord within five (5) days after the Landlord has received written notice of the disruption, and Tenant is unable to conduct its business in the Leased Premises due to the disruption of utility service, the Rent shall be abated commencing on the time service was disrupted and ending on the date Landlord restores the disrupted utilities. In no event, however, shall Landlord be liable for consequential damages resulting from any disruption of utilities.

C. Landlord, with the consent of Tenant, shall at all times have the right to alter any and all utilities, and the equipment relating thereto, serving the Leased Premises. Tenant shall execute and deliver to Landlord without delay such documentation as may be required to affect such alteration. Landlord shall use good faith efforts not to materially affect Tenant's business operations in the Leased Premises during such period of alteration.

11. REPAIRS.

A. Landlord shall, at Landlord's expense, maintain and repair the heating, ventilating and the air-conditioning systems ("HVAC System"), plumbing systems and the interior of the Leased Premises and the fixtures therein except as hereinafter required to be done by Tenant. Tenant shall not clog any plumbing, sewers, waste pipes, drains and water closets used by Tenant, and if the same shall become clogged as a result of Tenant's use, Tenant shall repair the same. If Tenant shall fail to start any work required to be done by Tenant under this Section 11 within fifteen (15) days after written notice from Landlord and to complete the same with reasonable diligence, then Landlord may provide such repairs or maintenance for the account of Tenant and the cost thereof shall be added to the next monthly installment of rent payable hereunder and collectable as rent.

B. Landlord shall, at Landlord's expense, keep certain elements of the Leased Premises in good order, repair and condition, and to replace if so required the foundation, floor slab, roof, all electric and plumbing systems, pipes, tubes, and other conduits and utility lines of the Demises Premises or embedded into the structure of the Leased Premises or within or under the floor slab; flashings, gutters and downspouts; interior load bearing walls and exterior walls, repairs to the streets, access drives, service drives, curbing, sidewalks; all repairs, structural or otherwise to the interior of the Leased Premises made necessary by structural failures, acts of God and leakage or flowing of water into the Leased Premises; all repairs, structural or otherwise, occasioned by losses which are covered by either Landlord's casualty policy or by a standard fire and extended coverage policy; and all necessary replacements of the HVAC System to maintain same in good operating condition.

C. Unless specified herein, any repairs to be made by Landlord will be made within a reasonable time after notice from Tenant. Notwithstanding, Landlord shall commence said repairs within thirty (30) days after notice from Tenant and thereafter diligently prosecute the same to completion; subject to strikes, lockouts, casualties, acts of God, war, material or labor shortages, governmental regulation or control or other causes beyond the reasonable control of Landlord, wherein in such event(s), the period for repairs shall be extended for the amount of time Landlord is so delayed.

12. ALTERATIONS AND REMOVALS. Tenant may not make any non-structural alterations, additions, and/or improvements to the Leased Premises unless Tenant receives written approval of Landlord. Upon the expiration or earlier termination of this Lease, Tenant shall be obligated to restore the Leased Premises to their original condition, wear and tear excepted. Tenant shall have the right to remove any or all such non-structural alterations, additions, and improvements from time-to-time and at the expiration or earlier termination of this Lease; provided, however, that any such alterations, additions and improvements installed and paid for by Tenant not removed by Tenant shall become the property of Landlord. Tenant shall have the right to install and remove from time-to-time and at the expiration or earlier termination of this Lease, whether the same be attached to the Leased Premises or otherwise, Tenant's trade fixtures and equipment and business fixtures and equipment including, without limitation, office partitions, platforms, and furniture as well as any building machinery and building equipment belonging to Tenant. Tenant shall promptly repair any damage to the Leased Premises caused by the removal by Tenant of any of Tenant's property therefrom.

13. LANDLORD'S RIGHT OF ACCESS. Landlord, his agents, servants and employees shall have the right to enter the Leased Premises (on 24-hours verbal or written notice), for the purposes of inspecting the same to ascertain whether Tenant is performing the covenants of this Lease, and during business hours provided that such access and entry of Landlord shall not unreasonably disturb the peaceful possession and quiet enjoyment of Tenant on the Leased Premises or otherwise in the event of need, under special arrangements with Tenant, for the purpose of making required repairs, alterations, improvements or additions, and Landlord shall be allowed to take all material into and upon the Leased Premises that may be required without the same constituting and eviction of Tenant in whole or in part, and, except as otherwise provided, the rent reserved shall in no way abate while said repairs are being made by reason of loss or interruption of the business of Tenant because of the prosecution of any such work. During the one hundred twenty (120) days preceding the expiration of this Lease, Tenant shall permit Landlord or

Landlord's agents to show the Leased Premises to prospective Tenants with reasonable frequency during business hours provided that such access and entry of Landlord shall not unreasonably disturb the peaceful possession and quiet enjoyment of Tenant on the Leased Premises.

14. INSURANCE; INDEMNITY. Tenant shall carry during the term of this Lease, in a form reasonably satisfactory to Landlord, general liability insurance for personal injuries, including death and damage to property coverage for any act or omission by the Tenant or any third party in the sum of not less than Five Hundred Thousand Dollars ($500,000) per occurrence, and fire insurance in an amount not less than One Hundred Thousand Dollars ($100,000) for property damage by fire. Tenant shall indemnify and save Landlord harmless from and against all claims, actions and damages, liabilities and expenses in connection with loss of life, personal injury and/or damage to property arising from or out of any occurrence in, upon or at the property, or the occupancy or use by Tenant of the property, or any part thereof, or occasioned wholly or in part by any act or omission of Tenant, Tenant's agents, employees, licensees, or invitees.

15. LANDLORD'S INSURANCE. Landlord also may, but shall have no obligation to, carry, at its sole cost and expense unless Tenant is not carrying such insurance as provided under this Agreement during the Term hereof (in which event the cost shall be that of Tenant and shall be deemed Additional Rent hereunder), all risk property insurance, comprehensive liability insurance and any other insurance deemed appropriate by Landlord (hereinafter "Landlord's Property Insurance") covering fire and extended coverage, vandalism and malicious mischief, and all other perils of direct physical loss or damage insuring the improvements and betterments located at the Leased Premises for one hundred percent (100%) of the replacement value thereof, together with all other coverages deemed appropriate by Landlord.

16. WAIVER OF SUBROGATION. Tenant hereby waives any rights they may have against the Landlord on account of any loss or damage occasioned to Tenant in or about the Leased Premises or its contents, arising from any risk covered by fire and extended coverage insurance. The parties hereto each, on behalf of their respective insurance companies insuring the property of the parties hereto against any such loss, waives any right of subrogation that such insurers may have against the parties hereto.

17. CONDITION OF THE LEASED PREMISES. By taking and assuming possession of the Leased Premises, Tenant acknowledges that it has: (i) inspected the Property; and (ii) accepted the Leased Premises, and all improvement, betterments and equipment, with no representation or warranty by Landlord as to the condition or suitability of the Leased Premises and/or Property for the Tenant's purpose. Tenant accepts the Leased Premises as is, where is, with all faults, latent or otherwise, and without any representations, warranties or promises from Landlord whatsoever, provided however the Landlord represents and warrants that, to its knowledge, the Tenant's use of the Leased Premises for office space under this Lease is in full compliance with the applicable law, regulations and zoning currently in effect.

18. SIGNS. Tenant shall not have the right to place signs on any part of the Leased Premises unless approved in advance by Landlord. It is contemplated that Tenant will have a single sign on the exterior of the Leased Premises and temporary signs from time-to-time for business events.

19. WASTE AND NUISANCE.

A. Tenant shall not commit or suffer to be committed any waste upon the Leased Premises and shall not place a load upon any floor of the Leased Premises which exceeds the weight per square foot which such floor was designed to carry. Tenant shall not commit or suffer to be committed any nuisance or other act or thing which may disturb the quiet enjoyment of any other occupant or tenant of the Township Municipal Building. Tenant shall not use or permit to be used any medium that might constitute a nuisance, such as loud speakers, sound amplifiers, phonographs, radios, televisions, or any other sound producing or other device which will carry sound or odors outside the Leased Premises. Tenant agrees that business machines and mechanical equipment used by Tenant which cause vibration or noise that may be transmitted to the building or buildings comprising the Township Municipal Building or to the Leased Premises, to such a degree as to be reasonable objectionable to Landlord or to any occupant, shall be placed and maintained by Tenant at its expense in setting of cork, rubber or spring-type vibration isolators sufficient to eliminate such vibrations or noise.

B. Tenant shall not perform any acts or carry on any practices which may injure the building or be a nuisance to other tenants, neighbors and business invitees of Tenant and the general public in the Township Municipal Building, parking areas or other common areas.

20. DAMAGE OR DESTRUCTION. If the Municipal Building is damaged by fire or other casualty that, in Landlord's reasonable judgment substantial alteration or reconstruction of the building shall be required, or if the Leased Premises has been damaged, Landlord may, at its option, terminate this Lease by notifying Tenant in writing of such termination within sixty (60) days after the date of such casualty. Such termination shall be effective as of the date of fire or casualty with respect to any portion of the Leased Premises that was rendered untenantable, and secondly, as of the effective date of termination specified in Landlord's notice with respect to any portion of the Leased Premises that remains tenantable. If this Lease is not so terminated by Landlord, Landlord shall proceed with reasonable diligence to restore the Leased Premises and the building, and minimum rent shall abate from the date of the casualty.

21. SUBORDINATION TO MORTGAGE. All mortgages which now or in the future affect the building have priority over this Lease. This means that the holder of a mortgage may end this Lease on a foreclosure sale. The Tenant shall sign all papers needed to give any mortgage priority over this Lease. If Tenant refuses, Landlord may sign the papers on behalf of the Tenant.

22. REMEDIES OF LANDLORD UPON TENANT'S DEFAULT.

A. Tenant agrees that if any rent or any charges herein included as rent shall remain unpaid on any day on which the same ought to be paid, then Landlord or any person acting under Landlord, may enter the Leased Premises and without further demand proceed by distress and sale of the goods there found to levy the rent and all other charges herein payable as rent, and all costs and officer's commissions, including watchmen's wages and further including a sum equal to five (5%) percent of the amount of the levy as commissions to the constable or other person making the levy, shall immediately attach and become a part of the claim of said Landlord for rent and any tender of rent without said costs, commissions and charges made after the issue of a warrant of distress shall not be sufficient to satisfy the claim of said Landlord. Tenant hereby

expressly waives the benefit of all laws now made or that may hereafter be made regarding any limitation as to the goods upon which, or the time within which distress is to be made after removal of goods, and further relieves the Landlord of the obligation of proving or identifying or appraising such goods and said Tenant hereby agrees to leave no goods of any kind for use on the Leased Premises with the understanding that such goods shall be exempt from levy for rent and other charges herein reserved as rent, it being the purpose and intent of this provision that all goods of Tenant, whether upon the Leased Premises or not, shall be liable to distress for rent. Tenant waives in favor of Landlord all rights under the Landlord and Tenant Act of 1951, and all supplements and amendments thereto that have been or may hereafter be passed, and authorizes the sale of any goods distrained for rent at any time after five (5) days from said destraint without any appraisement and/or condemnation thereof. Tenant further waives the right to issue a Writ of Replevin under the Laws of the State of Pennsylvania now in force or which may be hereafter enacted, for the recovery of any articles and goods seized under a distress for rent or levy upon execution for rent, damages or otherwise, and all waivers mentioned herein are hereby extended to apply to any such action. In addition to the foregoing, Landlord shall have the immediate right of re-entry and may remove all persons and property from the Leased Premises, using as much force as necessary and such property may be removed and stored in a public warehouse at the cost of and for the account of Tenant, all without service of notice or resort to legal process and without being deemed guilty of trespass or becoming liable for any loss or damage which may be occasioned thereby.

B. Should Landlord elect to re-enter the Leased Premises as provided in this Lease, or should it take possession pursuant to legal proceedings or pursuant to any notice provided for by law it may either terminate this Lease or it may from time-to-time without terminating this Lease, make such alterations and repairs as may be necessary in order to relet the Leased Premises or any part thereof for such term or terms (which may be for a term extending beyond the term of this Lease) and at such rental or rentals and upon such other terms and conditions as Landlord in its sole discretion may deem advisable; upon each such reletting all rentals received by the Landlord from such reletting shall be applied, first to the payment of any indebtedness other than rent due hereunder from Tenant to Landlord; second, to the payment of any costs and expenses of such reletting, including, brokerage fees payable by Landlord to its agent under both the existing letting hereunder and the reletting, and attorney's fees and of costs of such alterations and repairs; third, to the payment of rent due and unpaid hereunder and the residue, if any, shall be held by Landlord and applied in payment of future rent as the same may become due and payable hereunder. If such rentals received from such reletting during any month be less than that to be paid during that month by Tenant hereunder, Tenant shall pay any such deficiency to landlord. Such deficiency shall be calculated and paid monthly. No such re-entry or taking possession of said premises by Landlord shall be construed as an election on its part to terminate this Lease unless the termination thereof be decreed by a court of competent jurisdiction. Notwithstanding any such reletting without termination, Landlord may at any time thereafter elect to terminate this Lease for such previous breach.

C. Tenant further agrees and it is hereby made a condition of this Lease, or any extension thereof, that if Tenant shall commit any of the breaches enumerated in Section 25 hereof, then Landlord, in the event of any such breach or breaches, at its sole option, may give Tenant a Notice of Intention to end the term of this Lease at the expiration of five (5) days from the service of such Notice of Intention, and upon the expiration of said five (5) day period this, Lease and the

term and estate hereby granted (whether or not the term shall theretofore have commenced) as well as all of the right, title and interest of the Tenant hereunder shall wholly cease and expire and become void in the same manner and with the same force and effect (except as to Tenant's liability) as if the date fixed in such notice were the date herein originally specified for the expiration of the term herein demised; and Tenant shall then immediately quit and surrender to Landlord the Leased Premises, including, any and all buildings and improvements thereon, and Landlord may enter into and repossess the Leased Premises by summary proceedings, detainer, ejectment, or otherwise and remove all occupants thereof and at Landlord's option, any property thereon without being liable to indictment, prosecution of damage therefore.

D. Should Landlord at any time terminate this Lease for any breach hereof or exercise its right of re-entry hereunder, then, in addition to any other remedies it may have, Landlord may recover from Tenant all damages it may incur by reason of such breach, including the cost of recovering the Leased Premises, reasonable attorney's fees and the amount of rent and charges equivalent to rent reserved in this for the remainder of the stated term, all of which amounts shall be immediately due and payable from Tenant to Landlord and Landlord shall thereafter pay to Tenant, at such time or times as Landlord shall be in receipt of the same, the rent for the Leased Premises for the remainder of the stated term collected from tenants thereafter using the premises, up to the amount of the rent reserved which has theretofore been collected from Tenant, less costs of reletting, including brokerage commissions, attorney's fees, costs incurred in making repairs, replacements or decorations in the Leased Premises, advertising expenses and all other costs and expenses incidental or consequent to such reletting. It is hereby further understood that any such reletting may be for a period shorter or longer than the remaining term of this Lease, but in no event shall Tenant be entitled to receive any excess of such net rents over the sums payable by Tenant to Landlord hereunder, nor shall Tenant be entitled to credit in respect to any net rents from such a reletting (except to the extent that such net rents are actually received by Landlord). Landlord shall in no event be responsible or liable for any failure to relet the Leased Premises or any part thereof, nor for failure to collect the rental therefore under such reletting.

E. In case suit shall be brought for recovery of possession of the Leased Premises, for the recovery of rent or any other amount due under the provisions of this Lease, or because of the breach of any other amount due under the provisions of this lease, or because of the breach of any other covenant herein contained on the part of Tenant to be kept or performed, and a breach shall be established, Tenant shall pay to Landlord all expenses incurred therefore, including, all court costs and reasonable attorney's fees.

F. In the event of any default hereunder, Tenant agrees that thereupon and in such event the whole rent reserved for the balance of the term and all other sums payable hereunder as rent for the balance of the term or any part thereof shall immediately become due and payable in advance, and Landlord may immediately proceed to distain, collect,, confess judgment or bring action for the said whole rent or such part thereof provided for in case of rent in arrears, or may file a proof of claim in any bankruptcy or insolvency proceedings for such rent, or Landlord may institute any other proceedings, whether similar to the foregoing or not, to enforce payment thereof.

G. In the event Tenant breaches or threatens to breach this Lease prior to possession, in addition to any other rights accruing to Landlord by operation of law or equity, by or under any legal proceedings, or by the provisions of this Lease, Landlord may cancel this Lease

by giving Tenant five (5) days written notice of its intent to do so whereupon all security deposits will be retained by Landlord as liquidated damages and Landlord, at its option, may proceed to relet the Leased Premises with no liability or obligation to Tenant whatsoever. This Section shall be self-operative and no further instrument of cancellation shall be required of Tenant and Landlord.

H. It is further agreed that in the event of a breach or threatened breach by Tenant of any of the agreements, conditions, covenants or terms hereof, Landlord shall have the right to injunctive relief to restrain the Tenant and the right to invoke any remedy allowed by law or in equity whether or not other remedies, indemnity or reimbursements are herein provided. It is further agreed that each and every right and remedy of Landlord provided for in this Lease shall be cumulative and shall be in addition to every other right or remedy provided for in this Lease or now or hereafter existing at law or in equity or by statute or otherwise, and the exercise or beginning of the exercise by Landlord of any one or more of the rights or remedies provided for in this Lease, or now or hereafter existing at law or in equity or by statute or otherwise shall not preclude the simultaneous or later exercise by Landlord or any or all other rights or remedies provided for in this Lease or now or hereafter existing at law of in equity or by statute or otherwise.

23. QUIET ENJOYMENT. Landlord does covenant that Tenant on paying the rent and performing the covenants aforesaid shall and may peaceable and quietly have, hold and enjoy the said Leased Premises during all terms of this Lease.

24. WAIVER. Neither Landlord nor Tenant shall be deemed to have waived any provisions of this Lease, including breach of any term, covenant, provision of this Lease, unless the same has been specifically waived by Landlord or Tenant, as the case may be, in a writing executed by an authorized officer of Tenant or Landlord. Any waiver of a breach shall not be deemed to be a waiver of any subsequent breach of the same or any other term, covenant, or condition herein contained.

25. NOTICES. Whenever any demand, request, approval, consent or notice ("Notice") shall or may be given by one party to the other, Notice shall be addressed to the parties at their respective addresses set forth as follows:

Notice to Landlord shall be addressed to: Township Manager
Township of Radnor
301 Iven Avenue
Wayne, PA 19087

Notice to Tenant shall be addressed to:

Any such notices shall be and delivered by a nationally recognized overnight express courier (e.g.: FedEx), or registered or certified mail return receipt requested, postage prepaid. The date of actual receipt shall be deemed the date of service of Notice. In the event an addressee refuses to accept delivery, however, then Notice shall be deemed to have been served on either (i) the date delivery is refused, (ii) the next business day in the case of delivery by overnight courier, or (iii) three (3) business days after mailing the notice in the case of registered or certified mail. Either party may, at any time, change its Notice address by giving the other party Notice, in accordance with the above, stating the change and setting forth the new address.

26. RECORDING. Neither this Lease nor any memorandum thereof shall be recorded without the written consent of Landlord and Tenant.

27. SURRENDER AND HOLDOVER.

A. Tenant, upon expiration or earlier termination of this Lease, or any renewal or extension hereof, either by lapse of time or otherwise, agrees peaceably to surrender to Landlord the Leased Premises in "broom-clean" condition and in good repair. In the event that Tenant shall fail to surrender the Leased Premises, Landlord in addition to all other remedies available to it hereunder, shall have the right to receive, as liquidated damages for all the time Tenant shall so retain possession of the Leased Premises or any part thereof, an amount equal to twice the minimum rent, provided, however, that nothing contained in this section shall be deemed or construed as conferring upon Tenant a right to remain in possession of the Leased Premises beyond the expiration or termination of the Lease, or any extension or renewal hereof.

B. In the event Tenant shall remain in possession of the Leased Premises with Landlord's consent but without having executed a new Lease or an extension or renewal of the within Lease, then Tenant shall be deemed to be in occupancy and possession of the Leased Premises as a Tenant from month to month, subject to all the other terms, conditions, provisions and obligations of this Lease insofar as the same are applicable to a month to month tenancy. In the event that there occurs such consensual holdover as aforesaid, and if either party thereafter desires to terminate said occupancy at the end of any one-month period following the expiration date of the term of this Lease, the parties so desiring to terminate the same shall give the other party at least thirty (30) days written notice to that effect.

28. WAIVER OF LIENS. Tenant agrees that in the event that the Landlord gives written approval and permits any alterations or repairs to be made to the Leased Premises, that before any work is started or performed, a Waiver of Liens shall be prepared by the Landlord at the Tenant's expense and signed by the contractor and/or materialmen and the Landlord. That said Waiver of Liens shall be filed of record at the Tenant's expense in accordance with the Mechanic's Lien Laws of the Commonwealth of Pennsylvania. The parties hereto agree that a Waiver of Liens will only be required where the improvements or repairs are in excess of Five Thousand ($5,000.00) Dollars.

29. COVENANTS RUN TO HEIRS. It is hereby covenanted and agreed between the parties hereto that all covenants, conditions, agreements, and undertakings in this Lease contained shall extend to and be binding on the respective successors and assigns of the respective parties hereto and the same as if they were in every case named and expressed.

30. LIMITATION OF LANDLORD'S LIABILITY.

A. Landlord shall have absolutely no personal liability with respect to any provision of this Lease, or any obligation or liability arising therefrom or in connection therewith unless such liability is the result of Landlord's or Landlord's agents or invitees negligent act(s) or omissions.

B. All property (whether real, personal or mixed) at any time located in or upon the Property shall be at risk of the Tenant only, and Landlord shall not become liable for any damage to said property or to Tenant, or to any other person or property caused by water leakage, steam, sewage, gas or odors or to any damage whatsoever done or occasioned by or from any boiler, plumbing, gas, water, steam or other pipes, or any fixtures or equipment or appurtenances whatsoever, unless said damages are a result of Landlord's or Landlord's agents or invitees negligence or act(s) or omissions.

31. NO MODIFICATION. This Lease is intended by the parties as a final expression of their agreement as a complete and exclusive statement of the terms thereof. All prior negotiations, considerations and representations between the parties (oral or written) having been incorporated herein. No course of proper dealings between the parties or their officers, employees, agents or affiliates shall be relevant or admissible to supplement, explain or vary any of the terms of this Lease. No representations, understandings, agreements, warranties or promises with respect to the Leased Premises, the Property, the Adjacent Parcel and/or the Building or with respect to past, present or future activities, tenancies, rents, expenses, operations, or any other matter have been made or relied upon in the making of this Lease, other than those specifically set forth herein. Except as otherwise provided under this Lease, the Property is being delivered as is. This Lease may only be modified, or a term thereof waived, by a writing signed by an authorized officer of both Tenant and Landlord.

32. SEVERABILITY. If any term or provision of this Lease, or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, the remainder of this Lease, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each term and provision of this Lease shall be enforced to the fullest extent permitted by law.

33. RELATIONSHIP OF PARTIES. This Lease shall not create any relationship between the parties other than that of Landlord and Tenant.

34. ENVIRONMENTAL MATTERS.

A. Tenant shall not cause or allow the generation, use, treatment, storage, emission, spill, release, discharge or disposal of Hazardous Substances (as hereinafter defined) existing on or near the Property, except that Tenant may handle waste generated from Tenant's operations provided the same is stored, handled and disposed of in accordance with all applicable laws.

B. Notwithstanding anything to the contrary contained in this Lease, Tenant shall not be responsible for the clean-up or remediation of any Hazardous Substances existing on or near the Property on or before the date of this Lease.

C. Tenant will indemnify and hold harmless Landlord, its successors and assigns, from and against any and all liabilities, actions, demands, penalties, losses, costs or expenses (including, without limitation, reasonable attorney's fees, consultants' fees and remedial costs), suits, costs of any settlement or judgment and claims which may be paid, incurred or suffered by Landlord as a result of the presence on or under the Property of Hazardous Substances, which presence is due to any act or omission of Tenant which is (1) negligent, (2) unlawful, or (3) in violation of Tenant obligations pursuant to this Lease. Neither Landlord nor Tenant shall be liable under this Subsection C for the acts or omissions of third parties.

D. "Hazardous Substances" shall mean hazardous or toxic substances, wastes, materials, pollutants and contaminants which are regulated by or included in any law, rule, regulation, or ordinance, enacted, issued or promulgated by any federal, state or local government entity or authority having jurisdiction over the Building, the Property or Tenant's business therein.

35. AUTHORSHIP. Neither party to this Lease shall be benefited or burdened by any rule of document interpretation or construction that otherwise would construe a document or provision against the interest of the author of that document or provision.

36. CAPTIONS. The captions, headings, article and section numbers, and index appearing in this Lease have been inserted only for convenience of reference and are intended in no way to define, limit, construe, or circumscribe the scope or intent of the sections or articles designated thereby nor in any way to affect this Lease.

37. ACCORD AND SATISFACTION. Payment by Tenant or receipt by Landlord of a lesser amount of rent or other charges herein stipulated shall be deemed to be on account of the earliest stipulated rent or other charges, and no endorsement or statement on any check or any letter accompanying any check payment as rent. Other charges shall be deemed an accord and satisfaction, and Landlord shall accept such check or payment without prejudice to Landlord's right to recover the balance of such rent or other charges or pursue any other remedy in this Lease against Tenant.

38. GOVERNING LAW. This Lease shall be construed in accordance with the laws of Pennsylvania. If any provision of this Lease or the application thereof to any person or circumstances shall, to any extent, be invalid or unenforceable, the remainder of this Lease shall not be affected thereby and each provision of this Lease shall be valid and enforceable to the fullest extent permitted by law.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be duly executed and their respective seals thereunto affixed as of the day and year first above written.

WITNESS:

_____

LANDLORD: RADNOR TOWNSHIP

By:_____
Name: Jim Riley
Title: President, Board of Commissioners

WITNESS:

_____

TENANT: PAISBOA

By:_____
Name:
Title:

Radnor Township

PROPOSED LEGISLATION

DATE: October 12, 2026

TO: Board of Commissioners

CC:

FROM: James Smith, Fire and EMS Chief

LEGISLATION: Resolution 2026-108 - Purchase of Stryker EMS equipment to be placed on ambulances in Radnor Township. This purchase is through the Costars program and includes a seven-year, zero (0) percent interest rate with annual payments of $120,556.67 for an overall total purchase of $843,896.69. The first payment is not required until 2027 with the purchase to be paid from capital money.

LEGISLATIVE HISTORY: This is a new item.

Historically, Radnor Township supplied the Radnor Fire Company with capital monies, averaging around $220,000 per year. That capital support was suspended in 2025 and 2026 while the Township and Fire Company work on a longer-term capital program. While we don't have a capital program established just yet, this acquisition will be a positive step towards reinstating our capital money support for the Radnor Fire Company, allowing for the best EMS service for our Residents.

PURPOSE AND EXPLANATION: This EMS equipment will replace current outdated equipment that required a special waiver from the manufacturer to remain in service. The Radnor Fire Company will utilize this equipment in their day-to-day service to our community. In the future as the staffing transitions to the Township, the members of the Radnor Township Fire and Rescue Department will utilize this equipment in partnership with the Radnor Fire Company. This purchase includes:

- Five (5) new LifePak AED/monitors,
- Five (5) new LUCAS automatic CPR machines,
- Five (5) new stair chairs,
- One (1) Bariatric stretcher,
- One (1) new powered stair chair, and
- A seven (7) year all-inclusive Pro-Care service contract for the previously listed items as well as the existing power stretchers and the power loading systems in the ambulances.

Importantly, this type of purchase is not eligible to be made by the Radnor Fire Company via their state relief monies. This equipment will be titled in the name of the Township through the Radnor Township Fire and Rescue Department

IMPLEMENTATION SCHEDULE: Once approved, the equipment will be ordered, and training will be scheduled for the Radnor Fire Company. The expected timeline for this equipment to be placed into service will be late 2026.

FISCAL IMPACT: The vendor has offered a zero percent financing for seven (7) years for this purchase. By bundling this purchase together, versus buying pieces separately over time, avoids multiple scheduled price increases and allows a price lock on the service agreement versus multiple agreements. The Township will own this equipment as the start of our asset collection of equipment. Payment for this purchase is not required until 2027.

RECOMMENDED ACTION: The vendor will honor the prices quoted, with a delayed payment into 2027. By bundling these items under the EMS+ program from the vendor, with the current 2026 pricing, it saves $130,000 versus a traditional buying cycle with their scheduled price increases.

ATTACHMENTS:
Stryker Total Payment Quote (Oct 2026).pdf
Stryker Resolution 2026-108.pdf

stryker

Radnor Fire - EMS+

Quote Number: 11251736

Version: 1

Prepared For: RADNOR FIRE CO

Attn:

Remit to: Stryker Sales, LLC
21343 NETWORK PLACE
CHICAGO IL 60673-1213
USA

Division: Medical

Rep: Russell Holloway

Email: russell.holloway@stryker.com

Phone Number:

Quote Date: 09/17/2026

Expiration Date: 12/16/2026

Contract Start: 02/02/2026

Contract End: 02/01/2027

Delivery Address		**Sold To - Shipping**		**Bill To Account**	
Name:	RADNOR FIRE CO	Name:	RADNOR FIRE CO	Name:	RADNOR FIRE CO
Account #:	20049510	Account #:	20049510	Account #:	20049510
Address:	121 S WAYNE AVE	Address:	121 S WAYNE AVE	Address:	121 S WAYNE AVE
	WAYNE		WAYNE		WAYNE
	Pennsylvania 19087-0031		Pennsylvania 19087-0031		Pennsylvania 19087-0031

Equipment Products:

#	Product	Description	Qty	Sell Price	Total
1.0	70335-000042	LP35,EN-US,MAS-SP/CO,MED-CO2,SUN-NIBP,12L,WIFI/ CELL/LN/CPRIN,STD,BT	5	$58,236.20 $58,236.20	$291,181.00 $291,181.00
2.0	11335-000001	LIFEPAK FLEX Lithium-Ion Battery	10	$1,040.00 $1,040.00	$10,400.00 $10,400.00
3.0	11140-000102	LIFEPAK FLEX Battery Charger	5	$3,120.00 $3,120.00	$15,600.00 $15,600.00
4.0	11140-000131	AC Power Cord (North America, hospital grade)	5	$113.00 $113.00	$565.00 $565.00
5.0	11996-000519	LNCS-II Reusable rainbow 8-wavelength Adult Sensor	10	$925.00 $925.00	$9,250.00 $9,250.00
6.0	11996-000520	LNCS-II Reusable rainbow 8-wavelength Pediatric Sensor	10	$1,018.00 $1,018.00	$10,180.00 $10,180.00
7.0	21300-008147	NIBP Tubing, Straight, 2.7 m (9 ft)	5	$117.00 $117.00	$585.00 $585.00
8.0	11160-000011	Reusable Cuff, Infant, 8-14 cm	5	$33.00 $33.00	$165.00 $165.00
9.0	11160-000013	Reusable Cuff, Pediatric, 13-20 cm	5	$37.00 $37.00	$185.00 $185.00
10.0	11160-000021	Reusable Cuff, Small, Adult, 18-26 cm	5	$42.00 $42.00	$210.00 $210.00
11.0	11160-000015	Reusable Cuff, Adult, 26-35 cm	5	$44.00 $44.00	$220.00 $220.00

PENDING APPROVAL

stryker

Radnor Fire - EMS+

Quote Number: 11251736

Version: 1

Prepared For: RADNOR FIRE CO

Attn:

Remit to: Stryker Sales, LLC
21343 NETWORK PLACE
CHICAGO IL 60673-1213
USA

Division: Medical

Rep: Russell Holloway

Email: russell.holloway@stryker.com

Phone Number:

Quote Date: 09/17/2026

Expiration Date: 12/16/2026

Contract Start: 02/02/2026

Contract End: 02/01/2027

#	Product	Description	Qty	Sell Price	Total
12.0	11160-000019	Reusable Cuff, X-Large, Adult, 35-44 cm	5	$72.00 $72.00	$360.00 $360.00
13.0	11335-000005	LIFEPAK Printer Kit	5	$3,120.00 $3,120.00	$15,600.00 $15,600.00
14.0	11335-000008	LIFEPAK 35 Storage Bag Kit	5	$624.00 $624.00	$3,120.00 $3,120.00
15.0	11260-000073	Shoulder Strap	5	$78.00 $78.00	$390.00 $390.00
16.0	11330-000026	LP35 Docking Station	5	$3,328.00 $3,328.00	$16,640.00 $16,640.00
17.0	11111-000041	LIFEPAK 3-wire extended precordial ECG cable	5	$125.00 $125.00	$625.00 $625.00
20.0	99576-000063	LUCAS 3, v3.1 Chest Compression System, Includes Hard Shell Case, Slim Back Plate, (2) Patient Straps, (1) Stabilization Strap, (2) Suction Cups, (1) Rechargeable Battery and Instructions for use With Each Device	5	$22,831.66 $22,831.66	$114,158.30 $114,158.30
21.0	11576-000080	LUCAS 3 Battery - Dark Grey - Rechargeable LiPo	5	$996.00 $996.00	$4,980.00 $4,980.00
22.0	6252000000	Stair-PRO Model 6252	5	$6,237.06 $6,237.06	$31,185.30 $31,185.30
23.0	6083000000	MX-PRO Bariatric Transport	1	$19,974.08 $19,974.08	$19,974.08 $19,974.08
24.0	625705550004	6257 HIGH CONFIG W/GROOVE TRKS	1	$18,210.00 $18,210.00	$18,210.00 $18,210.00
			Equipment Total:		$563,783.68

Trade In Credit:

Product	Description	Qty	Credit Ea.	Total Credit
TR-LP15H-LP35	TRADE IN LP15 V4 HIGH FOR LP35	4	$0.00	$0.00
TR-EVNC-SEC	TRADE-IN EVAC+CHAIR CHAIR TOWARDS PURCHASE OF STRYKER EVAC CHAIR	4	$0.00	$0.00
TIM-LUC3-LUC3	TR-SYK LUCAS 3 TO LUC 3.1	3	$0.00	$0.00

PENDING APPROVAL

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Radnor Fire - EMS+

Quote Number: 11251736

Version: 1

Prepared For: RADNOR FIRE CO

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21343 NETWORK PLACE
CHICAGO IL 60673-1213
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Division: Medical

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Contract End: 02/01/2027

All Radnor Fire Stryker Equipment New and Old Included In Section 28 for a Total of 7 Years from Contract Execution

ProCare Products:

#	Product	Description	Qty	Sell Price	Total
28.1	LIFEPK35-FLD-PRO	Nellcor/Masimo SpO2, EtCO2, NIBP, Temp/IP (ICU Medical), 3/5-lead ECG for LP35,EN-US,MAS-SP/CO,MED-CO2,SUN-NIBP,12L,WIFI/CELL/LN/ CPRIN,STD,BT *02/02/2026 - 02/01/2032* √ Parts, Labor, Travel √ Preventative Maintenance √ Batteries Service	5	$14,538.00	$72,690.00
28.2	LUCAS-FLD-PROCARE	LUCAS 3, 3.1 for LUCAS 3, v3.1 Chest Compression System, Includes Hard Shell Case, Slim Back Plate, (2) Patient Straps, (1) Stabilization Strap, (2) Suction Cups, (1) Rechargeable Battery and Instructions for use With Each Device *02/02/2026 - 02/01/2032* √ Parts, Labor, Travel √ Preventative Maintenance √ Batteries Service	5	$11,112.00	$55,560.00
28.3	POWERLOAD-PROCARE	Power Load for MTS PWLD EXCLUDES FLOOR PLATE *02/02/2026 - 02/01/2032* √ Parts, Labor, Travel √ Preventative Maintenance √ Batteries Service	5	$14,688.00	$73,440.00
28.4	STR-CHAIR-PROCARE	Stair-Pro for Stair-PRO Model 6252 *02/02/2026 - 02/01/2032* √ Parts, Labor, Travel √ Preventative Maintenance	5	$1,980.00	$9,900.00
28.5	POWERPRO-PROCARE	Power Pro 2 for 6507 POWER PRO 2, HIGH CONFIG *02/02/2026 - 02/01/2031* √ Parts, Labor, Travel √ Preventative Maintenance √ Batteries Service √ Smart Equip. Management	5	$9,615.00	$48,075.00
28.6	MANUAL-COT-PROCARE	MX Pro for MX-PRO Bariatric Transport *02/02/2026 - 02/01/2032* √ Parts, Labor, Travel √ Preventative Maintenance	1	$5,208.00	$5,208.00
28.7	XPEDITION-PROCARE	Xpedition Stair Chair for 6257 HIGH CONFIG W/GROOVE TRKS *02/02/2026 - 02/01/2032* √ Parts, Labor, Travel √ Preventative Maintenance √ Batteries Service	1	$7,440.00	$7,440.00
			ProCare Total:		$272,313.00

Data Solutions:

ENDING APPROVAL

stryker

Radnor Fire - EMS+

Quote Number: 11251736

Version: 1

Prepared For: RADNOR FIRE CO

Attn:

Remit to: Stryker Sales, LLC
21343 NETWORK PLACE
CHICAGO IL 60673-1213
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Division: Medical

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Contract End: 02/01/2027

#	Product	Description	Qty	Sell Price	Total
18.0	11150-000020	LIFEPAK Cellular Modem, North America	5	$1,560.00	$7,800.00
19.0	81000002	EMS Pro Tier 2: 5,000-25,000 annual run volume. Includes: device set up tools, asset management, transmission connectivity, ePCR integration, LIFENET Care app and browser access for communication, live streaming and post event analytic tools.	1	$0.00	$0.00
				Data Solutions Total:	$7,800.00

Price Totals:

Estimated Sales Tax (0.000%):	$0.00
Shipping and Handling:	$0.00
Grand Total:	$843,896.68

Prices: In effect for 30 days

Terms: Net 30 Days

Shipping & Handling Includes:
Standard freight, special packaging, semi rigging cranes, labor & delivery of equipment to final location, removal of all packaging, pre-delivery site check, education/training

Terms and Conditions:
Deal Consummation: This is a quote and not a commitment. This quote is subject to final credit, pricing, and documentation approval. Legal documentation must be signed before your equipment can be delivered. Documentation will be provided upon completion of our review process and your selection of a payment schedule. Confidentiality Notice: Recipient will not disclose to any third party the terms of this quote or any other information, including any pricing or discounts, offered to be provided by Stryker to Recipient in connection with this quote, without Stryker's prior written approval, except as may be requested by law or by lawful order of any applicable government agency. A copy of Stryker Medical's terms and conditions can be found at https://techweb.stryker.com/Terms_Conditions/index.html.

PENDING APPROVAL

RESOLUTION NO. 2026-108

A RESOLUTION OF RADNOR TOWNSHIP, DELAWARE COUNTY, PENNSYLVANIA, AUTHORIZING THE PURCHASE OF EMERGENCY MEDICAL EQUIPMENT AND A 7-YEAR ALL-INCLUSIVE PROCARE SERVICE AGREEMENT FROM STRYKER MEDICAL FOR THE RADNOR TOWNSHIP FIRE AND RESCUE DEPARTMENT UNDER A SEVEN-YEAR ZERO-INTEREST PAYMENT PLAN VIA THE COSTARS PROGRAM FOR $843,896.69 (ANNUALLY $120,556.67).

WHEREAS, the Radnor Township Fire and Rescue Department will provide essential emergency medical services (EMS) equipment for current use by the Radnor Fire Company for the betterment of the residents and visitors of Radnor Township; and

WHEREAS**,** maintaining operational readiness, clinical excellence, and responder safety requires modernizing life-saving equipment and securing continuous maintenance coverage across the department's patient-handling and cardiac monitoring fleet; and

WHEREAS**,** Stryker Medical has submitted a proposal under the EMS+ price-lock guarantee through the CoStars Program to supply the following new emergency medical equipment:

- Five (5) New Lifepak 35 Monitors with all accessories
- Five (5) New LUCAS Chest Compression Devices with all accessories
- Five (5) New Stair Chairs
- One (1) New Bariatric Stretcher (Bari Cot)
- One (1) New Xpedition Powered Stair Chair; and

WHEREAS**,** the proposal incorporates a comprehensive, seven (7) year All-Inclusive ProCare Service Contract providing full maintenance, repairs, and service coverage for both the newly acquired items and existing operational inventory owned by the Radnor Fire Company (RFC), specifically:

- All current Power-LOAD systems (RFC)
- All current stretchers (RFC)
- Five (5) new Stair Chairs (RTFRD)
- Five (5) new LUCAS devices (RTFRD)
- Five (5) new Lifepak 35 Monitors (RTFRD)
- One (1) new Bariatric Stretcher (RTFRD)
- One (1) new Expedition Powered Stair Chair (RTFRD); and

WHEREAS, the total purchase and 7-year service agreement is structured under a municipal financing option consisting of seven (7) equal annual payments of **$120,556.67** at zero percent (0%) interest, with the first payment not due until 2027, for a total contract obligation of **$843,896.69**; and

WHEREAS, the Board of Commissioners finds that acquiring this critical equipment under zero-interest financing terms while unifying long-term service coverage across all existing and new fleet assets is in the best interest of the health, safety, and welfare of the community.

NOW, THEREFORE, be it ***RESOLVED*** by the Board of Commissioners of Radnor Township, Delaware County, Pennsylvania, does hereby approves the procurement of the specified emergency medical equipment and 7-year All-Inclusive ProCare service contracts from Stryker Medical with payment terms consisting of seven (7) equal annual payments of $120,556.67 with zero percent (0%) interest (totaling $843,896.69).

SO RESOLVED, this _____ day of _____, 2026.

RADNOR TOWNSHIP

By: _____

Name: Jim Riley

Title: President

ATTEST:_____

William White, Township Manager/Secretary