

Village of Toughkenamon: Streetscape and Transportation Improvement Plan

New Garden Township Chester County, PA



Prepared By:



Prepared For:



3/25/2020

**BOARD OF SUPERVISORS
NEW GARDEN TOWNSHIP,
CHESTER COUNTY, PENNSYLVANIA**

RESOLUTION NO. 823

WHEREAS, the Village of Toughkenamon (the “Village”), encompassing the crossroads of Baltimore Pike and Newark Road, is an integral part of the community of New Garden Township (the “Township”), and the future of the Village was identified as a priority focus area in the Township’s Comprehensive Plan update in 2018;

WHEREAS, in fulfilling the vision as set forth in the Comprehensive Plan, the Township desires to address issues in the Village relating to traffic congestion, speeding and cut-through traffic, limited pedestrian and bicycle connectivity, insufficient parking availability, lack of a consistent community identity, enhancing village character, and the need to expand community destinations and services;

WHEREAS, the Board of Supervisors of New Garden Township (the “Board”), with the assistance of a Steering Committee, Township staff, and planning consultants from McMahon Associates, Inc. and Thomas Comitta Associates, Inc., have created an instrument to assist in future planning for the Village, called the “Village of Toughkenamon: Streetscape and Transportation Improvement Plan” (the “Plan”);

WHEREAS, the Steering Committee, which was comprised of five current or former Village residents, five owners or employees of businesses within the Village, two members of the Board, and two members of the Township’s staff, as well as advisory members from the Chester County Planning Commission and the Transportation Management Association of Chester County, guided the development of the Plan;

WHEREAS, public participation in the creation of the Plan, including at Steering Committee meetings, presentations to the Board of Supervisors, multiple community meetings, stakeholder interviews, a youth focus group meeting, and during a 30-day public comment period, was instrumental in ensuring that interested parties had an opportunity to provide input on the contents of the Plan;

WHEREAS, the goal of the Plan is to plan for ways to reenergize Toughkenamon into a village with a variety of restaurants and shops that serve the local community, a diversity of housing options for all ages, and attractive open spaces and streetscapes that welcome visitors and residents to the heart of New Garden Township; and

WHEREAS, the Board desires to endorse the Plan by adopting this Resolution approving and adopting the Plan.

NOW THEREFORE, the Board of Supervisors of New Garden Township **HEREBY RESOLVES** as follows:

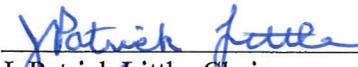
1. The Background to this Resolution is incorporated in and fully made a part hereof.

2. After considering the recommendations and comments from those stakeholders listed in the Background section above, the Board hereby resolves to adopt the "Village of Toughkenamon: Streetscape and Transportation Improvement Plan" dated March 25, 2020, which is comprised of maps, charts, textual matter, and all other materials constituting a part thereof, attached hereto as Exhibit "A", and incorporated herein by reference and made a part hereof.

3. This Resolution shall be effective immediately.

RESOLVED THIS 20th DAY OF April, 2020

BOARD OF SUPERVISORS



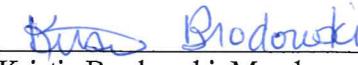
J. Patrick Little, Chairman



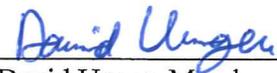
Michael Loftus, Vice Chairman



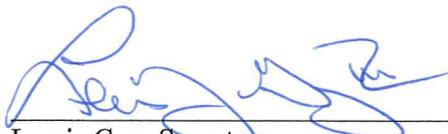
Stephen Allaband, Member



Kristie Brodowski, Member



David Unger, Member



Lewis Gay, Secretary

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Acknowledgement

This Streetscape and Transportation Improvement Plan was funded in part by the Delaware Valley Regional Planning Commission through the Transportation and Community Development Initiative.

Overview

The Village of Toughkenamon, located in the heart of New Garden Township in southern Chester County, is anchored by the crossroads of Baltimore Pike and Newark Road. The intersection has become a congested bottleneck and aging infrastructure in the village no longer supports the current demands or the vision for economic vitality in the village. The village was identified as a priority focus area in the township's Comprehensive Plan update in 2018 and design of improvements at the intersection of Baltimore Pike and Newark Road are underway. This coordinated transportation and land use plan advances objectives identified in the township's Comprehensive Plan and outlines more specific steps and strategies to reenergize Toughkenamon with a vibrant mix of land uses and safe and attractive streetscapes.

Goal

Reenergize Toughkenamon into a village with a variety of restaurants and shops that serve the local community, a diversity of housing options for all ages, and attractive open spaces and streetscapes that welcome visitors and residents to the heart of New Garden Township.

Objectives

- A. Allow infill development and redevelopment that will support an efficient use of land and mix of commercial, residential and recreational uses.
- B. Encourage a diversity of housing opportunities in the village.
- C. Maintain and enhance the traditional street grid within Toughkenamon and expand the village and its road network to surrounding areas.
- D. Create a bike and pedestrian friendly village that connects Toughkenamon to the growing regional trail network for both recreation and transportation.
- E. Create a Township park within or adjacent to Toughkenamon.
- F. Improve the overall appearance and safety of properties within the village.
- G. Promote the village as a hub for economic development opportunities using innovative tools.

Key Issues

- Traffic Congestion
- Speeding and Cut-Through Traffic
- Limited Pedestrian and Bicycle Connectivity
- Insufficient Parking Availability
- Lack of a Consistent Community Identity
- Enhancing Village Character
- Need to Expand Community Destinations and Services



Land Use Plan

The Land Use Plan aims to build upon the existing environment of Toughkenamon and set the stage for a village characterized by a handful of small shops, offices, and restaurants, an attractive mix of old and new housing, and safe, inviting streets.

From the land use perspective, this can be done by integrating new, village-friendly uses into existing buildings, nestling new compatible development on vacant land, creating a cohesive streetscape, and inviting patrons into the village to enjoy what it has to offer.

The Land Use Plan addresses the following:

- A. Future Land Uses in the Village
- B. Enhancing Village Character
- C. Encouraging Greening Opportunities

The Land Use areas shown on the Future Land Use and Character Areas map and associated table are intended to guide Zoning Map and Ordinance amendments. These Amendments, discussed more in the Implementation section, would allow new development that it is compatible with the small village ambiance of Toughkenamon.

In addition to Land Use, parking and signage are important elements in enhancing the village as it grows. All new development is required to provide on-site parking, but the township could also work with property owners to find space for a small municipal lot within walking distance to Newark Road. Proper signage can accentuate the character of the village, and promote businesses, but requires zoning changes to permit appropriate standards, particularly within the M-U Core.

The plan aims to increase housing choice, while promoting home ownership. New small lot single family detached, semi-detached, townhouses, and small-scale mixed use buildings with apartments could be designed to blend into the scale and architectural variety of existing buildings. Working with local partners could help to promote home ownership options to existing renters.



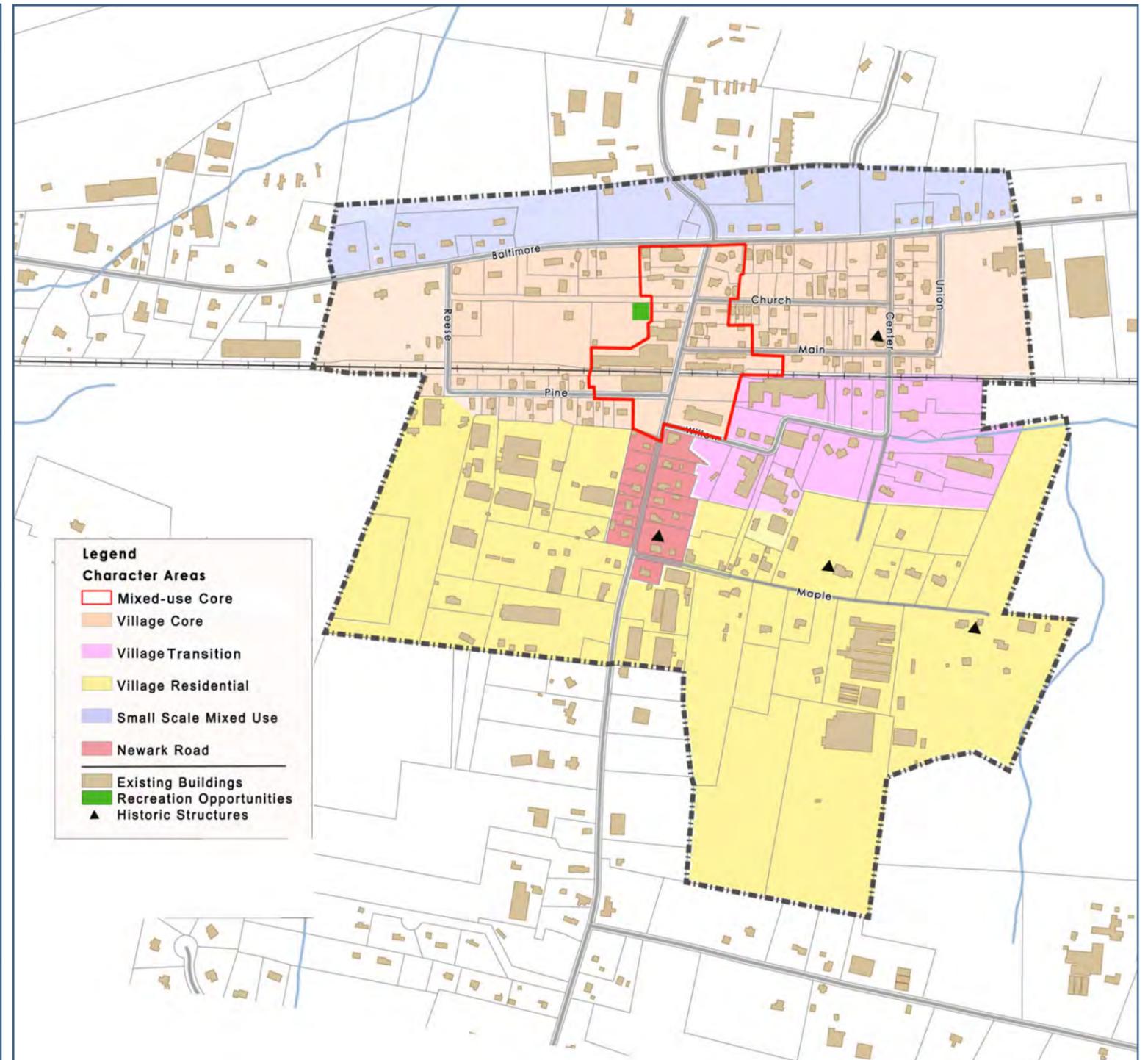
Enhancing Village Character

Throughout the planning process there was a strong sense that new development should be balanced and compatible with the existing built environment and enhance the value and quality of development in the village.

Because of the existing variation in architecture in Toughkenamon, new development can be designed to blend in with the surrounding neighborhood by using similar lot sizes, heights, setbacks, rooflines, sizes, and overall building square footage. Additional features seen throughout Toughkenamon include front porches and detached garages. Such design elements can be encouraged

Future Land Use Plan and Character Areas

| Character Area | Intent |
|------------------------------|--|
| Village Core | <ul style="list-style-type: none"> • Intended to be the walkable “heart” of the village • Allow for a broad mix of residential, retail, restaurant, office, institutional, and open space uses, with commercial focused along the main corridors and the west side of Newark Road. • Allow up to 3 story buildings set close to sidewalks and in alignment with existing buildings • Allow infill development on vacant and/or larger than average parcels • Encourage reuse of existing structures in good repair • Explore potential for new parking areas |
| Mixed-use Core | <ul style="list-style-type: none"> • Allow for a balanced mix of uses, including commercial (retail, restaurant, office, and other services), residential, and institutional. • Allow commercial uses on the first floor of buildings along the main corridors with office and/or residential uses on upper floors • Continue to allow up to 3 story buildings set close to sidewalks and in alignment with existing buildings |
| Village Transition | <ul style="list-style-type: none"> • Intended to provide a growth area and allow potential for expansion • Maintain street and pedestrian connectivity to core • Encourage redevelopment for residential uses • Transition area from core to surrounding residential and agricultural areas • Most challenging area in terms of compatibility with community vision and upkeep and maintenance of properties |
| Newark Road | <ul style="list-style-type: none"> • Intended to encourage the continued viability and attractiveness of older homes along an increasingly busy corridor • Allows residential uses to convert to home-based businesses and other commercial uses over time • Topography creates a challenge to pedestrian connectivity to the village despite proximity |
| Small Scale Mixed Use | <ul style="list-style-type: none"> • Intended to provide maximum flexibility to highly constrained parcels on north side of Baltimore Pike in order to allow viable use of the shallow lots on steeply sloping lands • Allow a mix of commercial, industrial, and residential uses • Development is oriented towards Baltimore Pike with shallow setbacks which could contribute to a village appearance along Baltimore Pike • Pedestrian connectivity to the village is limited to the main intersection at Newark Road • A trail connection to the Airport trail network is encouraged |
| Village Residential | <ul style="list-style-type: none"> • Intended to provide a long-term growth area for the village • Maintain a mix of lower density residential and agricultural uses • Maintain deeper setbacks and larger lots consistent with the R-1 district • Provide pedestrian connectivity where feasible |



Village of Toughkenamon:
Streetscape and Transportation Improvement Plan

Village of Toughkenamon Streetscape and Transportation Improvement Plan

in new development by using design guidelines. A set of Design Guidelines customized for Toughkenamon is included in the report appendix and addresses:

- Building and parking location
- Building height
- Building articulation
- Roof forms and variation
- Landscaping
- Screening and buffers
- Signage
- Lighting

Toughkenamon Village Design Guidelines

January 2020

| Building Articulation | | |
|---|--|---|
| <p>Design Intent:</p> <ol style="list-style-type: none">1. New buildings and building additions are intended to add visual interest and architectural articulation that emulates the character of existing buildings along the corridor.2. New buildings should be designed with projections and recesses along the facade. Such articulation should be incorporated a minimum of every 25 feet.3. New buildings should have varied rooflines through the use of dormers, gables, turrets, and the like, and avoid flat roofs where possible.4. Where flat roofs cannot be avoided, encourage staggered wall heights and the use of parapets to create visual interest.5. Within the Retail Core, new buildings should have a minimum window-to-wall ratio of 60% for the first floor facade facing the street.6. All walls should have window and/or door openings. Blank walls (those without windows or doors) should be avoided.7. Primary building entrances should be oriented toward the street with secondary entrances oriented toward parking, if deemed necessary.8. Building utilities should be screened from view through the use of parapet walls (for rooftop utilities) or landscaping or fences for ground utilities. |  <p>Varied roofline at Liliana's</p> |  <p>Varied roofline with gable in existing residential development</p> |
| |  <p>Variety of gables and dormers at Harvest Ridge Winery</p> |  <p>Varied roofline and recesses and projections along a building facade.</p> |

Beyond its architecture, Toughkenamon is a unique place with its own story and future. Ensuring that some of this story is creatively embodied in planned improvements will help to link Toughkenamon's past and future. Public art or kiosks that provide brief references to local history and utilizing a consistent image and branding for the village could become important community focal points.

Greening Opportunities

As an agricultural village, Toughkenamon has always been surrounded by the rolling fields and open spaces of agriculture. Within the village, the many vacant and underutilized properties add to an ambiance of open space, even though these are all privately owned. As the township and the village change over time, it will be important to add and maintain a visual connection to green space – for beautification, for recreation, and for a continued link to the area's rural roots.



Pocket Park Opportunity

Village of Toughkenamon Streetscape and Transportation Improvement Plan

A Community Greening and Gathering Toolbox includes illustrations and design guidelines for enhanced aesthetics within Toughkenamon in the form of:

- Landscaped gateways;
- Pedestrian pockets;
- Community garden or village green; and
- Streetscape trees (street trees or front yard).

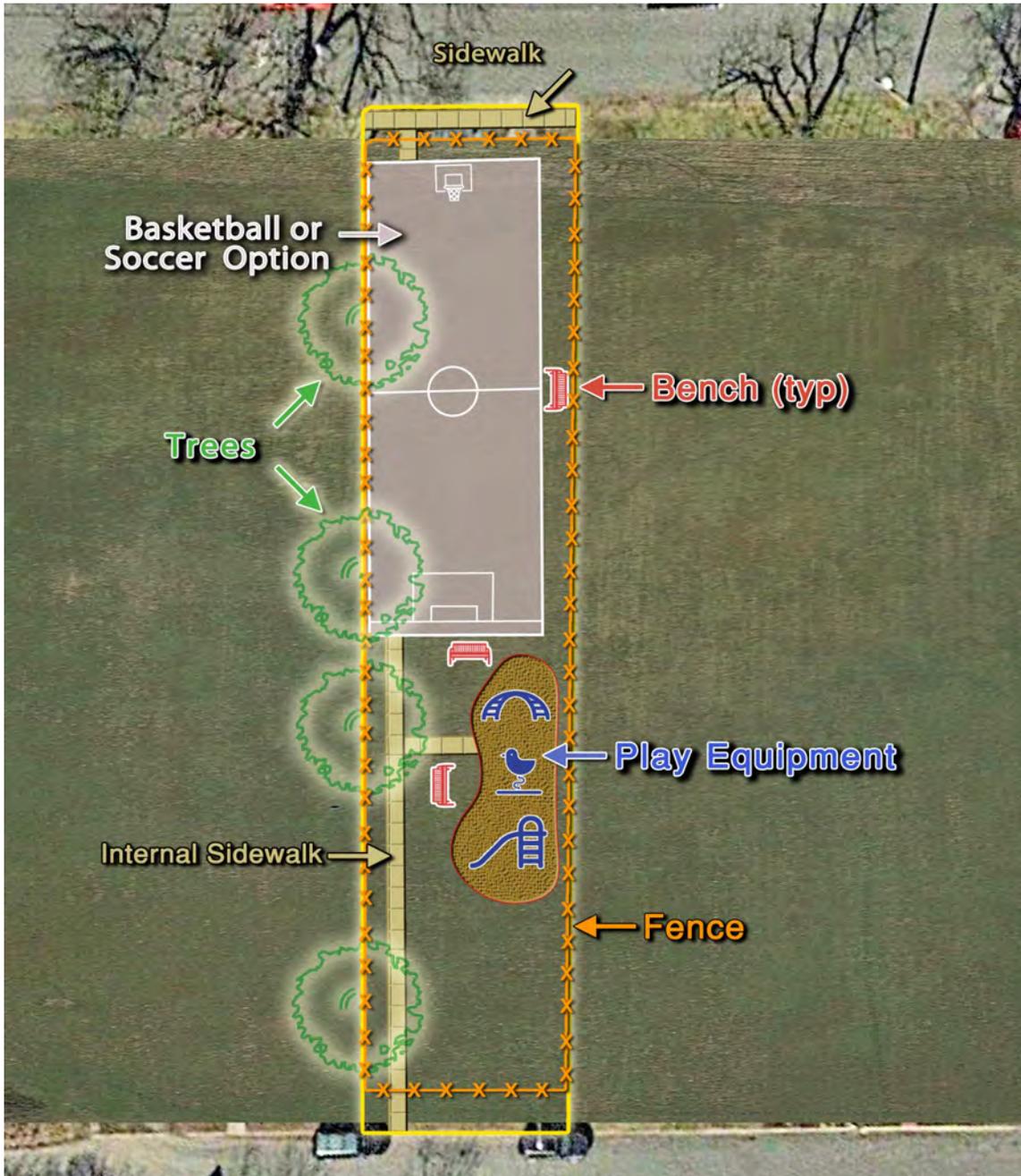
Toughkenamon Village - Opportunities for Community Greening and Gathering

| Gateways | Pedestrian Pocket Parks | Other Opportunities | Streetscape Plantings |
|--|---|---|--|
| <p>Proposed gateways should have coordinated signage, landscaping, and potentially lighting to provide a cohesive and welcoming boundary to the village.</p> | <p>Packet parks provide small, unique opportunities to add a bench, element of public interest or art for the pedestrian to enjoy while resting or visiting with neighbors.</p> | <p>Small open spaces create opportunity for community gathering. These spaces can be "unprogrammed" for flexible use or host specialized activities or recreation, such as community gardens or a playground.</p> | <p>Trees and landscaping soften the streetscape, help control stormwater, and offer shade. Where feasible, street trees can be planted between the curb and sidewalk, but in most cases are more feasible in the front yard. Where neither situation is feasible, shrubs or planters should be encouraged to soften the streetscape.</p> |
|  <p>Landscaped median and gateway</p> |  <p>Village green</p> |  <p>Community garden</p> |  <p>Streetscape trees</p> |
|  <p>Landscaped gateway</p> |  <p>Pedestrian pocket</p> |  <p>Playground</p> |  <p>Storefront planters and bench</p> |

One strategic goal of the township's 2018 Comprehensive Plan was to identify a park in or around Toughkenamon. The need for a park was considered important because of the lack of recreational opportunities in the northern portion of the township, and the specific desire to provide neighborhood recreation to residents of Toughkenamon, particularly for those who many not have access to a car. In addition, parks and green spaces are key element in the identity and attractiveness of any populated area.

As part of this plan, a general high-level concept plan for a playground was developed and is illustrated on the following page. (Specific playground equipment was not explored and the concept is not intended to denote a community preference.) The concept plan shows how a typical narrow parcel within the village could include an open play area for sports, along with playground equipment. A key next step is to further evaluate and identify an appropriate location for a park or playground in the village, which could involve working or partnering with a property owner or developer. The evaluation of potential locations should include consideration of adjacent land uses, as well as convenient and safe pedestrian access for residents of all ages. Creation of a new park or playground will require identifying funding or forming partnerships to support design, construction, and ongoing monitoring and maintenance of the community asset.

Concept Plan for a New Park



Activating the Village

Most accepted approaches to revitalization recommend partnering physical improvements and design with promoting activities that enrich the public image and creates an engaged and sustainable support network for the place. Organizing and hosting events for different interest groups helps to build support for village improvements as well as community pride. Some examples of such events could include hosting a block party, village cleanup day, parade, ribbon cutting for infrastructure improvement projects, and creating murals or other temporary or permanent displays of public art.

Transportation Plan

The plan for improving transportation in Toughkenamon is focused on addressing congestion, reducing speeding and cut-through traffic, and enhancing the safety and comfort for people walking and biking in the village. The Future Multimodal Transportation Network Map on the following page provides a summary of the transportation infrastructure improvements identified for Toughkenamon.

Baltimore Pike and Newark Road Intersection Improvements

Improving the intersection of Baltimore Pike and Newark Road is the highest priority transportation project. Design of the improvements is underway, and construction is anticipated to be complete by 2023. Through roadway realignment, additional turn lanes, sidewalks, crosswalks, and other improvements, congestion and delay are expected to decrease on both Baltimore Pike and Newark Road. Improving the intersection will also likely reduce speeding and cut-through traffic on other streets within the village.

Traffic Calming

Recommendations to slow vehicles and discourage cut-through within the village center, also known as “traffic calming” measures are intended to improve safety on village roadways. Additionally, traffic calming measures can enhance the character and aesthetic quality in the village by providing opportunities for landscaping and greening. The plan identifies gateway treatments for Baltimore Pike and Newark Road, as well as speed humps for roadways within the village. Traffic calming measures can be more effective when coupled with routine speed enforcement and education.

Walking and Biking

The vision for Toughkenamon is to develop a connected sidewalk network with consistent and attractive streetscapes. The Future Multimodal Transportation Network Map includes recommendations to provide five-foot wide sidewalks on one or both sides of Baltimore Pike, Newark Road, Main Street, Church Street, Union Street, and segments of Willow Street. Other roadways within the village are identified as yield streets due to the narrow roadway width and existing land uses and development patterns. These roadways would continue to look and operate much the same as they do today with additional signage to alert motorists that pedestrians may walk in the roadway.

Railroad Crossing Improvements

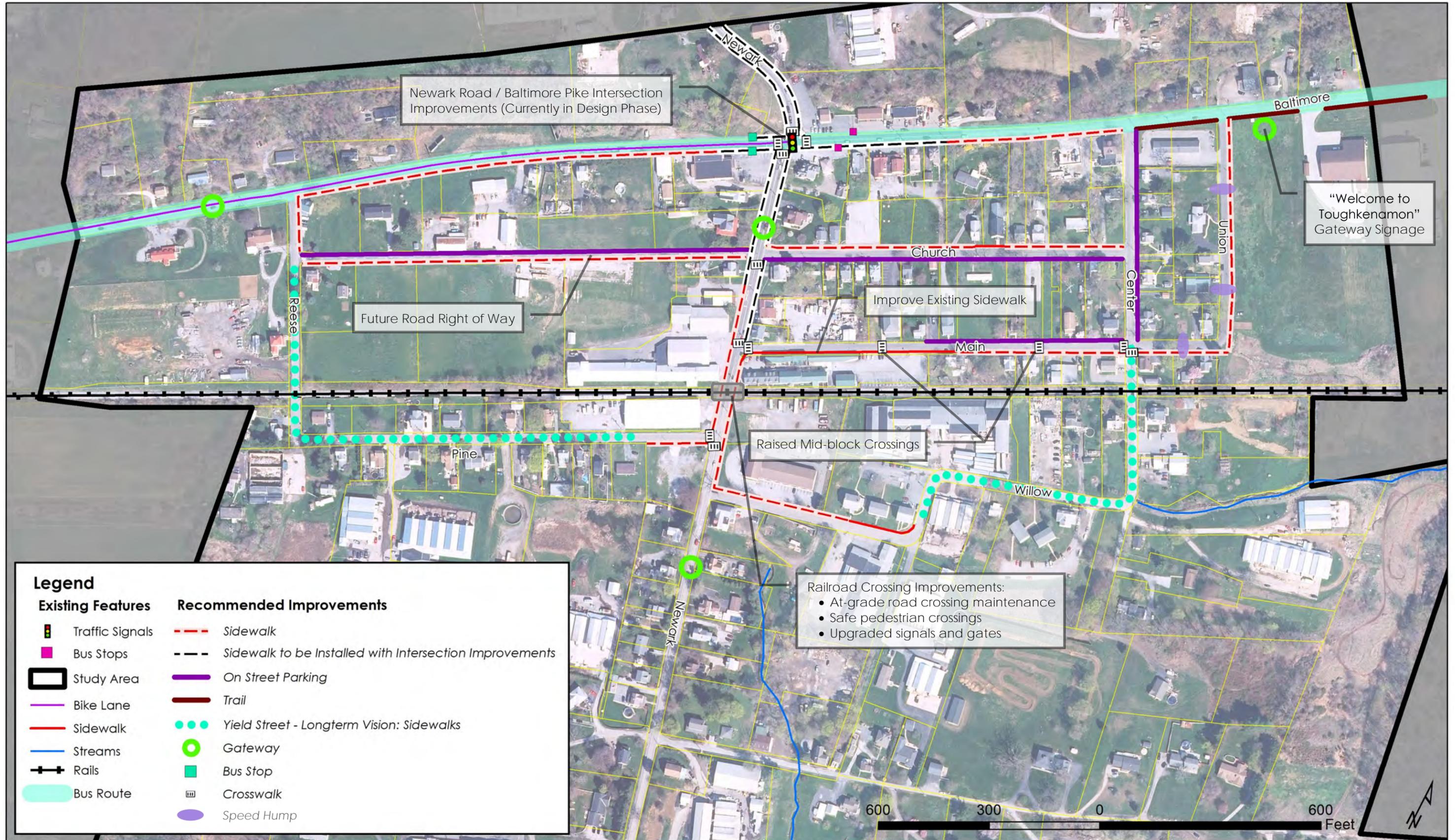
There are three at-grade crossings for the Octorara Railroad in Toughkenamon: Center Street, Newark Road, and Reese Street. The Newark Road crossing has the highest traffic volumes and is most critical from a safety and maintenance perspective. Potential improvements for the Newark Road crossing include concrete panels to replace deteriorated asphalt, new signals and gates that meet current standards, and pedestrian crossing infrastructure.

On-Street Parking and Curbside Management

Narrow road widths within the village limit the availability of on-street parking. To improve safety and circulation, it is recommended that on-street parking be limited to one side of Church Street, Center Street, and part of Main Street.

Truck Restrictions

Truck restrictions on certain streets or coordination with local businesses and drivers regarding the use of preferred routes can help direct truck traffic to appropriate streets.



Newark Road / Baltimore Pike Intersection Improvements (Currently in Design Phase)

"Welcome to Toughkenamon" Gateway Signage

Future Road Right of Way

Improve Existing Sidewalk

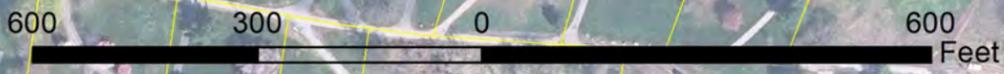
Raised Mid-block Crossings

Railroad Crossing Improvements:

- At-grade road crossing maintenance
- Safe pedestrian crossings
- Upgraded signals and gates

Legend

| Existing Features | Recommended Improvements |
|-------------------|---|
| Traffic Signals | Sidewalk |
| Bus Stops | Sidewalk to be Installed with Intersection Improvements |
| Study Area | On Street Parking |
| Bike Lane | Trail |
| Sidewalk | Yield Street - Longterm Vision: Sidewalks |
| Streams | Gateway |
| Rails | Bus Stop |
| Bus Route | Crosswalk |
| | Speed Hump |



Village of Toughkenamon Streetscape and Transportation Improvement Plan

Priority Capital Projects

Conceptual improvement plans were developed for the priority corridors within the study area: Baltimore Pike, Newark Road, and Main Street. The concept plans included in this report can be used by New Garden Township to pursue funding and implement specific capital improvements. The Preliminary engineering and final design will be required to evaluate necessary construction activities and prepare construction documents.

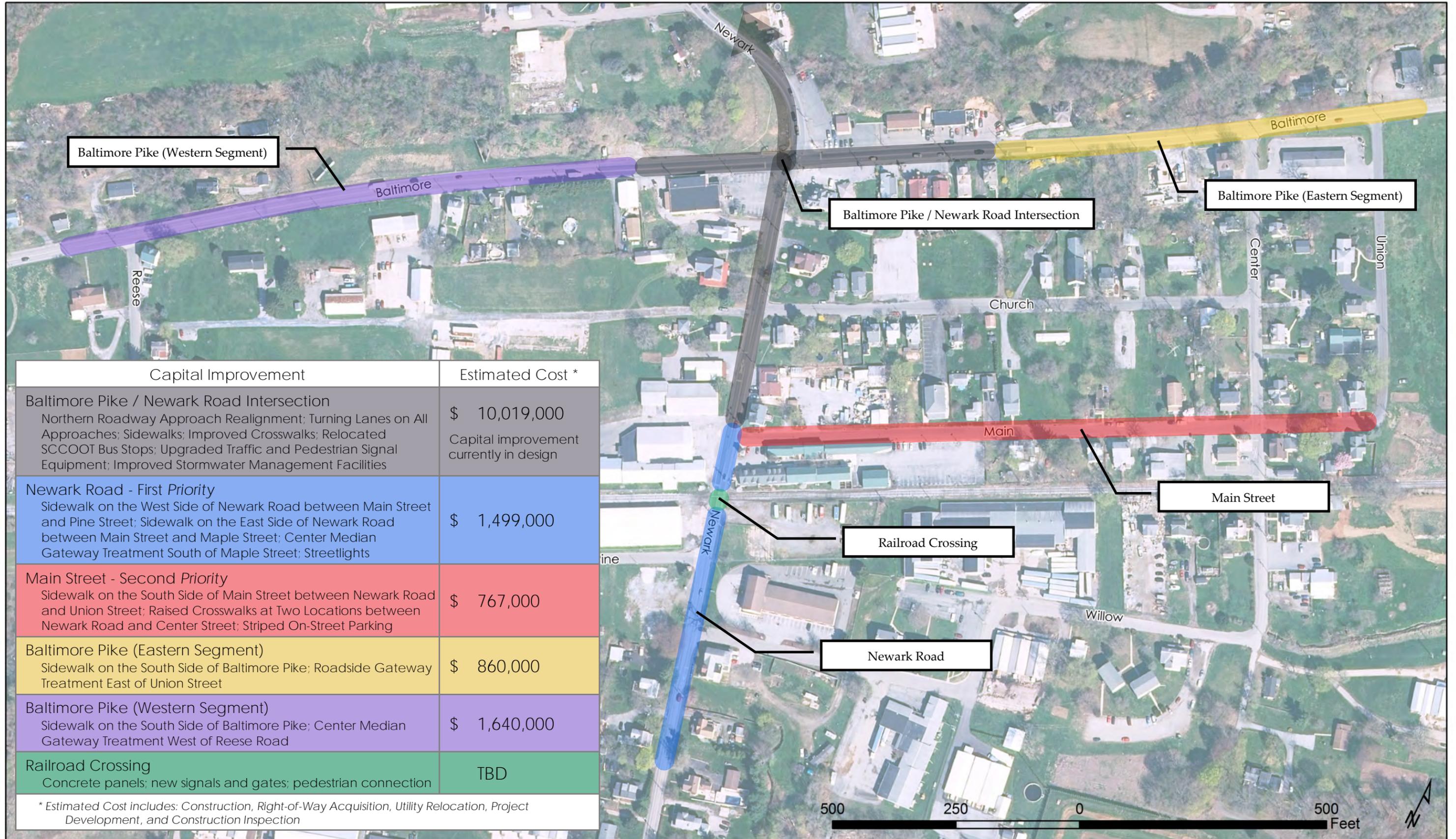
Implementation Strategies

Reenergizing Toughkenamon into a thriving, walkable, mixed-use village will not happen overnight. Incremental changes require ongoing commitment of time and resources by the community, New Garden Township staff, property owners, and elected officials. Availability of funding and other resources will be determining factors in the speed of implementation of the recommendations found in this report.

Action items for this plan are organized and presented in two separate categories: Capital Improvements and Policies/Programs. Priority capital improvement projects and cost estimates are presented on the map on the following page. Identifying funding is a critical next step for both capital improvements and policy development and potential funding sources are outlined in the plan. Based on input from the steering committee and community, high priority primary implementation actions are listed in the table below. New Garden Township should remain engaged with local and regional partners to advance implementation and realize the vision of a brighter future for Toughkenamon.

Primary Implementation Actions

| Capital Improvements | |
|---|---|
| Project | Key Action Items |
| Baltimore Pike and Newark Road Intersection Improvement Project (SR 3046 Section OBP) | Design and construction are fully funded. Advance design and construction of the intersection improvements. Coordinate with property owners during the design process. |
| Newark Road Streetscape Improvements (First Priority) Main Street Streetscape Improvements (Second Priority) | Identify funding and advance design and permitting. Coordinate improvements in conjunction with the Baltimore Pike and Newark Road Intersection Improvement Project. Design process to include coordination with property owners. |
| Newark Road Railroad Crossing Improvements | Coordinate with East Penn Railroad, PennDOT, and the Public Utilities Commission to identify funding and initiate design of improvements. |
| Policies and Programs | |
| Project | Key Action Items |
| Zoning Map and Ordinance Amendments: Create New Mixed Use Core and Mixed Use Districts and Amend R-3 Village District | Identify funding to draft ordinance amendments. |
| Subdivision and Land Development Ordinance Amendments: Incorporate Design Guidelines | Identify funding to draft ordinance amendments. |





1 | Background

At the Crossroads

The Village of Toughkenamon, also known as “Old Tough,” was originally defined in the 18th century by the crossroads of Old Route 1 (presently Baltimore Pike or S.R. 3046) and Newark Road (S.R. 3033). The village slowly developed around an inn, which was petitioned in 1738. For years, the inn at the crossroads was a meeting and resting place for farmers and merchants traveling from Lancaster to New Castle, DE and from the Brandywine Valley to Nottingham.

During the 1850’s, the development of the Philadelphia and Baltimore Central Railroad just south of Baltimore Pike led to expansion of the village as a center of commerce and industry. Isaac Slack, known as the “Father of Toughkenamon,” bought land and built houses, a wheel and spoke factory, sawmill, and a railroad station. A variety of businesses prospered within the village, and a school, churches, and a trolley to Kennett Square were established to serve the growing population. During the twentieth century, southern Chester County became the nation’s mushroom growing capital; driving the economy of Toughkenamon.

Today, Toughkenamon is anchored by the crossroads of Baltimore Pike and Newark Road, but the intersection has become a congested bottleneck. Once characterized as a “pretty little town,” the village has lost some aesthetic appeal and the aging infrastructure no longer supports current demands or New Garden Township’s vision for economic vitality in the village. This plan outlines steps and strategies to reenergize Toughkenamon by promoting a vibrant mix of land uses and safe and attractive streetscapes.



Toughkenamon railroad station built in 1863 by Isaac Slack. Photograph courtesy of New Garden Historical Commission.

History of the Village

This brief synopsis of Toughkenamon’s history is based on information documented in the book [Once Upon a Time in New Garden Township](#) by Ann Hagerty and the summary in Appendix A by Dr. Margaret Jones.

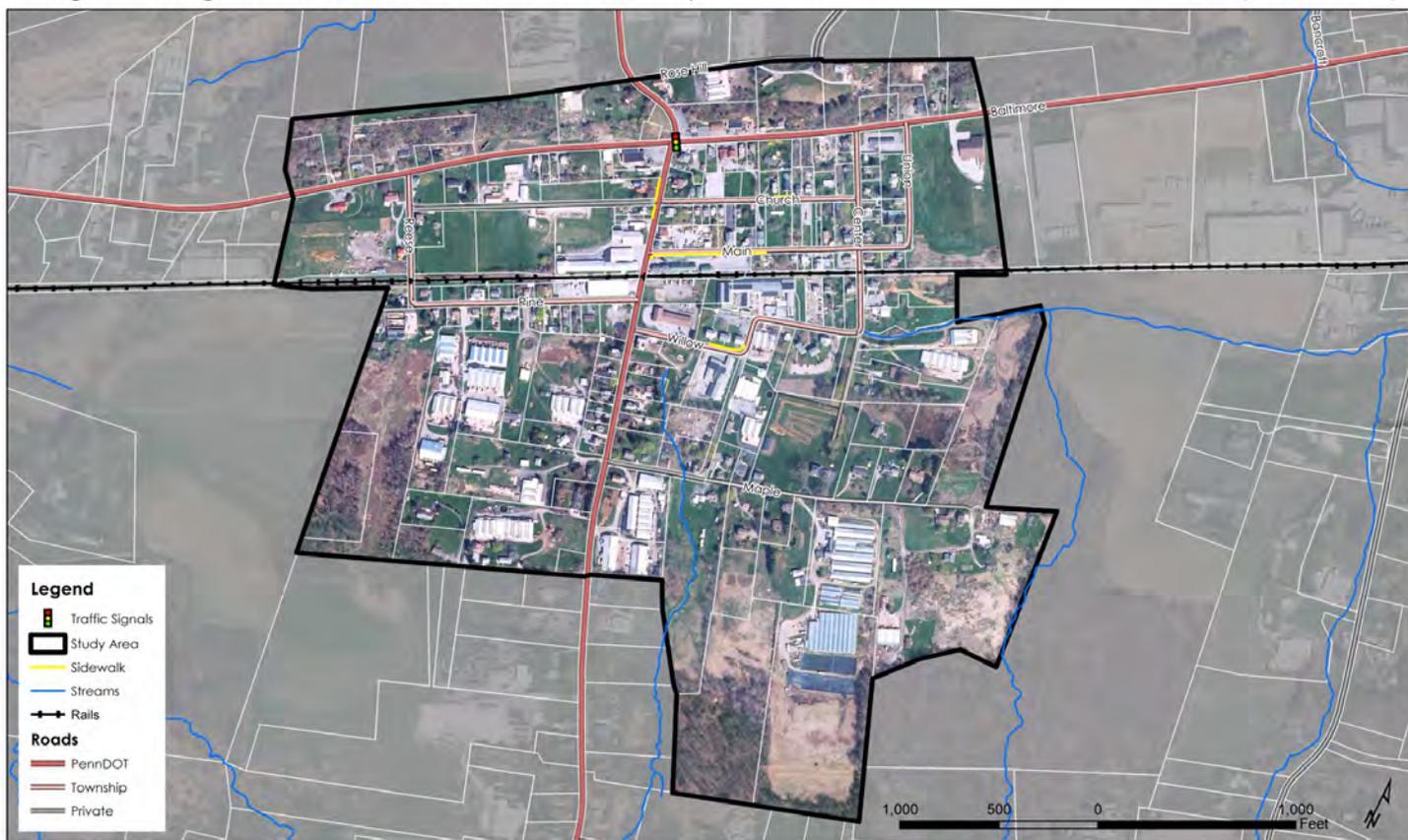
Study Area

The study area is focused on the Village of Toughkenamon, which is located in the heart of New Garden Township. Generally, the study area is bounded by properties fronting Union Street to the east, Reese Street to the west, Baltimore Pike to the north, and Maple Lane to the south. The study area includes much of the Village Mixed Use area as identified on the Land Use Map in New Garden Township’s Comprehensive Plan (2018). Surrounding the village are residential, open space, and resource protection areas to the south and planned development areas to the north.

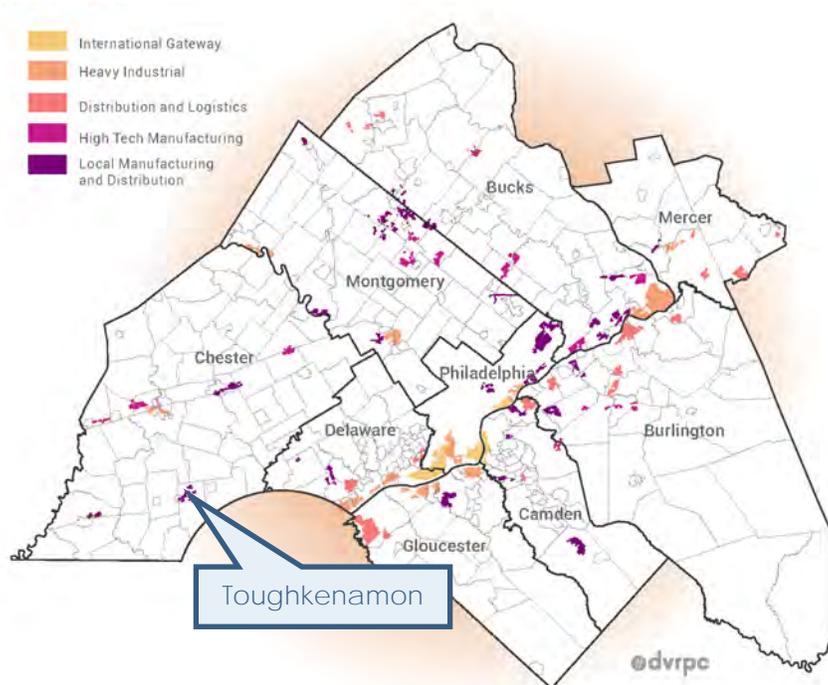
Regionally, Toughkenamon is one of several communities in southern Chester County established along the Baltimore Pike corridor. Kennett Square Borough is located three miles to the east, and Avondale Borough is located two miles to the west. Baltimore Pike serves as the “main street” for many of these communities, and it carries over 11,000 vehicles per day (over 1,000 of which are trucks). Agriculture plays a major role in the economy of southern Chester County, as it is home to the nation’s largest mushroom-growing industry.

Village of Toughkenamon, New Garden Township

Study Area Map



Development of Toughkenamon has also been influenced by nearby transportation assets. U.S. Route 1 (Kennett-Oxford Bypass), located just one mile to the north of the study area along Newark Road, is an expressway that carries over 30,000 vehicles per-day (including over 1,800 trucks). U.S. Route 1 serves as a primary freight highway within southeastern Pennsylvania; providing connections regionally between Pennsylvania, Maryland, and New Jersey. Route 41 is another a regional corridor located just west of Toughkenamon that connects I-95 to the south with Route 30 to the north. Octorara Railroad passes through the village and freight service is operated by East Penn Railroad. In addition, the New Garden Flying Field is a regional airport located just north of the study area. Thanks to these transportation assets, the village is identified by the Delaware Valley Regional Planning Commission (DVRPC) as a regional freight center.



DVRPC Freight Centers Map from Connections 2045 (2017)

Previous Plans and Studies

Toughkenamon Village was identified as one of six priority focus areas in New Garden Township's Comprehensive Plan; adopted in 2018. The plan noted that infrastructure and buildings in the village show signs of neglect and deterioration due to a lack of investment. Key recommendations in the plan include encouraging infill and redevelopment, developing a consistent streetscape, and designating parkland in or near the village. Additionally, the Comprehensive Plan identified several potential new roadway connections in the Toughkenamon area. This plan advances the objectives identified in the Comprehensive Plan and provides more specific steps and strategies to achieve the goal of a reenergized village. In particular, this plan is directly related to the following three priority projects in the Comprehensive Plan:

- Develop and implement plans for a coherent streetscape along Newark Road and Baltimore Pike
- Explore options for acquiring Township parkland within Toughkenamon

- Continue to pursue funding, coordinate with PennDOT, and advance design and construction of improvements at the intersection of Baltimore Pike and Newark Road

This vision, set forth in the *New Garden Township Comprehensive Plan*, is consistent with *Landscapes3*, *Chester County's Comprehensive Plan*. *Landscapes3* designates the Toughkenamon area as a Suburban Center, an area that is expected to accommodate future growth through a mix of uses, variety of housing types, and meeting the transportation needs of a variety of users.

In addition to the *New Garden Township Comprehensive Plan*, there are several other previous plans that included similar recommendations for Toughkenamon and the surrounding area. This Streetscape and Transportation Improvement Plan builds upon these previous planning efforts.

- **Baltimore Pike for Everyone, Complete Street Strategies for Baltimore Pike (2015):** This document, prepared by the Chester County Planning Commission, recommends improvements that are intended to transform Baltimore Pike into a "complete street" by providing facility improvements to accommodate all users regardless of travel mode, age, or ability and identifying strategies for implementing complete streets policies in municipalities along Baltimore Pike.
- **Housing and Transportation Options for Southern Chester County (2014):** This study identifies housing conditions and transportation access for residents along the Baltimore Pike corridor. It identifies difficulties that people employed in agriculture face in finding housing and reliable transportation to work.
- **Baltimore Pike Corridor Study (2011):** This study identifies a framework and vision for transportation and land use along the Baltimore Pike corridor in Avondale Borough, New Garden Township, Kennett Township, and Kennett Square Borough. The plan recommends sidewalks and shared use lanes for bicyclists on Baltimore Pike within Toughkenamon and identifies the potential for providing on-street parking. The plan also recommends streetscape improvements and new open space in Toughkenamon.



Excerpt of Landscapes Map from Landscapes3

Suburban Center
Regional economic, population, and transportation centers with varying land uses.



Growth area description from Landscapes3

Baltimore Pike/Newark Road Improvements

Since 2006, New Garden Township has been investing in improvements to the intersection of Baltimore Pike and Newark Road, in the heart of

Toughkenamon. The purpose of the Baltimore Pike/Newark Road Intersection Improvement project (SR 3046 Section OBP) is to address the existing alignment deficiencies of Newark Road, increase vehicular maneuverability, reduce congestion, and increase the intersection service life for both existing and future traffic conditions.

This intersection improvement project will address the following deficiencies at Baltimore Pike and Newark Road:

- Offset alignment for Newark Road approaches
- Steep grades
- Sharp curves
- Peak hour congestion and delays
- Limited pedestrian infrastructure
- Outdated traffic signal equipment
- Future growth in traffic
- Wide and undefined commercial driveways

In order to facilitate the future realignment of Newark Road, New Garden Township purchased the property on the northwest corner of the intersection. Additionally, New Garden Township initiated conceptual engineering with Township funds and pursued grant funding for design and construction. Design is underway, and over \$11 million in federal and state funding has been programmed for the project. Construction is currently anticipated to begin in 2022 – 2023. Key elements of the proposed improvements include:

- Realignment of the northern leg of Newark Road at Baltimore Pike
- Upgrading and modernizing the traffic signal, including pedestrian signals and emergency preemption
- Widening to provide a separate left-turn lanes on all approaches
- Widening to provide separate right-turn lanes for northbound Newark Road and westbound Baltimore Pike
- Increasing turning radii along each approach to accommodate trucks and larger vehicles
- Providing new sidewalk connections at the intersection
- Providing crosswalks and ADA curb ramp upgrades at the intersection



Images of congestion and conditions at the intersection of Baltimore Pike and Newark Road.

Though the intersection improvement project and this streetscape improvement plan are separate and distinct projects, they were closely coordinated. In particular, the purpose and need and initial preliminary design for the intersection improvements were shared at community meetings. Based on input received from community members, elements of the design for the intersection were modified.

Goal and Objectives

The following goal and objectives for Toughkenamon were developed as part of the *New Garden Township Comprehensive Plan* update, and they were carried forward as guiding principles for this plan.

Goal

Reenergize Toughkenamon into a village with a variety of restaurants and shops that serve the local community, a diversity of housing options for all ages, and attractive open spaces and streetscapes that welcome visitors and residents to the heart of New Garden Township.

Objectives

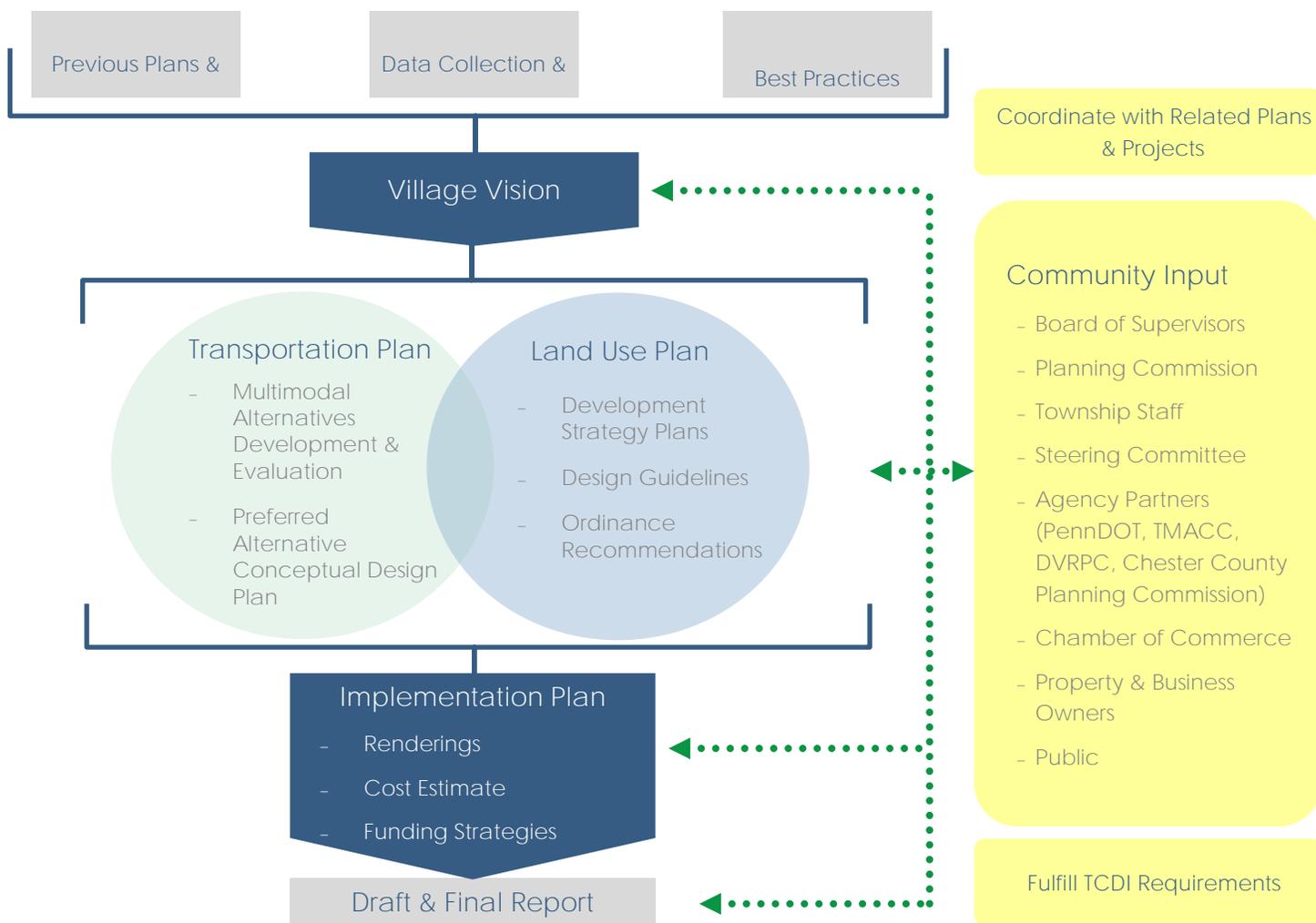
- A. Allow infill development and redevelopment that will support an efficient use of land and mix of commercial, residential and recreational uses.
- B. Encourage a diversity of housing opportunities in the village.
- C. Maintain and enhance the traditional street grid within Toughkenamon and expand the village and its road network to surrounding areas.
- D. Create a bike and pedestrian friendly village that connects Toughkenamon to the growing regional trail network for both recreation and transportation.
- E. Create a Township park within or adjacent to Toughkenamon.
- F. Improve the overall appearance and safety of properties within the village.
- G. Promote the village as a hub for economic development opportunities using innovative tools.

Study Process

In 2018, New Garden Township was awarded a Transportation and Community Development Initiative (TCDI) grant from the DVRPC to develop the *Village of Toughkenamon: Streetscape and Transportation Improvement Plan*. This coordinated transportation and land use plan includes the key outcomes listed and depicted below.

- A preferred alternative for overall circulation, including a plan for infrastructure to support safely walking, biking, riding transit, and driving in and around the village.
- A concept plan for streetscape enhancements and other transportation improvements for Baltimore Pike, Newark Road, and Main Street within the village.
- Design guidelines that graphically depict design elements to establish a more coherent streetscape.

Project Process and Key Outcomes



Village of Toughkenamon

- Zoning and Subdivision and Land Development Ordinance recommendations to support implementation of the land use and transportation plan.
- An implementation plan with priority recommendations for capital improvements and policy updates. The implementation plan includes cost estimates and potential funding sources.

Stakeholder and Public Involvement

Development of the *Village of Toughkenamon: Streetscape and Transportation Improvement Plan* was guided by input from New Garden Township officials, staff, residents, property owners, and other project partners. Various stakeholder and public involvement activities provided numerous opportunities for residents, property owners, business owners, and the community to contribute to the plan.

Project Schedule



Steering Committee Meetings

New Garden Township appointed a steering committee to guide development of the plan. The steering committee met six times during the planning process to review deliverables and provide input on key recommendations. The steering committee included representatives from the Board of Supervisors, business community, and local residents. Additionally, representatives from the Chester County Planning Commission and TMACC served as advisory members of the steering committee.

Presentations to Board of Supervisors

Brief presentations were provided at two regularly scheduled New Garden Township Board of Supervisors meetings on March 18, 2019 and February 18, 2020. The first presentation served as a kick-off for the project, and the second presentation provided an overview of the draft report. After each presentation, there was an opportunity for public questions and comments.

Community Meetings

Three community meetings for the project were held on May 14, September 19, and December 9, 2019. The third meeting in December was held in response to requests from community members for an additional opportunity to review and provide comments on draft recommendations. Each meeting was an open house format that allowed meeting attendees to review boards, ask questions of the consultant team and steering committee members, and provide input. Spanish translation services were available at the first two community meetings. Additionally, meeting materials were posted on New Garden Township’s website and written comments were accepted throughout the planning process. The meetings were publicized via flyers in both

Outreach to Latino Community

Given the Latino community living and working in Toughkenamon, flyers for public meetings were available in Spanish and translation services were provided at the meetings.



English and Spanish. For the first two meetings, flyers were posted in local businesses and distributed via email. For the third meeting, New Garden Township mailed invitations to property owners in the study area.

Technical Coordination Meetings

- A technical coordination meeting was held with representatives from TMACC on May 9, 2019 to discuss potential enhancements to the bus stop for the Chescobus SCCOOT service that operates along Baltimore Pike.
- A technical coordination meeting was held with representatives from PennDOT and the Chester County Planning Commission on September 10, 2019. The purpose of the meeting was to review the draft concept plans for streetscape improvements and discuss design details.
- A presentation and discussion was held with members of the New Garden Township Planning Commission during their regularly scheduled meeting on August 28, 2019. The purpose of the meeting was to receive input on emerging recommendations related to land use, ordinance updates, and design guidelines.

Stakeholder Interviews

The consulting team interviewed ten individuals with an interest in the future of Toughkenamon early in the process. The stakeholders included property owners, business owners, and developers. Stakeholders were asked questions about the emerging goals for the village and how New Garden Township could attract new businesses, and improve transportation, safety, and housing conditions.

Youth Focus Group

A focus group was held on May 8, 2019 with youth from the after school program at the Garage Youth Center in Kennett Square. The focus group gave an opportunity for youth participants to learn about transportation planning and provide input regarding priorities for streetscape and park improvements. The youth participants expressed strong support for park space within the village, street trees and greening, and a safe pedestrian connection between Toughkenamon and Kennett Square, specifically the Kennett High School. Additionally, staff from the Garage Youth Center helped to translate community meeting flyers and provide translation services at the meetings.

Written Public Comments

In addition to comments received at the community meetings, written public comments were accepted and received throughout the planning process.

In conjunction with the third community meeting, materials were posted on the township's website for review. The township mailed letters to property owners in the village and solicited written comments.

Copies of the written comments received are included in Appendix E.

Feedback on Draft Report

The Draft Report was posted on the township's website and written comments were accepted during a 30-day public comment period between February 10 and March 10, 2020. Written comments received from residents, business owners, and organizations on the Draft Report are included in Appendix E.

Some comments expressed overall support for the plan or support for specific elements or recommendations. Some of plan elements that received general support from most respondents include:

- Improvements at the intersection of Baltimore Pike and Newark Road
- Improvements at the railroad crossing on Newark Road
- Sidewalks and streetscape improvements, particularly on Newark Road
- Speed humps on roadways within the village
- Rental ordinance requiring inspections and improved maintenance, along with code enforcement
- Design guidelines for new development
- Parking restrictions associated with access to the Post Office

Some comments expressed concern or opposition to elements of the plan. Below is a summarized list of common concerns expressed by some community members:

- Impacts of providing new segments of sidewalks on adjacent properties and potential widening for roadways within the village
- Impacts of gateway treatments on adjacent properties, particularly the treatment on Newark Road south of Willow Street
- Location, design, and maintenance of a playground within the village
- Concerns related to potential rezoning and development or redevelopment which may occur as a result of rezoning, particularly impacts to on-street and off-street parking and additional multi-family housing

Minor revisions were made to the Draft Report based on public comments offered at the Board of Supervisors Meeting on February 18, 2020 and written comments received during the public comment period. The revisions were primarily associated with the proposed playground within the village.



2 | Toughkenamon Today

Stakeholder and Public Involvement

Toughkenamon has the “bones” of its historic past, and there are several homes, businesses, and institutions that are treasured gems in the community today. However, community members at the first public meeting described Toughkenamon as “shabby,” “run down,” and “congested.” Also at the first public meeting, attendees identified what they want and do not want for the future of Toughkenamon. Sidewalks, street trees, and small businesses were common responses, reflecting a desire for more attractive and walkable destinations in Toughkenamon. Residents and stakeholders shared their appreciation for the charm of the village and also recognized its immense potential. These sentiments are similar to input gathered during the planning process for the New Garden Township Comprehensive Plan update. At the third public

| I want |
|--------------------------------|
| Sidewalks |
| Street Lighting |
| Marked Bus Stops |
| Street Trees |
| Mixed Use |
| Small Businesses |
| Park |
| Youth Facilities |
| Restaurants |
| Train Station |
| Brewery/Beer Garden |
| Affordable Housing |
| Aesthetically Pleasing Housing |

Community input on “One word to describe Toughkenamon”

Small Town
Shabby
Run Down
Congested
 Needs Attention
 Unorganized
 Potential
 Historic
 No Identity
 Home

| I don't Want |
|-------------------|
| Tractor Trailers |
| More Parking Lots |
| Park |
| Chain Stores |

Responses to “What I want or do not want to see in Toughkenamon” from the first community meeting.

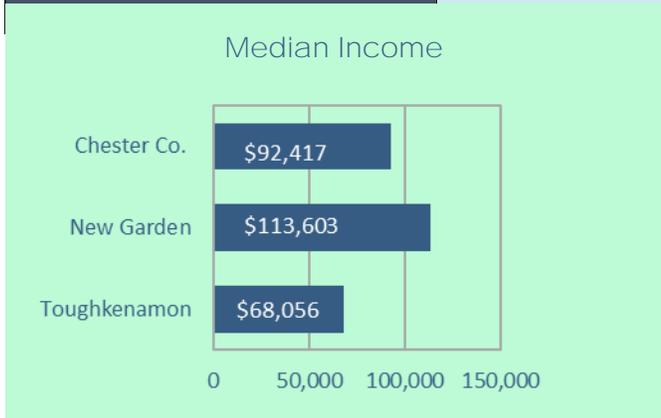
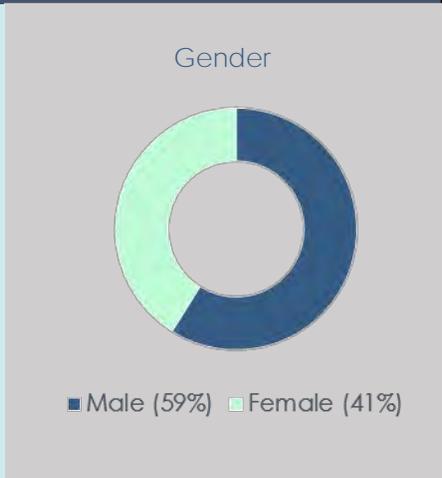
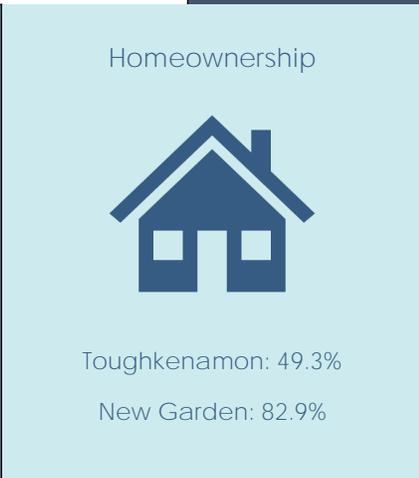
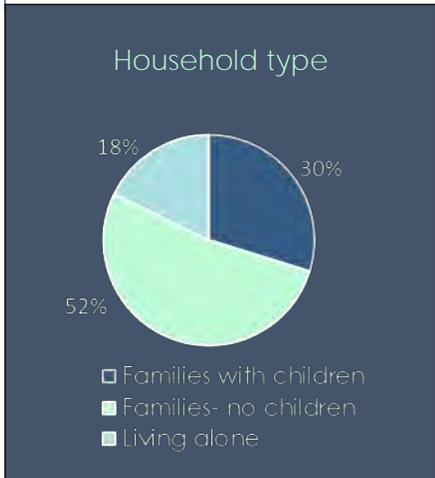
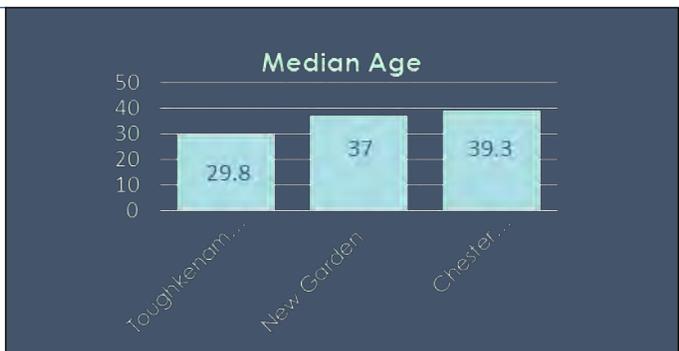
meeting, some residents expressed concerns about the addition of sidewalks along internal roadways within the village, maintenance and use of a new park or playground, and potential impacts of redevelopment or new development.

Stakeholder interviews conducted at the outset of the project also revealed some common themes regarding the existing perceptions and potential for the village, including:

- Toughkenamon is a safe place (in terms of crime);
- The appearance is not welcoming and could be improved with streetscaping;
- There is a desire for more small businesses in the village, especially along Newark Road;
- There is a need to reinforce basic property maintenance and hold landlords accountable;
- Existing residents believe that the village has been improving over recent decades;
- Better transportation planning is needed - the intersection improvement is key;
- Sidewalks were viewed positively; and
- The streetscape should be well maintained and include street lights and street trees, but should reflect the farm town roots, and not be "too fancy."



Demographics:



The study area is within the Toughkenamon census designated place (CDP). All data is sourced from the 2010 Census, except Median Income which comes from the 2017 American Community Survey.

Existing Land Use

Land Use and Character

Toughkenamon’s unique mix of charming older residences, small businesses, mushroom houses, and industrial buildings reflect its roots as the center of an agricultural community. The land uses and character of the village are very distinctive from other areas in New Garden, with a greater variety of architecture and housing, smaller, close-knit lots, and a gridded street network. However, these attributes and the differences are greatly appreciated by current residents and the township.

Current land uses are shown on the Existing Land Use map and discussed below.

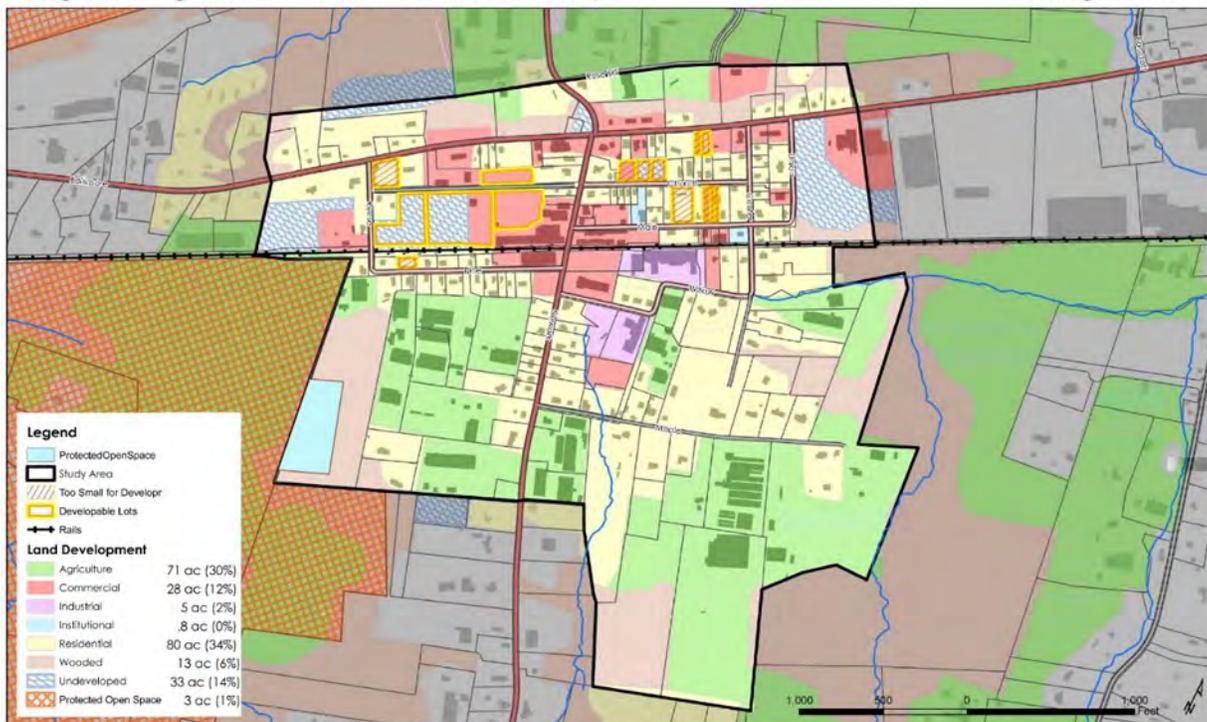
Residential Uses: Residential uses are prevalent throughout the study area and consist of single-family detached and semi-detached (twin and duplex) dwellings, many with accessory apartments, and a handful of apartment buildings. As is common in traditional villages, larger structures are found along Newark Road, while more modest dwellings on small lots are found along side streets. Typical residential lot sizes are approximately 12,000 square feet, but some are as small as 5,000 square feet. Lots south of Willow Street become larger, reflecting the distance from the village, more suburban type development, older farmhouse properties, and the sloping topography.

Nonresidential Uses: The highest concentration of commercial and industrial activity is found along the main corridors as well as the rail line. While more auto-oriented uses predominate Baltimore Pike, service (HVAC) and retail/restaurant uses occupy former warehouse buildings along Newark Road at the rail line. Exceptions to this are the few institutional uses sprinkled throughout the village, including two churches (one on Church Street and one on Main Street), and the U.S. Post Office on Center Street.



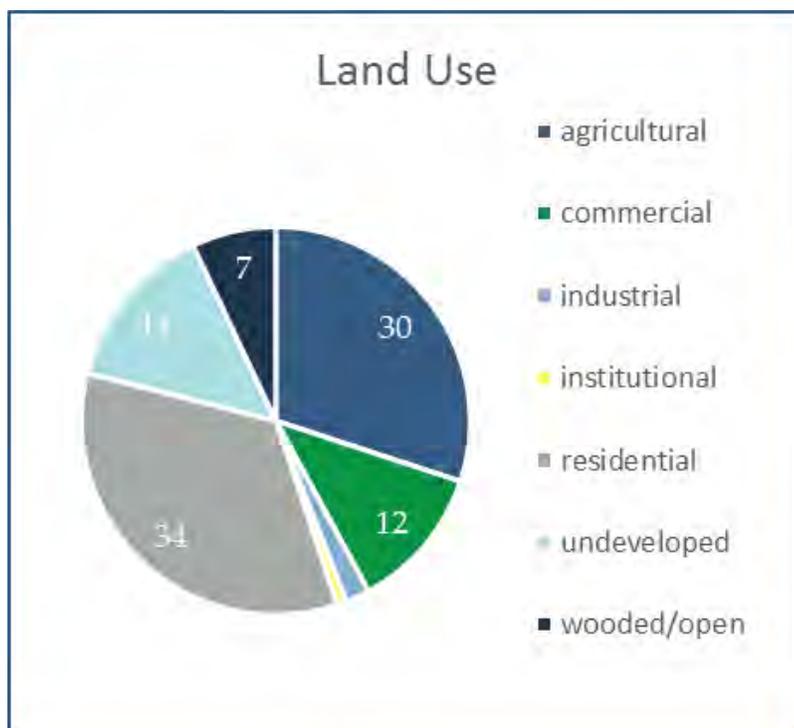
Village of Toughkenamon, New Garden Township

Existing Land Use



Agricultural Uses: The integration of mushroom houses and facilities within the village presents one of the most unique and challenging conditions for its future. Mushroom and mushroom-related activities are foundational industries in southern Chester County, and particularly in New Garden Township, where they provide significant economic value. Agricultural uses comprise 30% of the study area.

Vacant Land: It is a telling statistic that there is currently as much nonresidential land in the village as there is undeveloped land (both 14%). This vacant land is primarily located on the western side of the village. In addition many parcels hold potential for more development. On one hand this land contributes to the appearance of open space, though it is private land. On the other hand, it presents an opportunity for development that may or may not be compatible with the village character in the future.



Historic Character

A large part of the character of Toughkenamon comes from the varied architecture of its residential and nonresidential buildings. While the vast majority of structures in the village are older than 50 years, only four buildings are listed on the Township's current Historic Resources Inventory and Historic Preservation Ordinance. All four are residences and include the Thompson Richards house located at 151 Main Street, the Vincent Quarell house located at 125 Maple Lane, and two Sarah Marshall houses located at 197 and 218 Maple Lane. There are many other older buildings within the village that contribute to its appeal and charm, even if not designated as "historic". Most of these buildings also appear to be in good condition. Prioritizing the continued vitality of these buildings is an important part of maintaining the village's character and appeal.

The ridges surrounding the village were used by Native Americans to communicate via fire signals. Toughkenamon is thought to be a translation of the Native American word for "firebrand."

Topography

Toughkenamon is a village in a valley, with the low point located between Main Street and the rail line, and steep slopes to the north of Baltimore Pike and south. To the north, Baltimore Pike cuts across the steep slope, resulting in highly constrained parcels to the north, especially given New Garden Township's natural resource ordinance. Within the village, the slopes level off between Church Street and Willow Street, before rising steeply again towards Maple Street, where a panoramic view of the village is available. This topography visually and physically separates the southern portion of the study area from the village core, despite the proximity.



View of Toughkenamon from Maple Lane.

Observed Conditions

The village is more than the sum of its land uses and topography. On the ground observation revealed other conditions that informed the planning process, including:

- There are some ill-maintained properties that are of concern, primarily within the Willow Street area
- There are no recreational areas: residents report that children play in the street, on vacant lots, or where available, in their own yards
- Outside of the village, mushroom farms are located on large lots that provide room to grow, adequate buffering from adjoining uses, and large setbacks from the roads. However, in Toughkenamon, the

mushroom facilities existed before such regulations were in place, and thus they often lack the buffers intended to protect both the farmer and the adjoining uses. Acknowledging the challenges faced by the mushroom industry, the Township looks to continue to support it, while also allowing for logical reuse and redevelopment of these properties, if or when such opportunity may occur.

- Parking in the village is provided through a combination of detached garages and driveway space (both typically located to the side or rear of the property), off-street surface spaces for commercial uses, and limited, unmarked on-street parking along Church and Main Streets.

Infill and Redevelopment Potential

Despite the relatively small size of Toughkenamon, there are several opportunities for infill development (development of vacant land in an already developed area). These opportunities arise from lots that are currently vacant or underutilized.

The map below highlights properties within or immediately adjacent to the core that are either vacant (purple) or that clearly have the space for additional development (light blue). These parcels offer the opportunity to bolster the village with new investment, desirable mixed use entities, and additional housing options.



Existing Zoning

Most of what we know today as Toughkenamon was built long before zoning regulations were considered. When zoning laws were adopted, the provisions were created with suburban style development in mind and were not often, or well, calibrated to support development that is compatible with areas such as the village. Because of this many of the

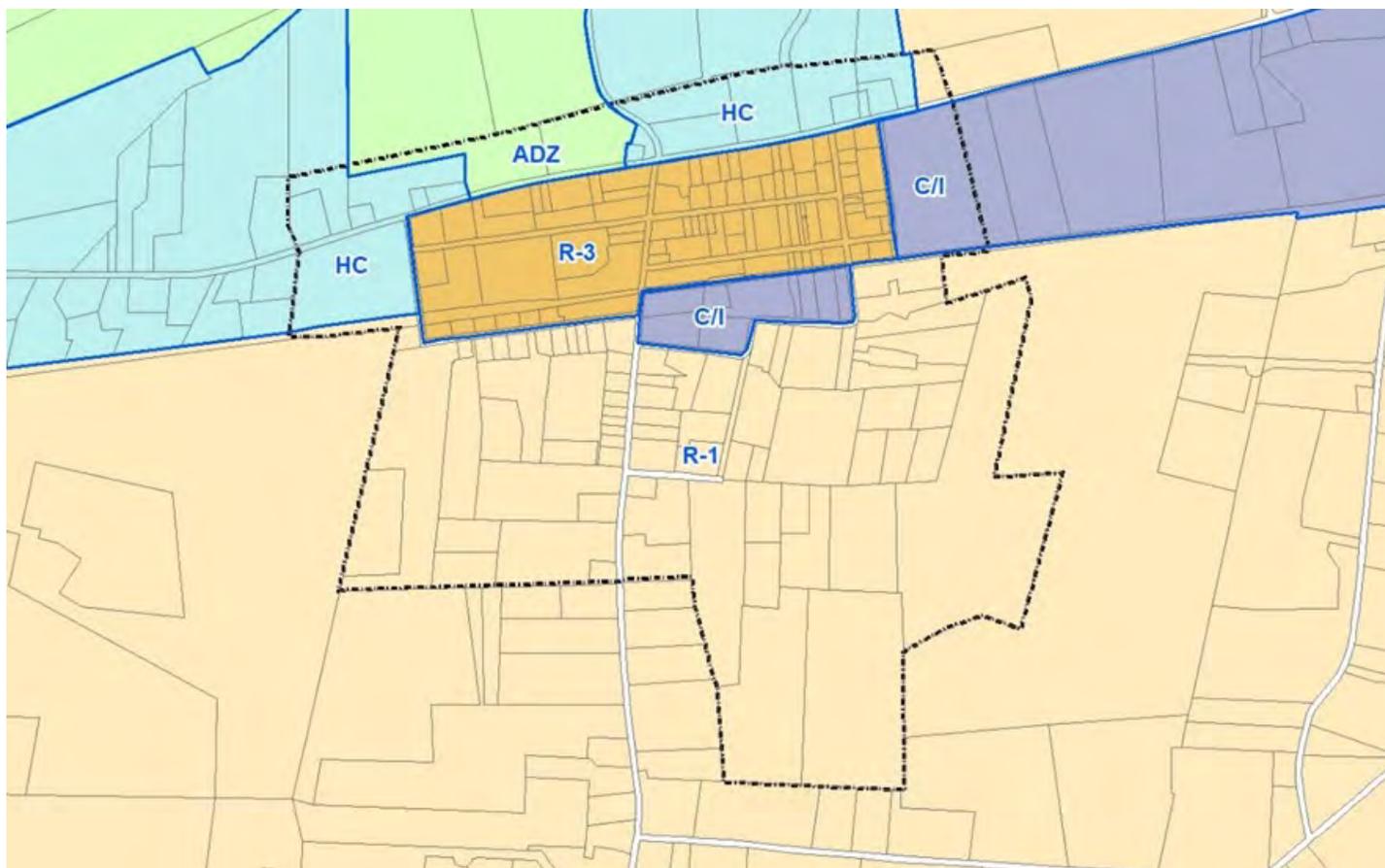
Village of Toughkenamon

lots, buildings, and uses that exist within the Village today do not comply with current zoning regulations and are therefore considered “nonconforming”. This is particularly true of properties with two existing uses.

There are five different zoning districts within the study area. These districts are listed in the table and shown on the map below.

Study Area Zoning

| Zoning District | Summary of Uses |
|--------------------------------|---|
| Residential (R-3) | Residential uses Conditional Uses: retail, restaurant, office and similar commercial uses |
| Commercial/Industrial (C/I) | Research and development, offices, warehousing, distribution, equipment sales, contractors, all similar uses, not otherwise specified |
| Highway Commercial (HC) | Auto oriented uses, office, retail, restaurant, |
| Low Density Residential (R-1) | Single family detached dwellings and agricultural uses |
| Airport Development Zone (ADZ) | Airport related and airport supportive businesses; auto sales, light industrial uses |



Of particular interest to our planning efforts are the R-3 and the C/I districts which comprise the village core area and its immediate surroundings to the east and south.

Aside from nonconforming uses and buildings, stakeholders identified the constraint of the current zoning regulations as a barrier to new development in the village. Within the R-3 district, there are several development options. However, required lot sizes for most uses are larger than those typically found in the village and leave many parcels with little to no residential development option, even though the subdivision would be consistent with existing development patterns. Many of these parcels are illustrated below.

Parcels Constrained by Zoning



Additional zoning issues were identified by stakeholders and through the zoning analysis for this plan. They include:

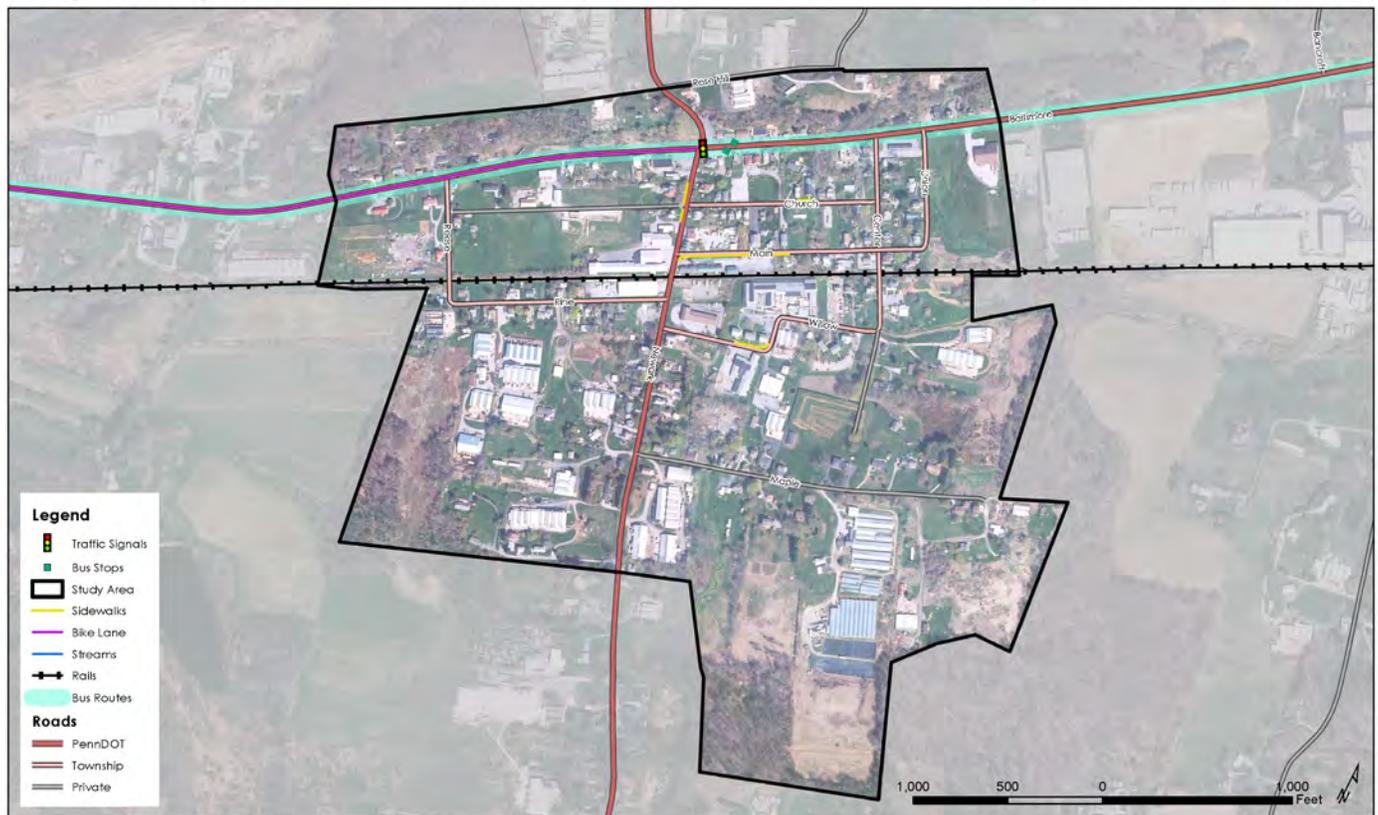
- There is a perception that the Residential-3 Zoning District (R-3) is solely a residential district and does not allow for commercial uses.
- Some regulations do not reflect the character of the existing dwellings and development types, therefore new development may not be consistent.
- The C/I District along Willow Street takes a “kitchen sink” approach to permitted uses, allowing junkyards and other uses that are not compatible in close proximity to residential uses, and thus has contributed to an appearance of disrepair.
- Existing regulations provide little opportunity for parcels within a certain size range to develop or subdivide.
- The varied districts discourage the development of a unified village.
- There are no guidelines to help ensure that new development is compatible with the existing character of the village.

Transportation Features

As depicted on the Existing Transportation Features Map, Toughkenamon’s transportation network and development pattern has been dominated by three major corridors: Baltimore Pike, Newark Road, and the Octorara Railroad line. Local residential streets, and other transportation features grew to support these crossroads.

Village of Toughkenamon, New Garden Township

Existing Transportation Features



Baltimore Pike

Baltimore Pike is the main east-west thoroughfare connecting the village to other communities in southern Chester County. Baltimore Pike is a state-owned roadway that is classified as a minor or community arterial. The existing pavement width is 30’ to 36’ wide with one lane in each direction and variable width shoulders and no sidewalks. Bicycle lanes are striped on the shoulders just west of the village. The width of the existing right-of-way on Baltimore Pike varies, but is typically 50’ wide. Baltimore Pike carries over 11,000 vehicles per day with 10% truck traffic. The corridor also supports the ChescoBus SCCOOT bus route with service between Oxford and West Chester. Key issues identified for Baltimore Pike include congestion at the Newark Road intersection and the lack of facilities for bicyclists, pedestrians, and transit riders.



Newark Road

Newark Road is also a state-owned roadway that provides connections to major highways in the region including US Route 1 to the north and I-95 via Route 41 to the south. Newark Road is classified as a major or community collector and carries over 7,000 vehicles per day with 9% truck traffic. The roadway has one lane in each direction with variable width shoulders. The existing pavement width varies between 24 and 36 feet. There is a short segment of existing sidewalk on the west side of Newark Road and south of Baltimore Pike in Toughkenamon. Key issues on Newark Road include congestion at the Baltimore Pike intersection, speeding, and the lack of sidewalks.



Other Village Roadways

In addition to Baltimore Pike and Newark Road, a network of local streets serves the needs of residents and businesses in Toughkenamon. These streets are roughly laid out in a grid pattern south of Baltimore Pike. All township-owned roads in the village have a 33 foot right-of-way width and existing pavement widths of 21 to 26 feet. The roadways have intermittent segments of sidewalks and on-street parking is limited or prohibited due to the narrow roadway widths. There are two privately owned lanes within Toughkenamon: Maple Lane and Church Street west of Newark Road. Key issues for village roadways include speeding, cut-through traffic, and a lack of sidewalks.



Pedestrian Network

As noted and as shown on the Existing Transportation Features Map, there are limited sidewalks and pedestrian facilities within the village. However, there are a number of destinations for walking trips, and pedestrians are observed daily. Some of the key destinations in Toughkenamon for walking today include retail establishments along Newark Road and Main Street, the Post Office, and mushroom facilities and other employers in or just beyond the village. People are regularly observed walking along Newark Road, both north and south of Baltimore Pike. Based on public input during the planning process, there was general consensus and support for sidewalks along Baltimore Pike and Newark Road. However, there were some concerns about providing additional sidewalks along other roadways within the village, namely questions about potential property impacts, costs, maintenance, and liability.



Worn path along Newark Road just north of Baltimore Pike.

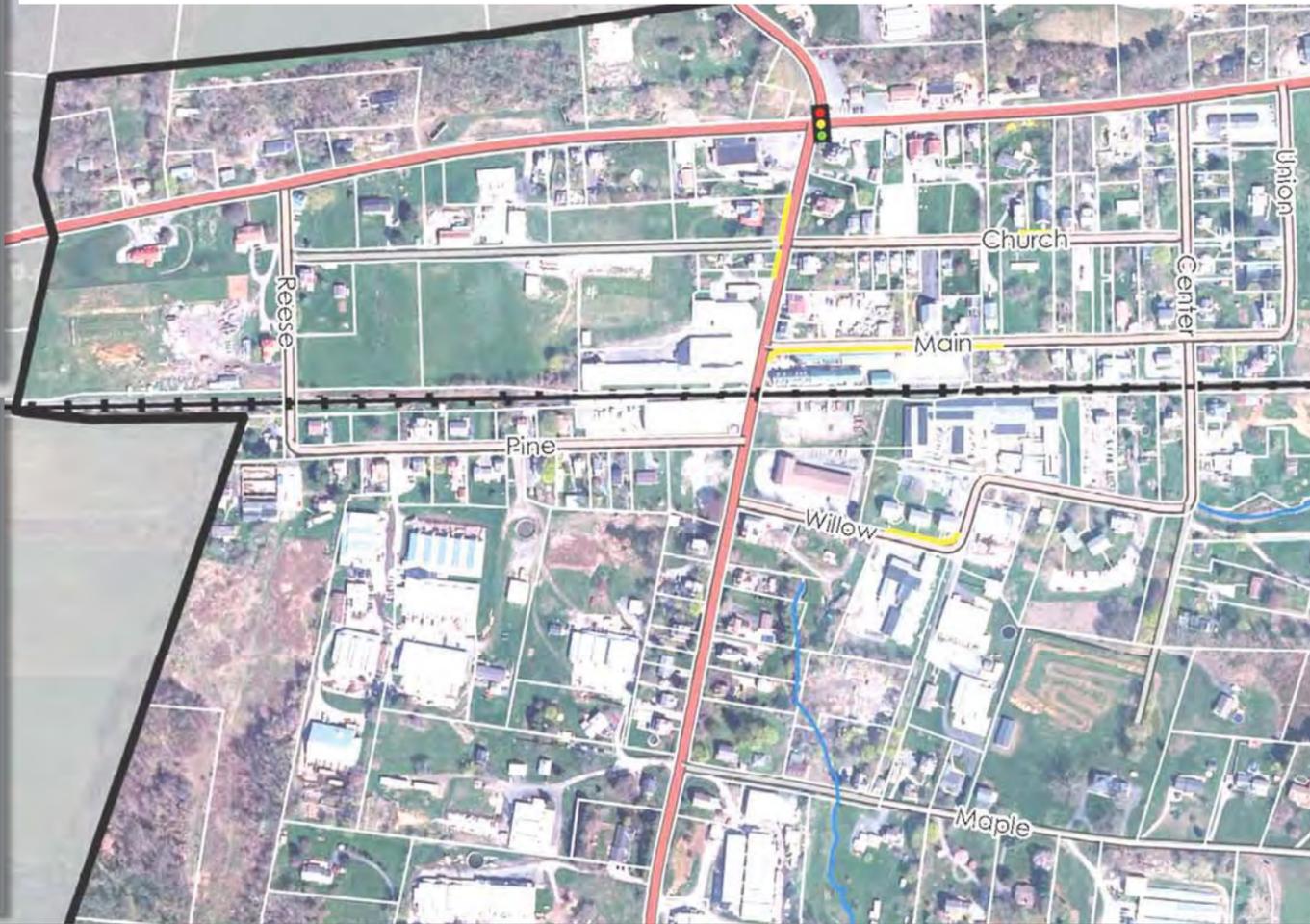
Village of Toughkenamon, New Garden Township

Existing Roadway Characteristics

- Approximate width of existing roadway pavement noted. Actual pavement widths vary.
- Width of existing right-of-way for Newark Road and Township owned roadways and is 33'
- Width of existing right-of-way for Baltimore Pike is typically 50'



Reese: 21'
No sidewalks
No on-street parking



Church (East of Newark): 26'
Small sidewalk segment (north side)
On-street parking (south side)



Union: 20'
No sidewalks
No on-street parking



Pine: 21'
No sidewalks
No on-street parking



Main: 26'
Narrow sidewalk segments (south side)
Limited on-street parking (north side)



Center: 26'
No sidewalks
No on-street parking



Church (West of Newark): 12'
Private roadway—Gravel
No sidewalks
No parking



Baltimore Pike: 30' - 36'
No sidewalks
No on-street parking



Newark: 24' - 36'
Small sidewalk segment (west side)
No on-street parking



Willow: 26'
No sidewalks
No on-street parking



Maple: 12'
No sidewalks
No on-street parking

Legend

- Traffic Signals
- Study Area
- Sidewalk
- Streams
- Rails

Roads

- PennDOT
- Township
- Private

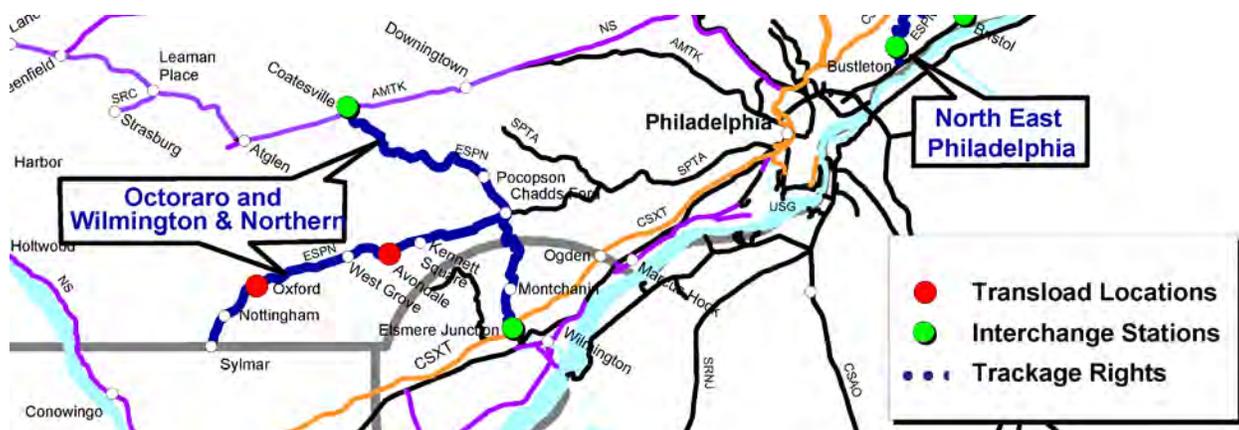


Octorara Railroad Line

The Octorara Railroad line bisects the village in an east-west direction, just south of Main Street. The rail line is owned by Regional Rail LLC and East Penn Railroad operates freight service along the line between Sylmar and Chadds Ford, where it intersects with the Wilmington and Northern Railroad line. Typically, two trains pass through Toughkenamon each day, one westbound and one eastbound. While there are no rail serviced businesses in the study area, there is a transload facility located just west of Toughkenamon near Avondale Borough. Key issues associated with the railroad include the condition of the Newark Road crossing, compatibility concerns with some non-commercial land uses adjacent to the railroad, and people illegally walking or biking along the rail line. In particular, the Newark Road crossing is in need of new concrete panels to replace deteriorated asphalt, new signals and gates that meet current standards, and pedestrian crossing infrastructure.



Octoraro Rail Map



Excerpt from Regional Rail, LLC System Map available at regional-rail.com

Public Transportation

The SCCOOT bus route offers fixed route bus service along Baltimore Pike between Oxford and West Chester. The ChescoBus SCCOOT bus route is managed and operated by the Transportation Management Association of Chester County (TMACC). There is both a northbound and a southbound bus stop in Toughkenamon, both located just east of the intersection of Baltimore Pike and Newark Road. The bus stops are marked with signs and there are no existing sidewalks, dedicated waiting areas, or other passenger amenities.



Safety

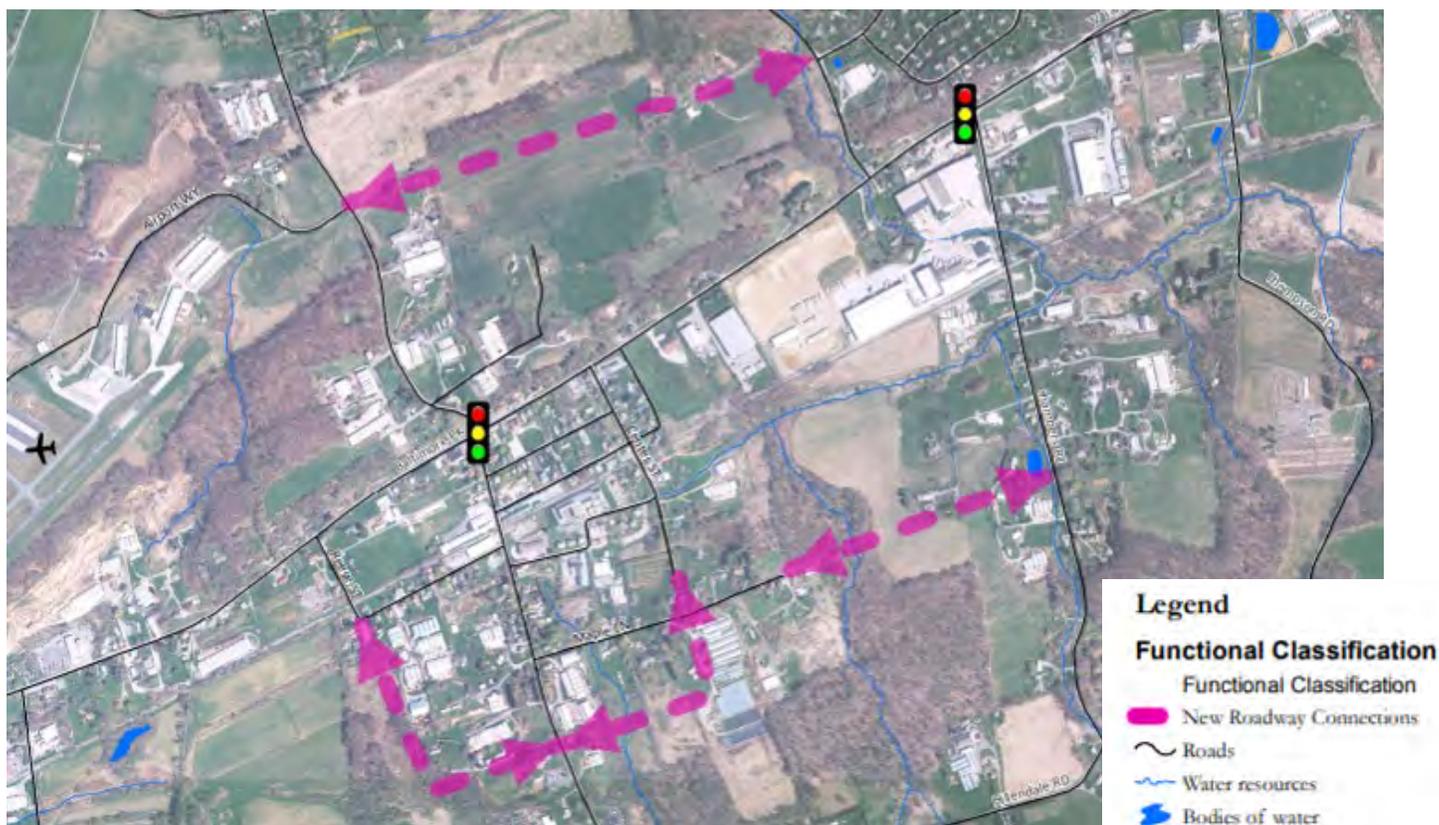
According to crash data available from PennDOT, there were 39 reportable crashes in Toughkenamon between 2014 and 2018. Crashes are considered “reportable” if there are personal injuries or a vehicle must be towed from the scene. Generally, crashes were clustered around intersections along Baltimore Pike. The most common types of crashes were angle, often attributable to conflicting turning movements and rear-end, which are commonly associated with traffic congestion. No crashes involving bicyclists or pedestrians were reported, and there were no fatal crashes during this time period. Data on non-reportable crashes from the Southern Chester County Regional Police show similar patterns of crashes clustered along Baltimore Pike and Newark Road. The planned improvements at the intersection of Baltimore Pike and Newark Road will improve safety not only at the intersection, but along the roadway corridors leading to the intersection. The turning lanes and traffic signal improvements will reduce congestion at the intersection, which should help to reduce rear end accidents and angle crashes at nearby intersections that may occur due to cut-through traffic.



Reportable Crash Density in Toughkenamon. Source: PennDOT

New Roadway Connections

The New Garden Township Comprehensive Plan identified various potential new roadway connections in and around the Village of Toughkenamon. These future connections are identified on the map below. An initial evaluation of these potential new roadway connections is included in Chapter 4.



New Garden Flying Field

The New Garden Flying Field is located just to the north of the study area. The Flying Field, which is owned and operated by New Garden Township, serves as a reliever airport within the Philadelphia Region. In the wooded area north of the runway, there is an extensive network of public hiking trails which would be desirable for village residents to be able to access. Additionally, New Garden Township has plans to develop the Flying Field into a regional business hub with mixed-use/office space on-site.

Key Issues

Traffic Congestion

The intersection of Baltimore Pike and Newark Road is a regional bottleneck that causes long delays and queuing. Based on traffic counts and analysis from 2017, the intersection experiences significant delays, particularly in the PM peak period. The queue for westbound Baltimore Pike was observed to exceed 1500 feet and the queue for southbound Newark Road was observed to exceed 750 feet. The congestion impacts not only local and regional travel, but also quality of life within Toughkenamon. The need for improvements at the intersection was identified as one of the top five most important issues facing New Garden Township in a recent survey of community members as part of the Township's Comprehensive Plan update. Survey respondents described the intersection as "terrible" and "awful" and asked when the intersection will be fixed.

Potential Solutions: Intersection Improvements, New Roadway Connections

Speeding and Cut-Through Traffic

The excessive queues on Baltimore Pike cause cut-through traffic on residential streets within the Village of Toughkenamon, as motorists try to avoid the delays at the intersection of Baltimore Pike and Newark Road. Residents identified speeding as a key issue on Union, Center, and Main Streets, as well as Reece and Pine Streets.

Potential Solutions: Traffic Calming Measures

Limited Pedestrian and Bicycle Connectivity

The lack of connected bicycle and pedestrian infrastructure creates an unsafe, uncomfortable, and inconvenient environment for walking, biking, and accessing public transit. Improved multimodal connectivity within the village was identified as a priority in the New Garden Township Comprehensive Plan. This served as the impetus for developing this Streetscape and Transportation Improvement Plan.

Potential Solutions: Sidewalks, Crosswalks, Bicycle Facilities, Trails

Insufficient Parking Availability

Parking availability for businesses within the village is limited by relatively small lot sizes. Additionally, roadways within the village are too narrow to provide travel lanes and parking on both sides of the street. Curbside management and innovative solutions to provide safe and adequate parking are needed to accommodate businesses and

residents.

Potential Solutions: Community Lot, On-Street Parking/Curbside Management, Shared Parking

Lack of a Consistent Community Identity

While the older, unique homes and businesses located along the gridded streets of the village provide some distinction between Toughkenamon and newer, more suburban development in New Garden Township, there are no unifying features that help to identify the village or create a welcoming aesthetic. Furthermore, outside of Newark Road, the signs of lack of maintenance and disinvestment become more apparent, especially along Willow Street.

Potential Solutions: Streetscape, Trees, Banners, Gateways

Enhancing Village Character

The Village of Toughkenamon is the beloved home to many residents. However, it has been recognized as an area of New Garden Township in need of aesthetic improvements to make it more inviting to visitors. Such improvements should be carefully chosen to maintain the intrinsic value of the existing village by adding to the overall charm.

Potential Solutions: Safe Housing, Compatible Development

Need to Expand Community Destinations and Services

As part of the community survey, residents responded that they would like to see more local services and restaurants in a walkable setting. A recreational analysis also showed that there was a lack of amenities for residents in the northern section of New Garden Township. While New Garden Community Park is not far, it is beyond walking distance and is not considered to serve as a neighborhood focal point. Common open space for residents is considered a key element of most neighborhoods, whether a suburban development or historic village.

Potential Solutions: Public Park, "Mix" of Uses, Community-Supportive Businesses



3 | Land Use Plan

Introduction

The Land Use Plan seeks to build upon the village's framework of traditional streets and close knit buildings to set the stage for a quaint, crossroads village characterized by a handful of charming, small shops and restaurants, an attractive mix of old and new housing, and safe, inviting streets.

While the Toughkenamon study area is just over 100 acres, the village core consists of approximately 6 to 8 blocks. This small area has limited opportunities to grow, but the intent is that these opportunities be used to grow gracefully in a way that reflects the village's unique history and conditions, expands opportunities for economic development and maintains a quiet, yet vibrant ambiance. From the land use perspective, this can be done by allowing the market to integrate village-friendly uses into existing buildings, nestling appropriately scaled development on vacant parcels, encouraging the renewal of the few unsightly properties, and creating a cohesive streetscape.

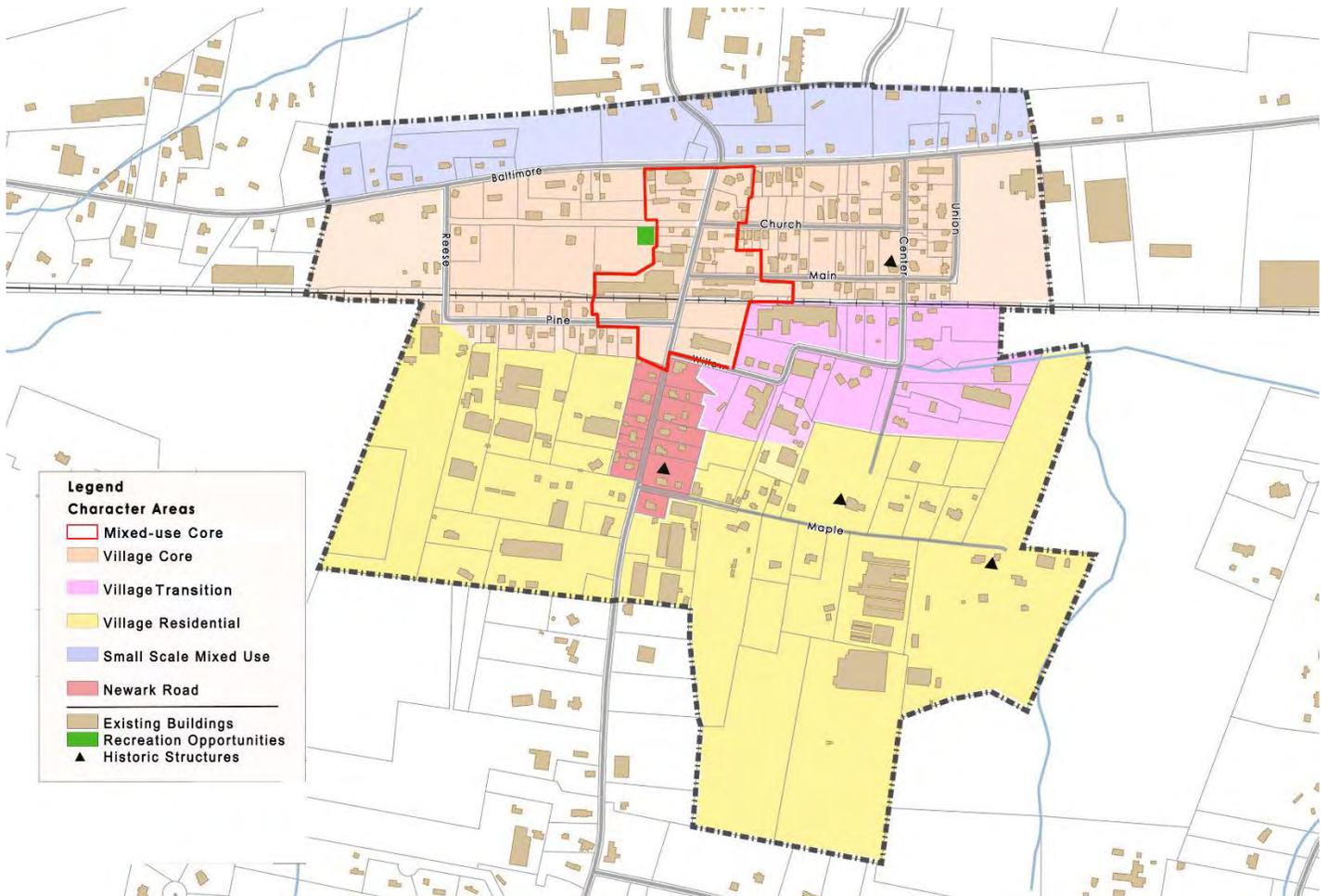
This Land Use Plan is divided into the following sections:

- A. Future Land Uses in the Village
- B. Maintaining and Enhancing the Character of Toughkenamon
- C. Enhancing Toughkenamon through Greening Opportunities
- D. Activating the Village

Future Land Uses in the Village

Creating the land use plan for Toughkenamon emphasizes two elements: the uses and the character. A land use analysis (included in the appendix) conducted for the committee categorized the parcels of the study area into areas that shared similar physical characteristics. These “Character Areas” were then described in terms of physical characteristics, constraints, opportunities, and assets. These characteristics were used to determine a long-term vision for each area and the recommendations for achieving that vision over time. The Future Land Use map and Table summarizes these concepts for future development of Toughkenamon.

Future Land Use and Character Areas



| Character Area | Intent |
|------------------------------|--|
| Village Core | <ul style="list-style-type: none"> • Intended to be the walkable “heart” of the village • Allow for a broad mix of residential, retail, restaurant, office, institutional, and open space uses, with commercial uses focused along the main corridors and the west side of Newark Road. • Allow up to 3 story buildings set close to sidewalks and in alignment with existing buildings • Allow infill development on vacant and/or larger than average parcels • Encourage reuse of existing structures in good repair • Explore potential for new parking areas |
| Mixed-use Core | <ul style="list-style-type: none"> • Allow for a balanced mix of uses, including commercial (retail, restaurant, office, and other services as dictated by the market), residential, and institutional. • Allow commercial uses on the first floor of buildings along the main corridors with office and/or residential uses on upper floors • Continue to allow up to 3 story buildings set close to sidewalks and in alignment with existing buildings |
| Village Transition | <ul style="list-style-type: none"> • Intended to provide a growth area and allow potential for expansion • Maintain street and pedestrian connectivity to core • Encourage redevelopment for residential uses • Transition area from core to surrounding residential and agricultural areas • Most challenging area in terms of compatibility with community vision and upkeep and maintenance of properties |
| Newark Road | <ul style="list-style-type: none"> • Intended to encourage the continued viability and attractiveness of older homes along an increasingly busy corridor • Allows residential uses to convert to home-based businesses and other commercial uses over time • Topography creates a challenge to pedestrian connectivity to the village despite proximity |
| Small Scale Mixed Use | <ul style="list-style-type: none"> • Intended to provide maximum flexibility to highly constrained parcels on north side of Baltimore Pike in order to allow viable use of the shallow lots on steeply sloping lands • Allow a mix of commercial, industrial, and residential uses • Development is oriented towards Baltimore Pike with shallow setbacks which could contribute to a village appearance along Baltimore Pike • Pedestrian connectivity to the village is limited to the main intersection at Newark Road • A trail connection to the Airport trail network is encouraged |
| Village Residential | <ul style="list-style-type: none"> • Intended to provide a long-term growth area for the village • Maintain a mix of lower density residential and agricultural uses • Maintain deeper setbacks and larger lots consistent with the R-1 district • Provide pedestrian connectivity where feasible |

Similar to the future land use plan in the Comprehensive Plan, the above land use map is intended to guide the refinement of Zoning regulations so that the desired outcome is achieved. Some key highlights of the Zoning Ordinance recommendations (more specifically spelled out in Chapter 5) are:

1. The Village Core is intended to coincide with the R-3 District. The Future Land Use Plan depicts an expanded R-3 District, encompassing the following areas:
 - a. *The residences along the south side of Pine Street:* The lots and dwellings here mimic those within the core and should be treated as such by being included in the R-3 District;
 - b. *The parcel to the east of Union Street:* Currently zoned and used for commercial purposes, this 8-acre property has some unused land that could be subdivided to allow for a number of dwellings oriented toward Union Street.
 - c. *The parcel to the west of Reese Street:* Similar to the bookend on the east side, this 7.3-acre parcel has a number of uses on it, including at least one residence along Baltimore Pike and industrial/auto oriented uses to the south. However, this property could be redeveloped in a number of ways that support the village: a mixed use building(s) oriented towards Baltimore Pike, village compatible employment uses, or additional residential.
 - d. *Vacant parcels:* While the vacant lots to the west of Newark Road could potentially be attractive to commercial development (one stakeholder suggested that rail supportive industry would be ideal in this location, but also admitted that there was little to no market for such industry), the lack of visibility from the main corridors may be a drawback, as is the proximity to existing residential, and relatively small acreage. Residential uses (which are currently permitted) are more likely and could help to support the businesses envisioned along the main corridors. Ideally, these lots would be developed with a mix of modestly scaled mixed-use buildings or mix of housing types (semi-detached and/or townhouses) along the proposed extension of Church Road. Common open space should be incorporated with the development (in accordance with current provisions), as well as parking or additional commercial uses closer to the rail line.
2. The proposed Mixed-use Core does not relate to a current zoning district and so represents an opportunity for a new overlay district. An overlay district continues to permit the same uses as the

underlying R-3 Zoning, but could be more flexible in provisions that allow desired retail, office and restaurant.

3. The current zoning of the Village Transition area along Willow Street is not compatible with the village as it allows an array of less desirable uses (junkyards, etc.) that should be buffered from residential areas. Rezoning this area to R-2 zoning will help to encourage this redevelopment.
4. Flexible regulations for the Small Scale Mixed Use and Newark Road area are not critical in the short term, but could allow for adaptation over time.

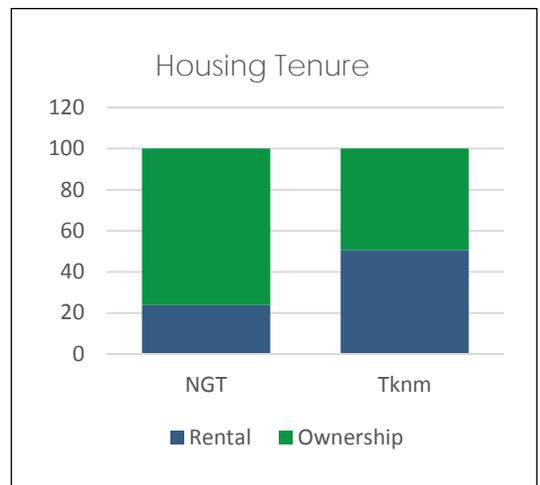
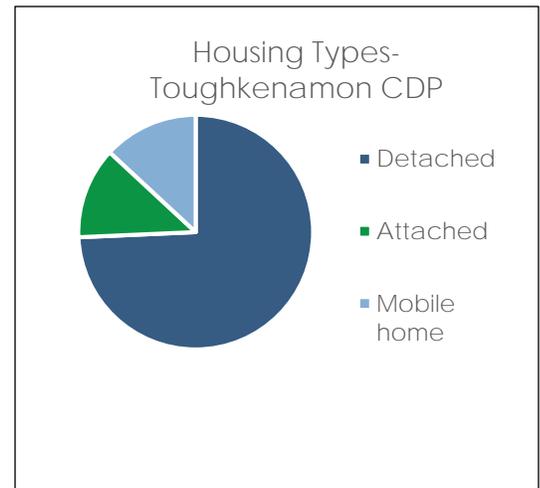
Housing Options and Tenure

Toughkenamon’s residential housing stock is primarily made up of single-family detached and semi-detached (twins and duplexes) dwellings, with a handful of multifamily units, accessory apartments, and mobile homes. This variety of housing choices is unique in the township and something to be further emulated to better accommodate changing demographics and household trends.

The architectural variety of the village allows new development to more easily blend in. New housing can be designed to look like single family detached dwellings, while accommodating 2, 3 or more units. Even encouraging small lot single family detached dwellings that are similar in scale and lot size to those existing in the village would provide welcome alternatives to the predominant housing choices in the surrounding area. Large apartment buildings are not desirable nor compatible with the village and so should not be considered.

With a rental rate of greater than 50% in Toughkenamon (more than double the Township and County rate in 2010 Census), this plan seeks to encourage home ownership and create a better balance. While there are only a limited number of opportunities for new housing, this development could help to attract new buyers and new investment. Community partners, such as the Chester County Housing Partnership, can help to promote home ownership to young families and existing renters, provide education and low-cost loans to qualified buyers, and target outreach to the Latino population in the area.

While there is a concern from residents that new development will invite absentee landlords and further opportunity for disrepair, the high costs of



land and construction in Chester County would not make this financially feasible. The added value of new construction will benefit the value of the village overall.

This is not to ignore the fact that there is a great need for affordable rental units across the county; an issue of critical importance to local industries and their workers. Improving existing rental units to assure that it is safe, well maintained, and appropriate for habitation could be better addressed through a rental ordinance that requires annual inspections and improved property maintenance, a recommendation that is further explained in the Township's Comprehensive Plan.

Commercial, Industrial, and Agriculture

For the small size of Toughkenamon, it has a disproportionately large number of auto-oriented and/or industrial uses located there due to the proximity of the agricultural industry and Baltimore Pike. Many of these uses existed prior to zoning regulations, which have not permitted such uses for nearly 20 years, as they were (and are) not considered to be ideally compatible in close proximity to residential areas. However, these existing uses are legally nonconforming, allowed to continue to operate, and appreciated for their economic value. They also continue to be permitted and encouraged in other areas of the Township, including Baltimore Pike where any negative impact on residential uses is limited and visibility is higher.

Auto-oriented and industrial uses aside, it is not surprising that there are a number of mushroom related enterprises within the village. As discussed in other sections, the mushroom industry is a highly respected industry within the township and one credited with a substantial economic value. It is also understood that the industry faces many challenges, including tight margins, stiff competition, and the constant need to adapt and modernize facilities. These challenges are exacerbated on relatively small parcels in close proximity to residential. For these reasons and others, agricultural facilities are not currently permitted within the R-3 Village district zoning and have not been for some time. The future land use plan provides options for the potential redevelopment of some of these parcels in the long term.

Retail, Restaurants, Office, and Mixed Use

Only a handful of retail, service, and food establishments exist in the village. Logically, these are found along Newark Road and Baltimore Pike as visibility is key. Under current zoning, such uses are permitted anywhere within the R-3 District by conditional use. The objective of the Land Use Plan is to allow more such shops and services to locate along the main



Industrial development with limited buffers and screening

corridors, preferably in existing buildings, by allowing them by right, so long as they can provide required parking. Mixed-use buildings would allow for commercial use on the ground floor, while office and residential would be permitted above, providing additional income to property owners.

Related Issues: Parking and Signage

Parking: According to committee members and stakeholders, parking is not an issue in the village. While some smaller residences along Church and Main Street appear to lack off-street parking, there is space alongside both streets for on-street parking, though none is marked.

As new development comes into the village, it is wise to continually address parking needs and demand so that it does not negatively impact residents and business owners. All new development will continue to be required to provide adequate parking off-street, in accordance with the uses. However, some consideration should be given to revisiting parking standards in the Zoning Ordinance to ensure that ratios are tailored to the uses, with particular attention being paid to the number of bedrooms in residential units. Requiring too much parking can also create a barrier to development/redevelopment, is costly to developers, and creates excess impervious surfaces which in turn exacerbate storm water and water quality issues.

Where a mix of uses in single or adjacent buildings is planned, shared parking provisions should be employed. Shared parking allows the same space to be counted towards different uses, so long as the uses are active at different times of the day. Provisions for a parking study in lieu of one-size fits all standards could also help to ensure adequate parking is provided.

Finally, as development of the larger parcels within and immediately surrounding the village are proposed for development, incentives could be considered that encourage the donation of land for public parking and/or parking fee-in-lieu provisions. Public parking should be located within a maximum 10-minute walk to the businesses along Newark Road and have well marked, direct, and well-lit routes to the desired destinations. Locations along the rail line may be particularly suitable for parking, given these are less desirable for residential uses and retail.

Signage: Signage oriented towards pedestrians should be designed differently than that oriented towards vehicular traffic and both are important to the success of businesses envisioned along Newark Road, Baltimore Pike, and within the mixed-use core. Existing signage

regulations in the R-3 zoning address those appropriate for a residential setting, such as the interior streets within Toughkenamon. However, there are no signage provisions that are appropriate for the existing businesses or future ones. Such regulations could address a full range of sign types, including sandwich signs, projecting signs, electronic messaging, and banners. Examples of these sign types and potential regulations are depicted in the design guidelines in the appendix as well as the implementation chapter.

Maintaining and Enhancing the Character of Toughkenamon

Throughout the planning process there was a strong sense that new development should be balanced and compatible with existing development and serve to enhance the value and quality of development in the village.

Design Guidelines

Because of the existing variation in housing in Toughkenamon, new housing can be designed to blend in with the surrounding neighborhood by using similar heights, setbacks, rooflines, lot sizes, and overall building square footage. Additional features that could be emulated include front porches and detached garages. Such design elements can be integrated into new development through the use of design guidelines.

A set of design guidelines applicable to Toughkenamon are included in the appendix of this Plan. While not a complete list of potential elements, these guidelines address:

- Building and parking location
- Building height
- Roof forms and variation
- Porches and stoops
- Garages
- Landscaping
- Screening and buffers
- Signage
- Lighting

These Design Guidelines could be incorporated into the Subdivision and Land Development ordinance, providing the ability to enforce such guidelines, while also allowing for flexibility and waivers. As an alternative, developers of larger projects or projects requesting conditional



Emblematic architecture in Toughkenamon



use approval could be required to include similar but consistent design guidelines as part of their projects.

A Place for Public Art and Local History

Toughkenamon is a unique place with its own story and future. Ensuring that some of this story is creatively embodied within planned improvements will link Toughkenamon's past, present and future.

Small symbols of history or whimsy incorporated into the capital improvements could be brass insets or stamps along key portions of the sidewalk. Banners hung on street lamps could be alternated to reflect local history, events, or seasonal inspiration.

Public art or kiosks that provide insight into local history and utilize a consistent image and branding for the village could also become important community focal points and add interest, giving people a reason to visit the neighborhood. The long, blank walls of the many industrial buildings in the Village could lend themselves to murals. Pedestrian pockets and village greens could become home to a classic fountain or work of public art. The Township could partner with a local arts organization, work with local artist, or hold a competition to solicit pieces. Maintenance of any such art work would become a new area of maintenance responsibility for the township, but could be offset through a "friends" group or sponsorship by local businesses.

In addition, the Octorara Rail line is a defining feature of the village. It is currently used as a freight line and there is no current station. Many community members would like to see the incorporation of the rail line into the village's revitalization plans. Suggestions for this include a small local history museum, or more ambitiously, a new partnership with rail line owners to provide a passenger/tourist train with stops throughout Southern Chester County focused on wine, agri-tourism, and other unique attractions.

Greening Opportunities in Toughkenamon

As an agricultural village, Toughkenamon has always been surrounded by the rolling fields and open spaces of agriculture. Within the village, the many vacant and underutilized properties add to an ambiance of open space, even though it is all privately owned. As the township and the village change over time, it is important to add and maintain a visual connection to green space – for beautification, for recreation, and for a continued link to the area's rural roots.



Brass inlays that could "decorate" the sidewalk

Toughkenamon Village - Opportunities for Community Greening and Gathering

| Gateways | Pedestrian Pocket Parks | Other Opportunities | Streetscape Plantings |
|---|--|--|---|
| <p>Proposed gateways should have coordinated signage, landscaping, and potentially lighting to provide a cohesive and welcoming boundary to the village.</p>  <p>Landscaped median and gateway</p> | <p>Pocket parks provide small, unique opportunities to add a bench, element of public interest or art for the pedestrian to enjoy while resting or visiting with neighbors.</p>  <p>Village green</p> | <p>Small open spaces create opportunity for community gathering. These spaces can be "unprogrammed" for flexible use or host specialized activities or recreation, such as community gardens or a playground.</p>  <p>Community garden</p> | <p>Trees and landscaping soften the streetscape, help control stormwater, and offer shade. Where feasible, street trees can be planted between the curb and sidewalk, but in most cases are more feasible in the front yard. Where neither situation is feasible, shrubs or planters should be encouraged to soften the streetscape.</p>  <p>Streetscape trees</p> |
|  <p>Landscaped gateway</p> |  <p>Pedestrian pocket</p> |  <p>Playground</p> |  <p>Storefront planter and bench</p> |

The Community Greening and Gathering Toolbox includes illustrations and design guidelines for enhanced aesthetics within Toughkenamon in the form of:

- Landscaped gateways;
- Pedestrian pockets;
- Community garden or village green; and
- Streetscape trees (street trees or front yard).

While the Future Land Use and Character Areas plan shows the opportunity for one such space- the community garden along the Church Road extension- additional opportunities should be incorporated into future development. Two specific recommendations include a village green and a playground. The village green could be a small visible area with potential for a bench or two, kiosk, or fountain.



Potential pedestrian pocket along Newark Rd

Toughkenamon Playground

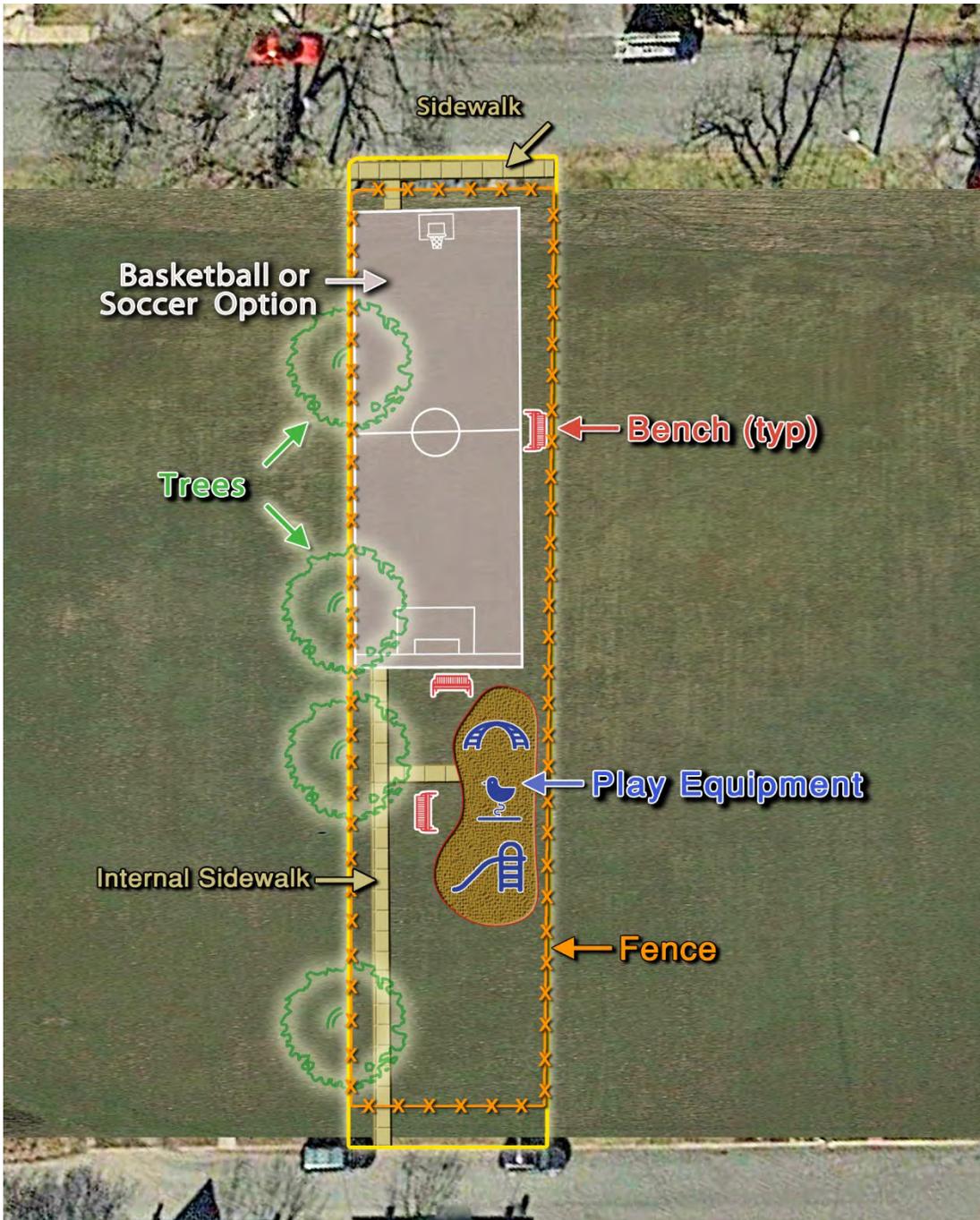
One strategic goal of the township's 2018 Comprehensive Plan was to identify a park in or around Toughkenamon. The need for a park is considered important because of the lack of recreational opportunities in the northern portion of the township, and the specific desire to provide neighborhood recreation to residents of Toughkenamon, particularly for those who many not have access to a car. In addition, parks and green spaces are universally valued for their contributions to the identity and attractiveness of any urbanized area, be it village or borough.

As part of the public outreach to this plan, providing a playground was met with a mixed response. A playground previously located in the village was neglected and unused, becoming an eyesore in the community. However, many respondents acknowledged the need for a space for the many local children who call the village home.

Though there is demand and need for a larger recreational area in the northern section of the township, it is not practical to provide this within the study area. The land is simply not available. However, space for a small playground with a modest variety of activities could be accommodated as part of the land development process or working with community partners. As part of this plan, a generalized concept plan was developed for a typical narrow Toughkenamon lot. Specific activities were not explored and the concept is intended to denote variety, not community preference.

Identification of a potential site should be a priority of this plan, while there is ample vacant land in the village. After a site is identified, pursuit of funding for design and construction are recommended. Regardless of location and ownership, ongoing maintenance and monitoring of the site are important to ensure that it remains a safe and attractive community asset.

Playground Concept Plan



“Activating” the Village

Community events

Most approaches to revitalization recommend coupling planned physical improvements with events and activities that create an inviting atmosphere. This may include neighborhood-oriented activities such as block parties or may focus on events hosted by local businesses. Toughkenamon is a small village and does not have the infrastructure for festivals/events with a township-wide draw. Events should match the small, quiet ambience of the village, celebrate community pride and support the businesses. Some examples of such events could include:

- Hosting a block party, village cleanup day, etc.
- Considering a parade and continue the holiday tree lighting, etc.
- Hosting a ribbon cutting event prior to the start of the intersection improvements at Baltimore Pike and Newark Road would both celebrate a significant achievement for the township and help to highlight a new era for Toughkenamon.
- Partnering with local artists/art organizations to create murals on blank walls. Enlist students and others to help maintain them.
- An outdoor wine night with food truck and/or pizza.

Demonstration Projects

Another aspect of activating the village could be the use of flexible, short term demonstration projects can help to pilot a project and improve the outcomes. This “tactical urbanism” approach is often used for projects related to infrastructure, open space, or events. Some popular examples include:

- Allow pop-up retail/café/recreation: Filling an empty indoor or outdoor space with quality and interesting temporary uses create a buzz in the village, increase opportunities to small businesses and entrepreneurs, and demonstrate how spaces could work.
- Add window displays: Businesses other than retail or restaurant can still contribute to an attractive and welcoming downtown by ensuring that the public face of the business offers something of visual interest.



4 | Transportation Plan

The plan for improving transportation in Toughkenamon is focused on addressing congestion, reducing speeding and cut-through traffic, and enhancing the safety and comfort for people walking and biking in the village. Transportation improvements were also coordinated with the land use plan (See Chapter 3) to ensure that the transportation network supports appropriate growth and development in the village and reflects the unique character of Toughkenamon.

Multimodal Toolbox

During the planning process, various transportation infrastructure features were considered and evaluated; particularly, measures to reduce speeding and support walking and biking. The multimodal toolbox on the following page identifies transportation facilities that were considered and recommended for improving the transportation network in Toughkenamon. It was developed based on the context and existing facilities within Toughkenamon and New Garden Township, as well as some new treatments. The descriptions and design parameters reflect best practices and current design guidelines from the American Association of State Highway Officials (AASHTO), Federal Highway Administration (FHWA), and PennDOT. Transportation features were evaluated and selected based on feasibility, effectiveness, capital and maintenance costs, appropriateness for the context of Toughkenamon, and public input.

Multimodal Toolbox

Sidewalk— Concrete pathway parallel to the road that is intended for use by pedestrians with numerous access points to adjacent land uses.



Crosswalk— Pavement markings designating a location for pedestrians to cross a road. High visibility crosswalks, also known as continental design, are most visible to motorists. Crosswalk treatments can also be decorative in nature with stamped asphalt or other special pavement markings.



Trail— A paved pathway at least 8' wide that is used by both bicyclists and pedestrians.



Speed Hump— Raised areas in the roadway, typically 3 inches high with a 12 to 22-foot travel length; can also be marked as raised pedestrian mid-block crossings.



Curb Extension— Areas of expanded curbing that narrows a travel lane—intended to reduce vehicle speeds and shorten the crossing distance for pedestrians.



Yield Street— A narrow roadway without pavement markings that is intended to support walking, biking, and driving in a shared space. These roads serve bi-directional traffic with no pavement markings, but their narrow design encourages lower speeds. (Many streets in the study area effectively operate as yield streets today.)



Gateway— A landscape feature intended to indicate to motorists that they are entering the village; could be median islands or roadside signage.



Transportation Network Improvements

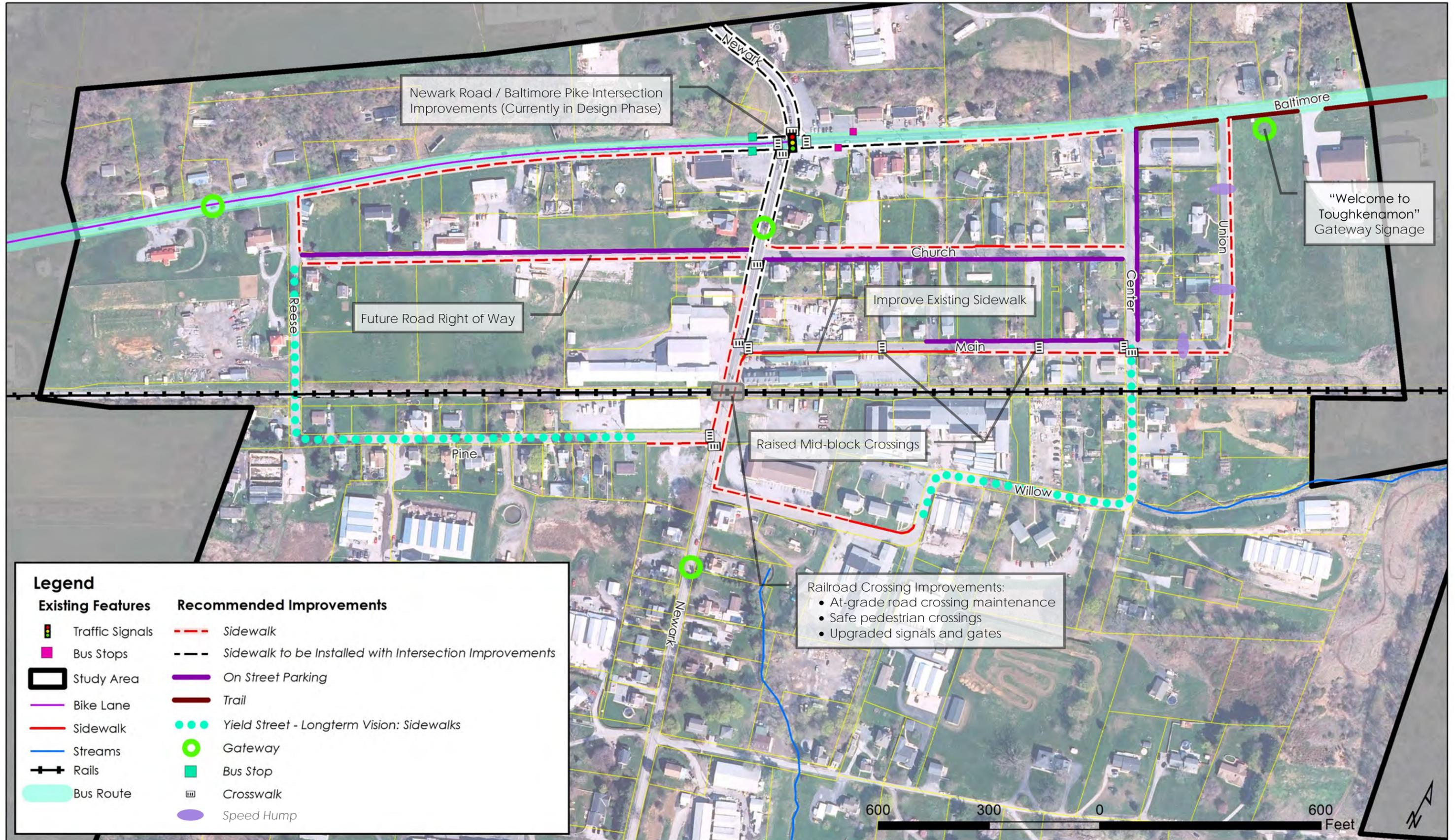
The Future Multimodal Transportation Network Map on the following page illustrates the transportation infrastructure improvements identified for Toughkenamon. The map and descriptions in this chapter present a long-term vision for a complete transportation network in the village. Additional evaluation of feasibility, engineering, and coordination with property owners would be required before any improvements could be constructed. Changes in conditions or travel patterns should be monitored and may influence the need or scope of improvements. The identified improvements would be implemented over time; based on needs, available resources, and land development activity. See Chapter 5 for additional information about potential implementation of the identified transportation infrastructure improvements.

Baltimore Pike and Newark Road Intersection Improvements (PennDOT Project: SR 3046 Section OBP)

The highest priority transportation project is improving operations and safety at the intersection of Baltimore Pike and Newark Road. As described in Chapter 1, design of the intersection improvement project is underway and construction is anticipated to be complete by 2023. The roadway realignment, additional turn lanes, sidewalks, crosswalks, and other improvements will reduce congestion and delay on both Baltimore Pike and Newark Road. It is also anticipated that improving the intersection will reduce speeding and cut-through traffic on other streets within the village.

Based on input from the steering committee and public during development of this streetscape plan, the conceptual design of the intersection improvement project was revised. Some of the key enhancements and additions based on input are shown on the following current concept plan and include:

- Extending sidewalk connections on both sides of Newark Road to the north and south of Baltimore Pike;
- Eliminating sidewalk connections on the north side of Baltimore Pike due to lack of destinations and site constraints;
- Providing a median gateway treatment within a gore area on Newark Road south of Baltimore Pike;
- Relocating existing SCCOOT bus stops and providing sidewalk connections and ADA landing pads for the bus stops on Baltimore Pike west of Newark Road; and
- Pedestrian-scale streetlights and painted signal poles.



Newark Road / Baltimore Pike Intersection Improvements (Currently in Design Phase)

"Welcome to Toughkenamon" Gateway Signage

Future Road Right of Way

Improve Existing Sidewalk

Raised Mid-block Crossings

Railroad Crossing Improvements:

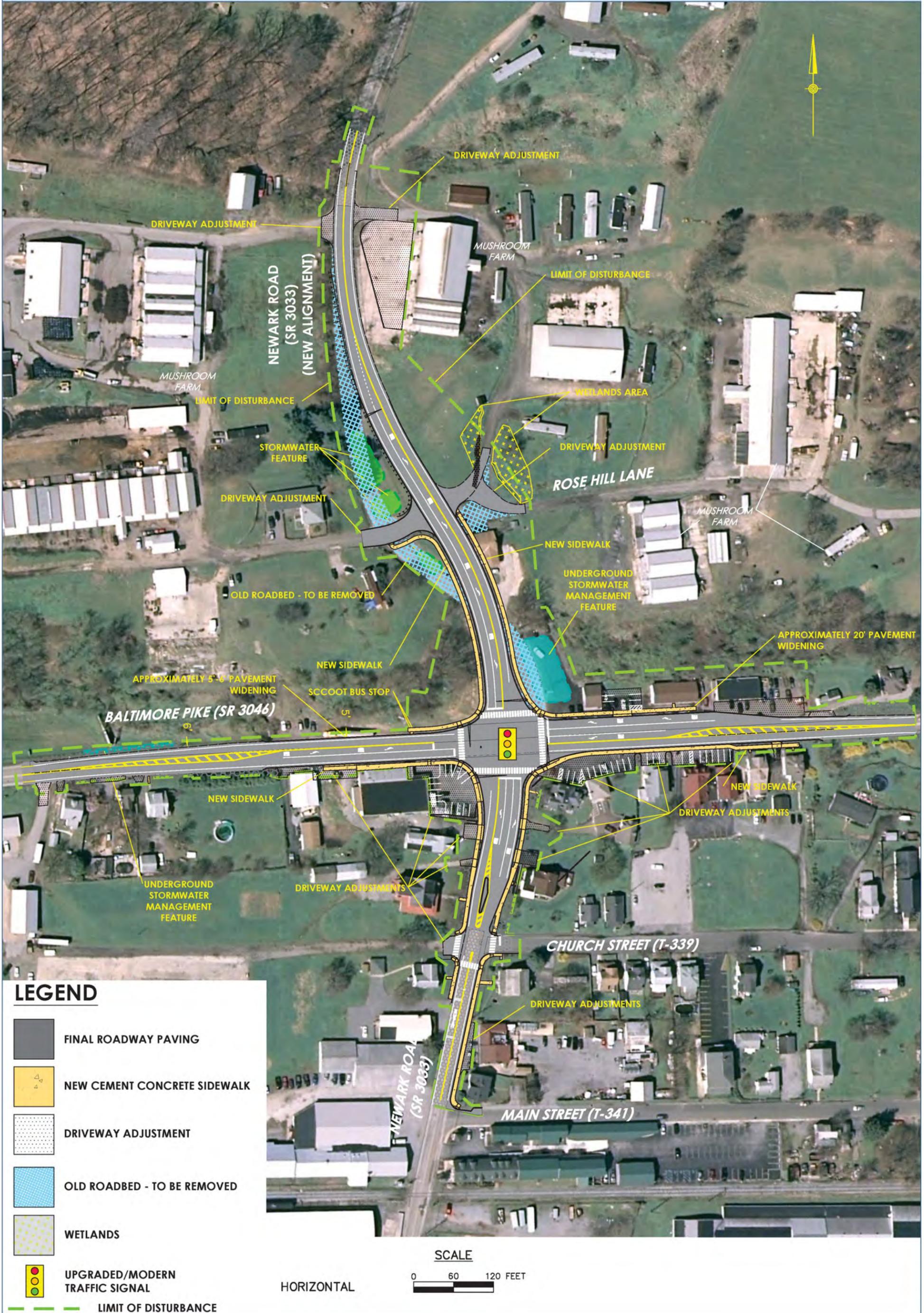
- At-grade road crossing maintenance
- Safe pedestrian crossings
- Upgraded signals and gates

Legend

| Existing Features | Recommended Improvements |
|-------------------|---|
| Traffic Signals | Sidewalk |
| Bus Stops | Sidewalk to be Installed with Intersection Improvements |
| Study Area | On Street Parking |
| Bike Lane | Trail |
| Sidewalk | Yield Street - Longterm Vision: Sidewalks |
| Streams | Gateway |
| Rails | Bus Stop |
| Bus Route | Crosswalk |
| | Speed Hump |

Baltimore Pike (SR 3046) and Newark Road (SR 3033) Intersection Improvement Project Preliminary Design MPMS# 110312 - SR 3033 SEC OBP

NEW GARDEN TOWNSHIP
CHESTER COUNTY



The design of the intersection project will likely continue to evolve as the engineering and permitting process progresses. Additionally, some of the sidewalk and streetscape improvements, particularly on Newark Road, may be implemented independently as a separate phase, depending upon available funding and grant funding requirements.

Traffic Calming

In addition to addressing the bottleneck and congestion at Baltimore Pike and Newark Road, the transportation plan includes recommendations to slow vehicles and discourage cut-through traffic within the village center, also known as “traffic calming” measures. In addition to improving safety, traffic calming measures can enhance the character and aesthetic quality in the village by providing opportunities for landscaping and greening.

Gateway treatments can also be a traffic calming measure that can incorporate landscaping and destination signage. Gateway treatments signal to motorists that they are entering a village setting and the characteristics of the roadway are changing. Landscaped medians can also provide some horizontal deflection to help slow vehicular traffic. In Toughkenamon, landscaped medians are recommended for the western end of the village along Baltimore Pike and two locations on Newark Road, south of Baltimore Pike. The general locations were identified to maintain access to adjacent properties and avoid potential conflicts. However, additional engineering and coordination with property owners will be necessary to ensure that the gateways do not restrict or limit access. Due to surrounding constraints, a welcome sign is recommended for the eastern approach to the village on the south side of Baltimore Pike .

Speed humps are one of the most effective measures for reducing travel speeds due to their vertical deflection. Based on observations and public input regarding cut-through traffic patterns and speeding, speed humps are recommended for Main Street and Union Street. The speed humps along Main Street can serve as raised pedestrian midblock crossings and help to create a more comfortable environment for walking. The general location of potential speed humps are depicted on the Multimodal Network Plan. The locations were identified based on the characteristics of the roadways and PennDOT’s recommendation to provide speed humps at intervals of 250 to 600 feet apart. Specific locations and other design details, such as signage, pavement markings, and drainage can be determined during design. Additionally, installation of speed humps should consider potential impacts to emergency response times, increased noise levels, and ongoing maintenance.



Gateway median example from King Road in Malvern, PA



Raised Pedestrian Crossing Example from East Central Avenue in Paoli, PA

Traffic calming measures, such as speed humps, can be more effective when coupled with routine speed enforcement and education. The Township can coordinate with the Southern Chester County Regional Police to provide targeted, highly visible, and long-term enforcement, particularly on Main Street. Concerns regarding speeding and cut-through traffic in Toughkenamon should continue to be monitored by New Garden Township, particularly after installation of speed humps or improvements at the intersection of Baltimore Pike and Newark Road. Installation of additional speed humps on other village roadways, such as Church Street and Center Street, can be considered and evaluated if speeding issues persist or worsen.

Walking and Biking

The vision for Toughkenamon is to develop a connected sidewalk network with consistent and attractive streetscapes. The historic development patterns and scale of Toughkenamon are naturally geared toward making it easy for people to walk to destinations in the village. However, much of the development within the village occurred at a time when automobiles did not exist or were not as prevalent. Therefore, streets in the village are narrow, buildings are close to the street edge, and there are limited existing sidewalks. These conditions make retrofitting sidewalks a challenge.

The Future Multimodal Transportation Network Map includes recommendations to provide five-foot wide sidewalks on one or both sides of Baltimore Pike, Newark Road, Main Street, Church Street, Union Street, and segments of Willow Street. The proposed sidewalks build upon and extend some of the existing segments of sidewalks and provide connections along the key corridors with existing or potential commercial or institutional destinations. The map also depicts the location for proposed crosswalks at intersections and mid-block locations on Main Street. For Baltimore Pike east of the village, the plan includes a trail on the south side. This is consistent with previous plans that identified a multi-use trail along Baltimore Pike that would connect to the sidewalk networks in Toughkenamon and the Borough of Kennett Square.

Other roadways within the village are identified as yield streets due to the narrow roadway width, existing land uses and development patterns, and lack of walking trip destinations today. These roadways would continue to look and operate much the same as they do today. The addition of signage to alert motorists of the potential conflict with pedestrians in the roadway can be implemented. As noted on the map, the long term vision is to provide sidewalks on these roadways, if and when development or redevelopment occurs.

Evaluation of Options for One-Way Operations

Given the narrow existing roadways in the village, the option of converting some roadways to one-way operations was explored. One-way operations would provide more space within the existing public right-of-way that could be used for sidewalks and on-street parking. Without conversion to one-way operations, pedestrian facilities and on-street parking would be limited to one side of the roadway.

The planning process included high-level evaluation of one-way options for Main/Church and Center/Union Streets. The evaluation did not include detailed traffic analysis, but rather compared the overall advantages and disadvantages. One-way operations will not provide a significant benefit to traffic flow, circulation, or safety. Also, the change may negatively impact access and attractiveness for businesses and residents. Finally, current residents in the village voiced their strong opposition to the one-way options. Therefore, the recommendation is to maintain two-way operations.



Potential signage for a yield roadway includes a pedestrian warning sign (W11-2) with ON ROADWAY legend plaque.

On-Street Parking and Curbside Management

On-street parking supports residential and commercial properties in Toughkenamon. Due to the narrow widths, parking is currently prohibited on Pine Street, Willow Street, and a segment of Main Street near Newark Road. Other township-owned roadways, including Church Street, Center Street, Union Street, and Reese Street are too narrow to accommodate two-way traffic and parking on both sides of the road. Therefore, in order to improve safety and circulation, the Future Multimodal Transportation Network Map shows managing on-street parking by allowing parking on only one side of Church Street, Center Street, and a segment of Main Street. This is also reflected in the following typical sections. To support these recommendations, the Township Code will need to be amended to enacting new parking restrictions. These restrictions can be implemented in the near term, without significant capital investments. There are several options for designating and prohibiting on-street parking, including signs, striped parking lanes, and striped parking stalls. Visibility of signage and pavement markings, context of Toughkenamon, and cost of installation and maintenance are key considerations for selecting the preferred design option.

Truck Restrictions

Toughkenamon residents reported that large vehicles, such as tractor-trailer trucks, sometimes travel on township roadways within the village. Due to the narrow width, turning radii, and other conditions, it is difficult for trucks to safely maneuver on these roadways. Issues associated with truck traffic on township roadways and potential solutions should be evaluated further. The evaluation must include coordination with businesses and residents to understand current and future needs for truck access. Potential solutions include truck restrictions on certain streets or coordination with businesses and drivers regarding use of preferred routes.

Railroad Crossing Improvements

There are three at-grade crossings for the Octorara Railroad in Toughkenamon: Center Street, Newark Road, and Reese Street. The Newark Road crossing has the highest traffic volumes and is most critical from a safety and maintenance perspective. The deterioration of asphalt at the crossing results in poor ride quality for motorists on Newark Road. In addition, there are no pedestrian facilities for safely crossing the tracks. In 2019, New Garden Township initiated coordination with PennDOT and East Penn Railroad to identify funding for improvements to the Newark Road crossing. Potential

improvements include concrete panels to replace deteriorated asphalt, new signals and gates that meet current standards, and pedestrian crossing infrastructure. Although the Newark Road crossing is the highest priority, safety improvements, including signals or gates, may be needed at the Center Street and Reese Street crossings. Any railroad crossing improvements must be closely coordinated with the owner and operator of the railroad.

Typical Sections

The following typical sections further illustrate the future vision for selected village roadways, including proposed sidewalks, travel lanes, and areas for designated on-street parking. There may be constraints that limit complete implementation of the typical sections in specific areas. Topographic survey, more detailed engineering, and coordination with property owners would be required to fully advance these concepts. However, the typical sections show how space can be reallocated to support safe walking, driving, and biking in Toughkenamon. The typical sections are also a blueprint for how the vision and preferred improvements can be achieved, and they reflect the design guidelines presented in Chapter 3.

Baltimore Pike

Existing Conditions

- Typical Pavement Width: 30' - 36'
- Typical Right-of-Way Width: 50'
- No Sidewalks
- No On-Street Parking



Recommended Improvements

Within the Village Center

38' width including sidewalk



- Notes: Consistent sidewalk and buffer on south side
- Sidewalk on north side at the Newark Road intersection
- No buffer for sidewalk on south side just east of Newark Road given existing constraints

East of the Village Center

45' width including trail



- Notes: Multi-use trail on south side (east of Center Street)
- Existing on-road bicycle lanes west of Reese Street

Newark Road

Existing Conditions

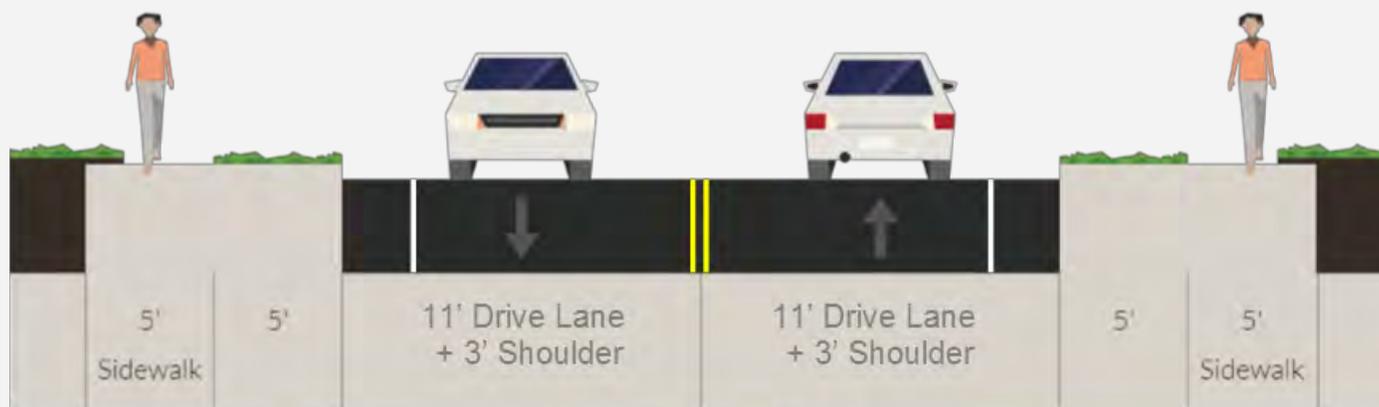
- Typical Pavement Width: 24' - 36'
- Typical Right-of-Way Width: 33'
- Short Sidewalk Segment South of Baltimore Pike on West Side of the Road
- No On-Street Parking



Recommended Improvements

Between Rose Hill Lane and Maple Lane

48' width including sidewalks



Notes: Possibly reduce buffer width (3') in areas with existing constraints
The need for sidewalks south of Pine Street/Willow Street should be monitored and further evaluated for feasibility. Land development activity in the southern area of the village may increase the demand for sidewalks in this area.

Other Village Streets

Existing Conditions

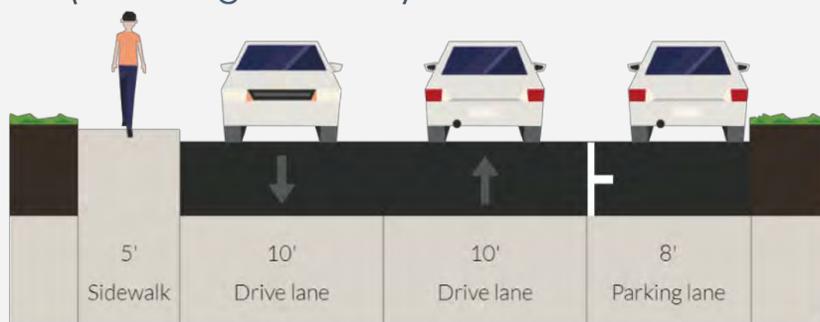
- Typical Pavement Width: 12' - 26'
- Typical Right-of-Way Width: 33'
- Inconsistent sidewalk segments
- On-street parking prohibited on Pine Street, Willow Street, and a segment of Main Street
- On-street parking permitted on other streets by Township ordinance, but existing pavement width is too narrow to support two travel lanes and on-street parking on both sides



Recommended Improvements

Sidewalk + On-Street Parking

33' width (including sidewalk) - Church Street, Main Street

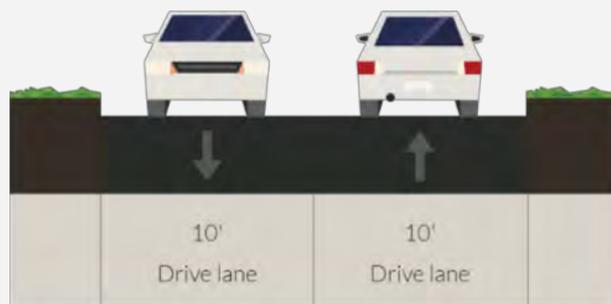


Notes:

- The travel lanes, parking lane, and sidewalk can be provided within the township's right-of-way of 33'.
- Can consider reducing the width of each travel lane to 9' in order to minimize the need for widening the existing pavement.

Yield Roadway

20' width - Reese Street, Pine Street, Willow/Center (south of Main Street)



Notes:

- Similar to existing conditions.
- Bicyclists and pedestrians utilize and share the travel lanes with vehicles.
- No travel lane markings.
- Can provide signage to warn road users of pedestrians on roadway.
- Long term vision is to provide sidewalks.

Other Village Streets (continued)

Recommended Improvements

On-Street Parking

28' width - Center Street



Notes:

- Can consider reducing the width of each travel lane to 9' in order to minimize the need for widening the pavement.

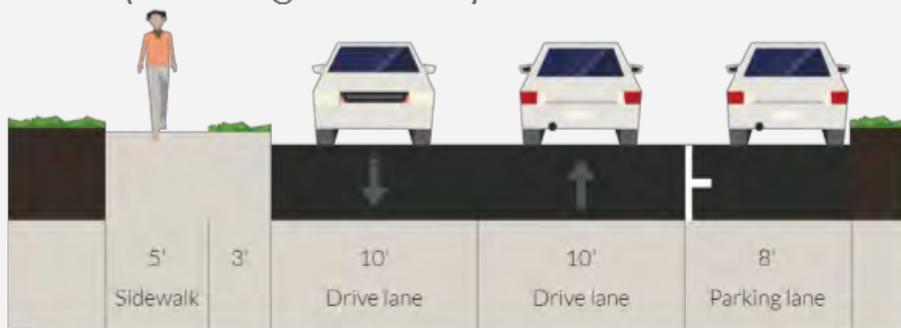
Sidewalk

28' width - Union Street



Sidewalk + Buffer (1 side) and On-Street Parking (1 side)

36' width (including sidewalks) - Church Street Extended



Notes: Today, Church Street extended between Newark Road and Reese Street is a privately owned roadway. It is identified as future roadway right-of-way on New Garden Township's Official Map. If and when it is developed as a public roadway, this is the potential typical section.

New Roadway Connections

The New Garden Comprehensive Plan identified several new roadway connections in and around Toughkenamon; identified on the map below. The purpose of the new roadway connections is to increase connectivity and improve access and circulation. Providing more roadway connections can help to reduce congestion on key corridors, such as Baltimore Pike and Newark Road. Additionally, new roadways can improve access to some properties, supporting development. This planning process included a high-level evaluation of the new roadways presented in the Comprehensive Plan. The evaluation was based on field observations, available maps and data, and a comparison of overall advantages and disadvantages.



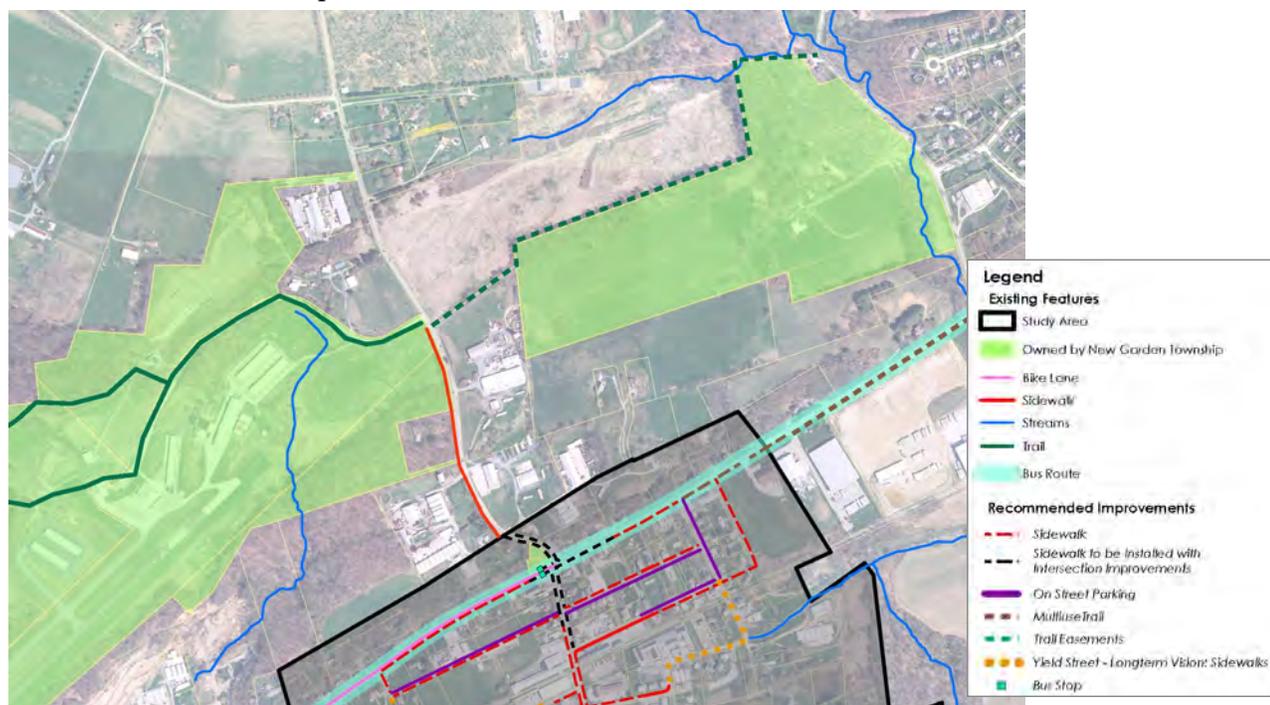
Overall, the potential new roadway connections would improve access and circulation in and around Toughkenamon. However, they would require significant investment, and construction may impact sensitive resources or established developments. These potential new roadways should continue to be considered and evaluated in conjunction with nearby proposed land development or changes in land use. The potential new roadways are not critical to achieving the vision for Toughkenamon set forth in this document. Therefore, they are a low priority for implementation.

- A. Newark Road to Bancroft Road Connection:** This new roadway connection has been discussed for several years, particularly in relationship to proposed land development in the area. Ideally, the new roadway would connect Bancroft Road at Crestview Drive to Newark Road at Airport Way. There are no other east-west roadway connections between US 1 and Baltimore Pike in this area. Therefore, the connection could help to reduce congestion on Baltimore Pike, particularly at the Newark Road intersection. In addition, it would improve access to US 1, New Garden Flying Field, and Bancroft Elementary School, as well as serving potential new development in the area. It would be advantageous to provide facilities for pedestrians and bicyclists along with the new roadway connection, particularly to expand access and connections to the existing hiking trails at the New Garden Flying Field. The key challenges for this connection include traversing the topography and crossing Richards Run, which will likely require a bridge. Given the potential benefits to access and circulation in and around Toughkenamon, New Garden Township, and the southern Chester County region, this new roadway connection warrants further planning, evaluation, and consideration in conjunction with proposed land development.
- B. Maple Lane to Chambers Road Connection:** This proposed extension of Maple Lane to Chambers Road could provide an east-west alternative to the Hillendale Road and Baltimore Pike corridors, and also support access to properties in the area that are currently vacant. Today, Maple Lane is a privately owned roadway. Making this connection would require upgrading the existing road and dedicating it for public use. Additionally, it would require crossing two tributaries to the West Branch of the Red Clay Creek. Given the environmental resources in the area, topography, and other constraints, this proposed roadway connection is a low priority and should only be considered if appropriate development is proposed for the properties that are currently vacant. If the vacant properties are preserved as open space, the costs and potential impacts of the new roadway likely outweigh the benefits.
- C. Center Street Extension and connection to Maple Lane and Newark Road:** The extension of Center Street to the south and west would provide connections to both Maple Lane and Newark Road. The connection would improve connectivity and circulation within Toughkenamon. This new roadway would require traversing significant grades and impact existing and established development in the area. Given the significant costs, potential impacts and limited benefit, this roadway only warrants further consideration in conjunction with major land development proposals in the area.

D. Reese Street Extension and connection to Newark Road: The extension of Reese Street to the south and east and connecting to Newark Road would improve circulation in Toughkenamon. The new roadway would need to traverse the hill south of Toughkenamon. Similar to the proposed Center Street Extension, this new roadway connection only warrants further consideration and evaluation in conjunction with significant changes to land use in the area.

Regional Trail Connections

During the planning process, some community members expressed support for connecting Toughkenamon to surrounding areas, particularly for bicyclists and pedestrians. The two key connections would be to Kennett Square to the east and to the New Garden Airfield and New Garden Township park (with hiking trail opportunities) to the north. The map below shows potential sidewalk or trail connections north along Newark Road to the airport and a multi-use trail east along Baltimore Pike to Kennett Square. Additional planning and evaluation is necessary to determine the feasibility of these connections. The Chester County Planning Commissions will be studying the feasibility of a trail connection between communities in southern Chester County, including Toughkenamon. New Garden Township should remain engaged with this effort as it progresses and continue coordinating with Kennett Township and Kennett Square Borough on regional trail connections. For example, if the Octoraro Rail Line becomes inactive, it should be evaluated as a potential trail corridor.



Priority Capital Projects

Based on the Future Multimodal Transportation Network Map and current design of the Baltimore Pike and Newark Road intersection improvements, conceptual improvement plans were developed for the Baltimore Pike, Newark Road, and Main Street corridors. The concept plans can be used by New Garden Township to pursue funding and implement specific capital improvements.

The conceptual plans reflect existing conditions and readily available data. Preliminary engineering and final design will be required to evaluate necessary construction activities and prepare construction documents. Additionally, various permits may be required depending on the existing conditions, proposed improvements, and jurisdiction of permitting agencies. The design and permitting processes for these proposed improvements will involve additional coordination with property owners and will result in refinements to the conceptual plans and preparation of more detailed plans. Below are several notes and assumptions regarding the conceptual plans presented in this chapter.

- Existing conditions depicted on the conceptual design exhibits are based on GIS data, aerial photography, and limited field measurements only. Topographic survey and thorough field observation will need to be completed during the preliminary engineering of the project.
- The conceptual plans identifies potential locations where existing driveways will need to be adjusted. The design of curb cuts and driveways will be developed during preliminary engineering in accordance with PennDOT and New Garden Township standards. The design of sidewalks and driveways will require further coordination with property owners.
- Legal right-of-way lines and property lines are estimated based on GIS data and data received from PennDOT and New Garden Township. Legal right-of-way lines or property lines have not been independently verified through field survey or title/deed research.
- The exhibits do not depict required right-of-way or easement lines (temporary or permanent), which will likely be required for the construction of the project. The size and location of all easements will need to be determined during preliminary engineering.
- Street lights shown on the plan are for conceptual purposes only. A lighting design plan must be performed for the final location of street lights.

Baltimore Pike

The priority improvements recommended along Baltimore Pike include continuation of the streetscape elements being designed for the Baltimore Pike and Newark Road intersection improvements. Sidewalks and pedestrian scale lighting are shown on the south side of Baltimore Pike, westward from the intersection project limits of work to Reese Street. On the eastern side of the intersection project limits, the sidewalk and pedestrian scale lighting extends to Center Street. The plan also shows gateway treatments at the eastern and western limits of the village.

Newark Road

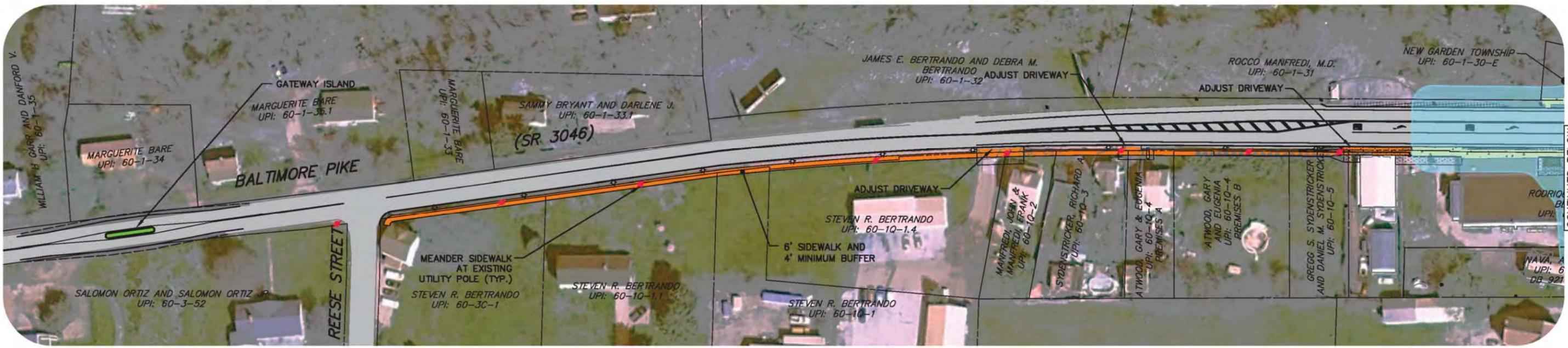
Like the recommendations on Baltimore Pike, the Newark Road improvements include sidewalks and pedestrian scale lighting on both sides of Newark Road from the intersection limits of work southward to Pine Street and Willow Street. It is noted that New Garden Township will need to work with the railroad to identify improvements to the railroad crossing on Newark Road. (These were intentionally excluded from the concept plans, because additional coordination will be needed.)

Main Street

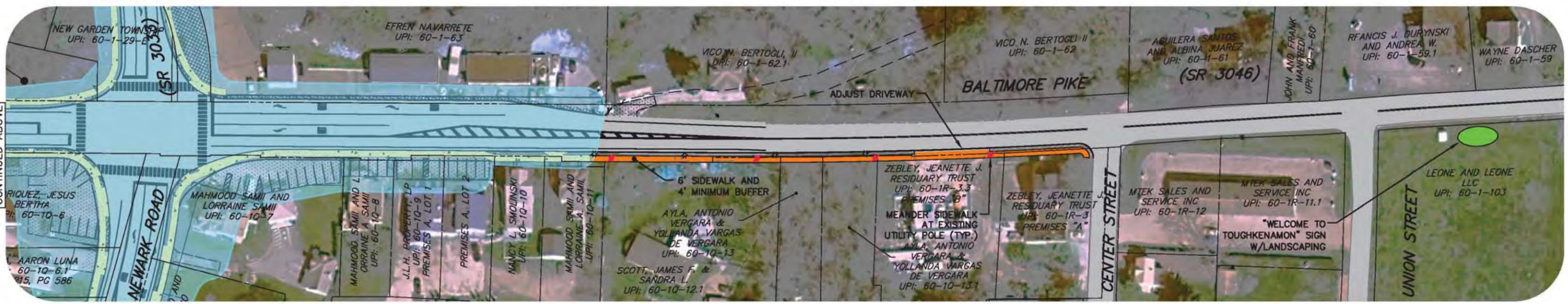
Main Street provides access to both residential and commercial properties in the heart of the village, including the post office. As such, it is a priority to improve the pedestrian connectivity while retaining as much on-street parking as possible on Main Street. The concept plan includes improving and widening existing segments of sidewalk and closing gaps in the sidewalk network on the south side of Main Street. Additionally, cut-through traffic and speeding was a major concern for local residents. Therefore, traffic calming was recommended for this street. The concept plan includes two raised mid-block crosswalks on Main Street between Newark Road and Center Street to slow traffic and support pedestrian crossings. The concept plan also includes on-street parking on the north side with some areas and spaces reserved near the intersection with Center Street for access to the post office on the south side.

Concept plans for all three of these priority corridors are shown on the following pages.

| | | | | |
|-------------------------|-----------|-------|---------|--------|
| DISTRICT | COUNTY | ROUTE | SECTION | SHEET |
| B-0 | CHESTER | 3046 | - | 1 OF 1 |
| VILLAGE OF TOUGHKENAMON | | | | |
| REVISION NUMBER | REVISIONS | DATE | BY | |
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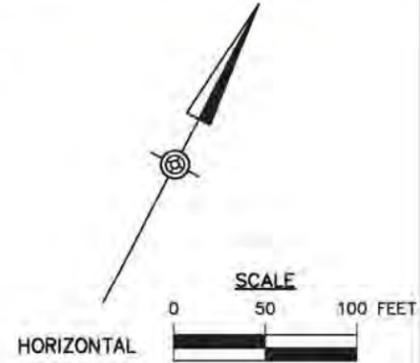
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LEGEND

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|---|-------------------------|---|----------------------------------|---|------------------------------------|
|  | PROPOSED SIDEWALK |  | PROPOSED CURB |  | EXISTING CURB |
|  | NEW FULL-DEPTH PAVEMENT |  | PROPOSED PAVEMENT MARKINGS |  | EXISTING EDGE OF PAVEMENT |
|  | PROPOSED NEW GRASS AREA |  | PROPOSED SAFETY RAIL (FENCE) |  | EXISTING PAVEMENT MARKINGS |
|  | PROJECT BY OTHERS |  | PROPOSED UTILITY POLE RELOCATION |  | EXISTING CONTOUR (2 FOOT INTERVAL) |
| | |  | PROPOSED STREET LIGHT |  | EXISTING RIGHT-OF-WAY LINE |
| | | | |  | EXISTING PROPERTY LINE |
| | | | | | EXISTING UTILITY POLE |

NOTES:

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- THE STREET LIGHTS SHOWN ON THIS PLAN ARE FOR CONCEPTUAL PURPOSES ONLY. A LIGHTING DESIGN MUST BE PERFORMED FOR THE FINAL LOCATION OF STREET LIGHTS
- EXISTING DRIVEWAY ACCESS WILL BE MODIFIED WITH DEPRESSED CURB AND CONCRETE APRON/SIDEWALK. DRIVEWAY OPENINGS WILL BE DESIGNED IN ACCORDANCE WITH PENNDOT AND NEW GARDEN TOWNSHIP STANDARDS.



425 COMMERCE DR
SUITE 200
FT WASHINGTON, PA. 19034
TELE: (215)-283-9444
FAX: (215)-283-9447

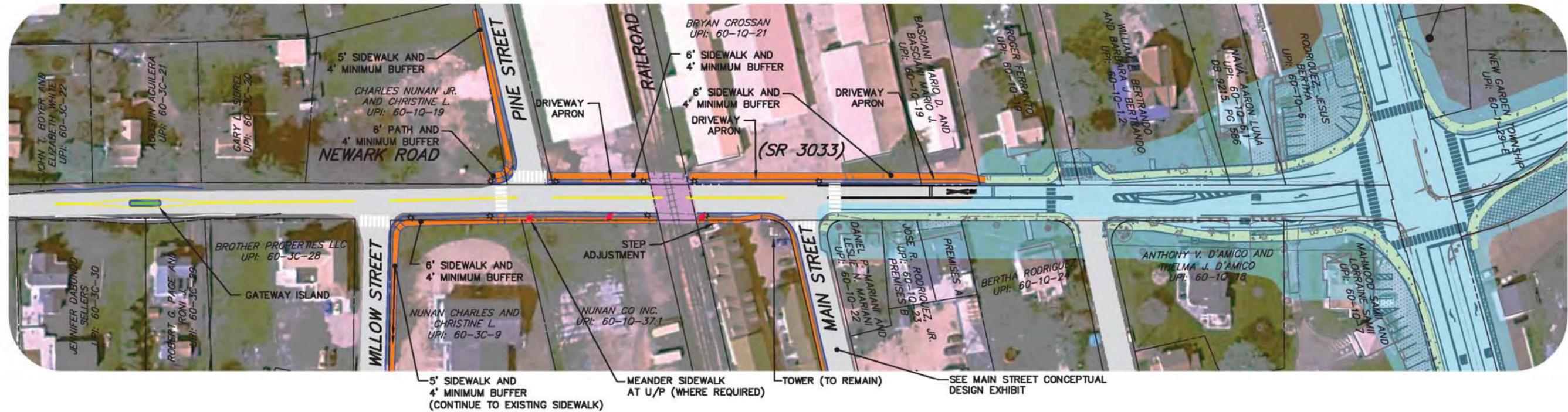
835 SPRINGDALE DR
EXTON, PA. 19341
TELE: (610)-594-9995
FAX: (610)-594-9565

3903 HARTSDALE DRIVE
SUITE 301
CAMP HILL, PA. 17011
TELE: (717)-975-0295
FAX: (717)-975-0294

DESIGN BY: ASB
DRAWN BY: ASB
CHECKED BY: SAG
JOB NO: 818716
DWG:
DATE: 9/18/2019

**BALTIMORE PIKE
FUTURE MULTIMODAL TRANSPORTATION NETWORK
VILLAGE OF TOUGHKENAMON
CHESTER COUNTY**

| | | | | |
|-------------------------|-----------|-------|---------|--------|
| DISTRICT | COUNTY | ROUTE | SECTION | SHEET |
| 6-0 | CHESTER | 3033 | - | 1 OF 1 |
| VILLAGE OF TOUGHKENAMON | | | | |
| REVISION NUMBER | REVISIONS | DATE | BY | |
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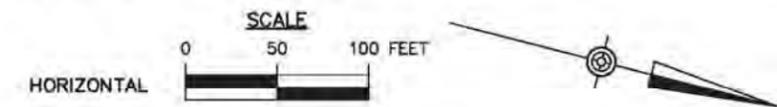


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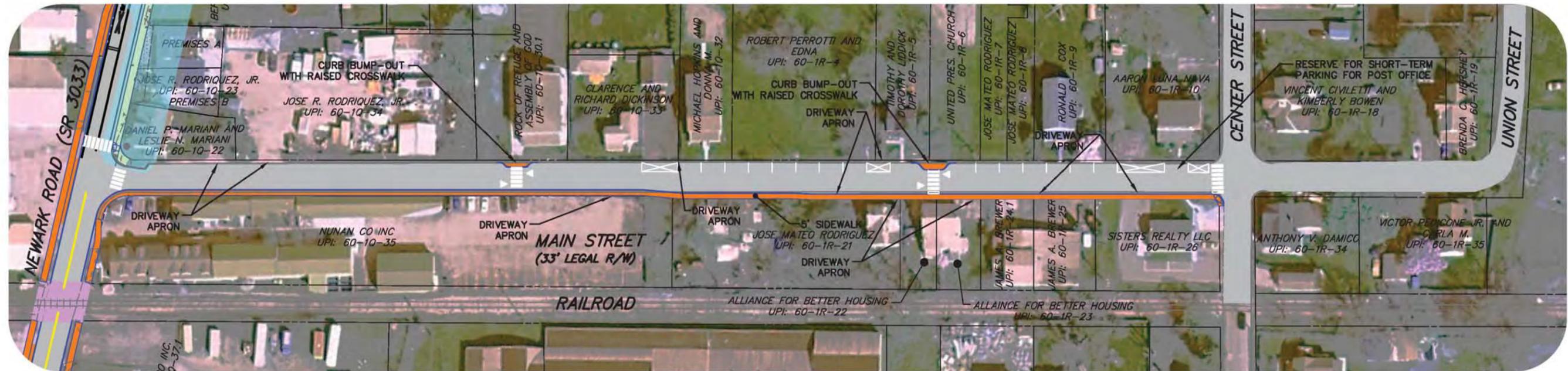
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LEGEND

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|---|---|---|------------------------------|---|------------------------------------|
|  | PROPOSED SIDEWALK |  | PROPOSED CURB |  | EXISTING CURB |
|  | NEW FULL-DEPTH PAVEMENT |  | PROPOSED PAVEMENT MARKINGS |  | EXISTING EDGE OF PAVEMENT |
|  | PROPOSED NEW GRASS AREA |  | PROPOSED SAFETY RAIL (FENCE) |  | EXISTING PAVEMENT MARKINGS |
|  | PROJECT BY OTHERS |  | PROPOSED STREET LIGHT |  | EXISTING CONTOUR (2 FOOT INTERVAL) |
|  | ADA COMPLIANT RAIL CROSSING TO BE COORDINATED WITH RAIL OWNER BY OTHERS | | |  | EXISTING RIGHT-OF-WAY LINE |
| | | | |  | EXISTING PROPERTY LINE |
| | | | | | EXISTING UTILITY POLE |



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|-------------------------|-----------|-------|---------|--------|
| DISTRICT | COUNTY | ROUTE | SECTION | SHEET |
| 6-0 | CHESTER | | | 1 OF 1 |
| VILLAGE OF TOUGHKENAMON | | | | |
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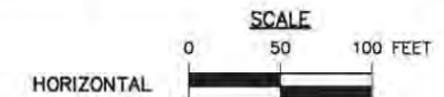
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|  | PROPOSED SIDEWALK |  | PROPOSED CURB |  | EXISTING CURB |
|  | NEW FULL-DEPTH PAVEMENT |  | PROPOSED PAVEMENT MARKINGS |  | EXISTING EDGE OF PAVEMENT |
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| | | | |  | EXISTING UTILITY POLE |

ON-STREET PARKING: 19 SPACES

NOTES:

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Additional Considerations

Complete streets and traffic calming policies clearly identify a community's commitment to improve the local transportation network for all users. New Garden Township should consider adopting complete streets and traffic calming policies with clearly measurable goals to encourage and facilitate diversification of the transportation network. There are various local, regional, and national examples that can be used as a guide for New Garden Township.

The ordinance recommendations were covered in detail in Chapter 3. However, New Garden Township should focus on enforcing policies that appropriately improve and maintain the transportation network for all users. In particular, New Garden Township's ordinances should be updated to ensure that sidewalks are provided on all roads within the village, and maintenance responsibilities for sidewalks should be clearly defined.

New technology for transportation has started to change the way people move about communities. The rapid development of autonomous, connected, electric, and shared vehicles each have the potential for significant disruption in the transportation network. Combined, they may fundamentally change transportation infrastructure needs.

The importance of monitoring these emerging trends will continually grow. New Garden Township should be aware of technological advances, monitor federal and state policies, and consider policies to enhance the effects of these technologies. In the near term, electric vehicle charging and pick-up/drop-off for transportation on-demand services are key issues for the township to consider and evaluate the need for policies or ordinance amendments.



5 | Implementation Strategies

Reenergizing Toughkenamon into a thriving, walkable, mixed-use village will not happen overnight. Incremental changes require ongoing commitment of time and resources by the community, New Garden Township staff, property owners, and elected officials. Availability of funding and other resources will be determining factors in the speed of implementation of the recommendations found in this report.

Action items for this plan are organized and presented in two separate categories: Capital Improvements and Policies/Programs. This chapter presents key action items, next steps, priorities, and potential funding sources for both capital improvement projects and policies/programs.

Capital Improvements

There are a number of ways to implement capital improvements in Toughkenamon. Capital improvements can be implemented as a public project led by PennDOT, New Garden Township, or a partnership between various governmental entities. In locations where private land development or redevelopment is likely to occur, capital improvements may be constructed as part of a land development project by a developer in accordance with township and PennDOT policies. This is one reason why updating zoning and subdivision ordinances is critical.

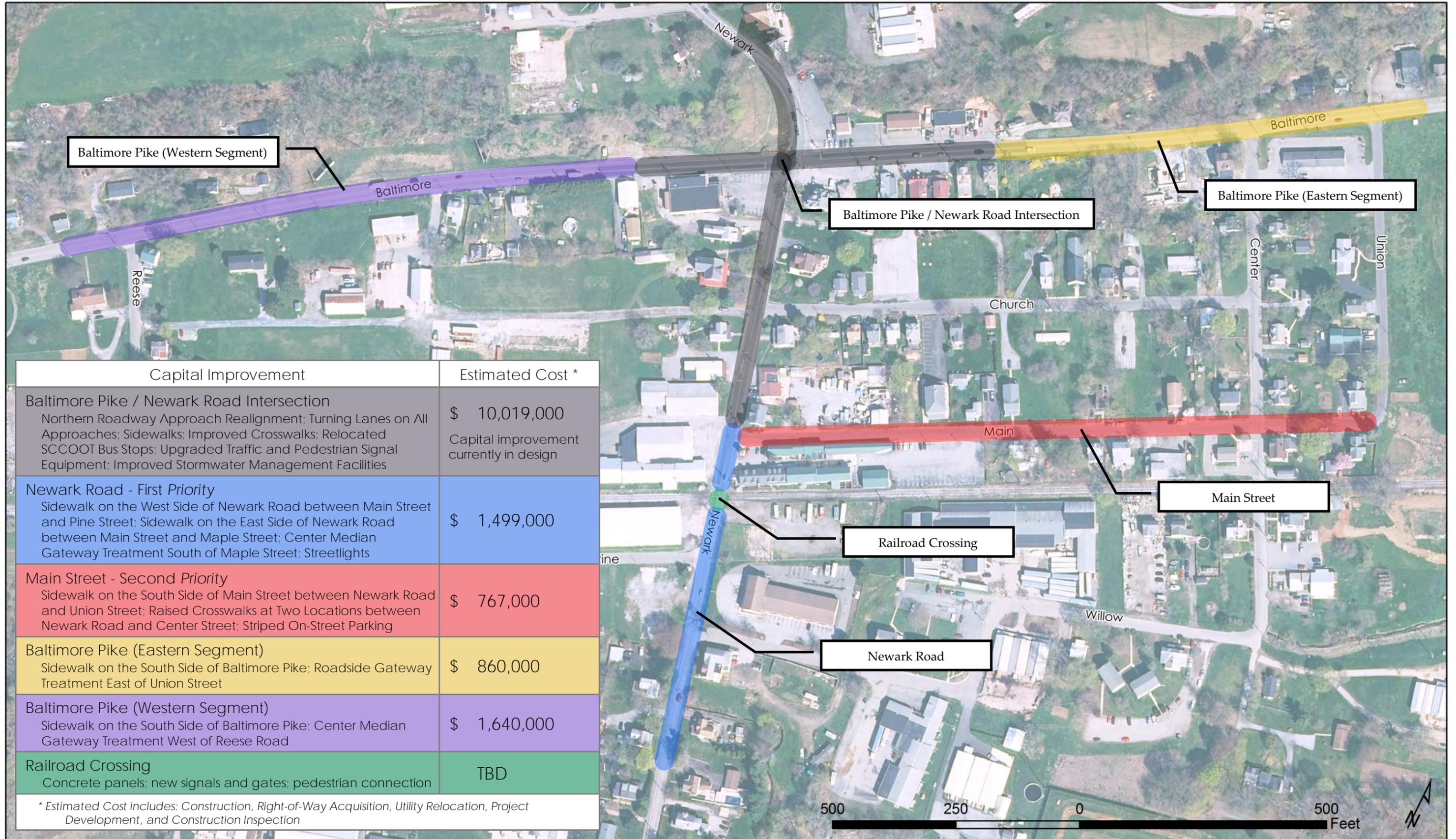
Priority Projects and Cost Estimates

Priority capital improvement projects are presented on the map on the following page. Given the scope and scale of these improvements, they will most likely be implemented in phases depending upon the availability of funding, community support, or opportunity for private development. The Priority Capital Improvements Map and Table

highlight five segments that could advance to design and construction as separate projects or be combined for implementation. The capital improvement projects are consistent with the conceptual plans presented in Chapter 4.

The map also presents a summary of the cost estimates by project. (More detailed cost estimates with material quantities and unit costs are presented in Appendix B.) The estimates are based on the known existing conditions and the prepared concept plans. The cost estimates are appropriate for planning and budgeting purposes only. Construction cost estimates will be refined as design progresses. Below are several notes and assumptions regarding the cost estimates presented in this report.

- Construction cost estimates include inflation of 3% per year for three years. Therefore, the estimates are presented in 2022 dollars.
- Construction estimates are based on quantities derived from the concept plans presented in Chapter 4 and unit prices from recently bid local projects with PennDOT oversight.
- Construction estimates include a contingency of 10% of the infrastructure cost, per PennDOT Publication 352.
- Rough estimates are provided for project development, right-of-way, and utility relocation. The costs associated with these items will need to be refined as the project progresses.
- Project development includes topographic survey, environmental studies, geotechnical exploration, subsurface utility engineering, preliminary engineering, environmental permitting, and final design. The project development cost estimate is a rough estimate based on similar, previously completed projects. Engineering and permitting costs are dependent upon requirements associated with specific funding sources.
- Right-of-way estimates include temporary construction easements and permanent sidewalk easements for some locations. The estimate is a rough approximation of compensation for affected properties. The estimate does not include legal fees associated with the acquisition process.
- Utility relocation estimates are rough estimates for relocating or resetting existing underground and above ground utilities. Impacts to existing underground utilities will need to be confirmed during final design and through coordination with local utility companies.



Baltimore Pike and Newark Road Intersection: Design of the improvements at the intersection of Baltimore Pike and Newark Road are funded and underway. Funding for construction of this intersection improvement project (SR 3046 Section OBP) is included on the Delaware Valley Regional Planning Commission's (DVRPC) FY2019 Transportation Improvement Program (TIP). In addition, New Garden Township received two separate state grants for design and construction of the intersection improvements. A Multimodal Transportation Fund (MTF) grant of \$600,000, awarded by the Commonwealth Financing Authority, is currently being used to fund design of the intersection improvements. A Multimodal Transportation Fund (MTF) grant of \$2 million, awarded by PennDOT, may be used for construction of intersection improvements or related streetscape improvements identified in this plan.



Artistic rendering of streetscape enhancements and transportation improvements at the intersection of Baltimore Pike and Newark Road

Streetscape Enhancements: Beyond the Baltimore Pike and Newark Road intersection project, which is fully funded and well underway, community members identified streetscape improvements on Newark Road as the first priority for implementation, followed by streetscape

improvements on Main Street as the second priority. Improving the railroad crossing at Newark Road was another high priority project requiring coordination with both East Penn Railroad and PennDOT. Identifying funding and advancing design/construction are the next steps for these high priority capital improvements. Potential funding sources and strategies are presented later in this chapter.

Traffic Calming and Multimodal: Some transportation capital improvements presented in Chapter 4 can potentially be implemented in conjunction with routine maintenance. For example, speed humps on Main Street and Union Street, and additional signage and pavement markings for yield roadways, could be implemented as part of a township-wide paving program.

Policy amendments, which can be implemented in the more immediate term, can also promote implementation of capital improvements through adjacent land development projects. A key ordinance amendment is to require installation of 5-foot wide sidewalks as part of all land developments. This policy could lead to implementation of sidewalk segments on other roadways within Toughkenamon.

Recreation: In addition to the transportation improvements, a new park and playground was identified as another high priority capital improvement project. The key next step is to identify an appropriate location for the park and playground.



Artistic rendering from a bird's eye perspective of potential streetscape and transportation enhancements in the Village of Toughkenamon

Policies and Programs

Creating a brighter future for Toughkenamon will also require policy and programmatic adjustments. These implementation tasks are significantly lower in cost than the capital improvement projects, but still require time and investment on the part of New Garden Township staff, officials and consultants. Depending upon the nature of the policy changes, some can be implemented in the near-term, while others may require more time to build community support.

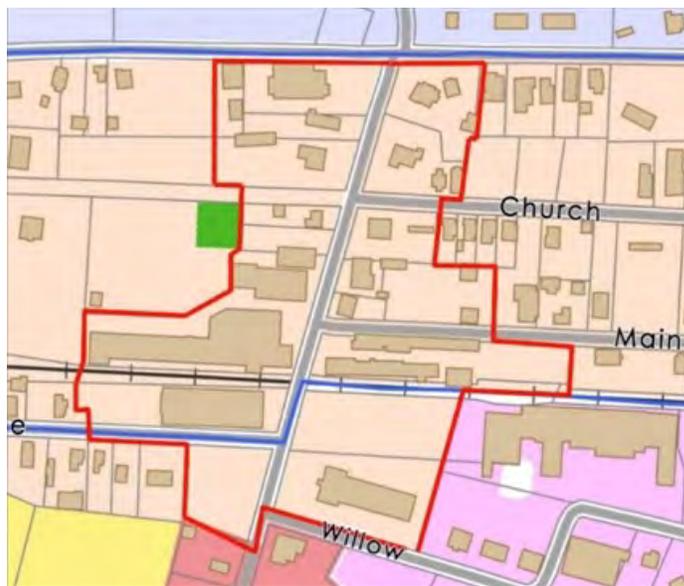
Policies

1. Develop and adopt Zoning Ordinance Amendments that reflect the Character Areas of the Land Use Plan.

Zoning Ordinance amendments can have an immediate and lasting impact on the enthusiasm for infill and redevelopment in the village. In accordance with the Character Areas plan in Chapter 4, the following Amendments are recommended:

A. Consider a New Commercial Core Overlay District that:

- i. Allows more than one use on a lot or within a single building
- ii. Allows retail uses on the ground floor of buildings along Newark Road with new office and residential uses on the upper stories of a building as of right; with more than 2 apartments being a Conditional Use (existing residences would be grandfathered)
- iii. Reduces minimum lot size to 10,000 -12,000 SF (from 20,000 SF) for nonresidential uses, including mixed use buildings
- iv. Considers the following uses as-of-right with a maximum of 2,500 SF:



Commercial Core Overlay District

- personal service establishment;
- general office (excluding medical office) on upper floors or to the rear of retail/restaurant;
- retail (including hardware store);
- restaurant (without drive through);
- fitness studio (dance, karate, etc.);
- museum/historic society; and
- temporary sales (e.g. farmers market and pop-up stores)

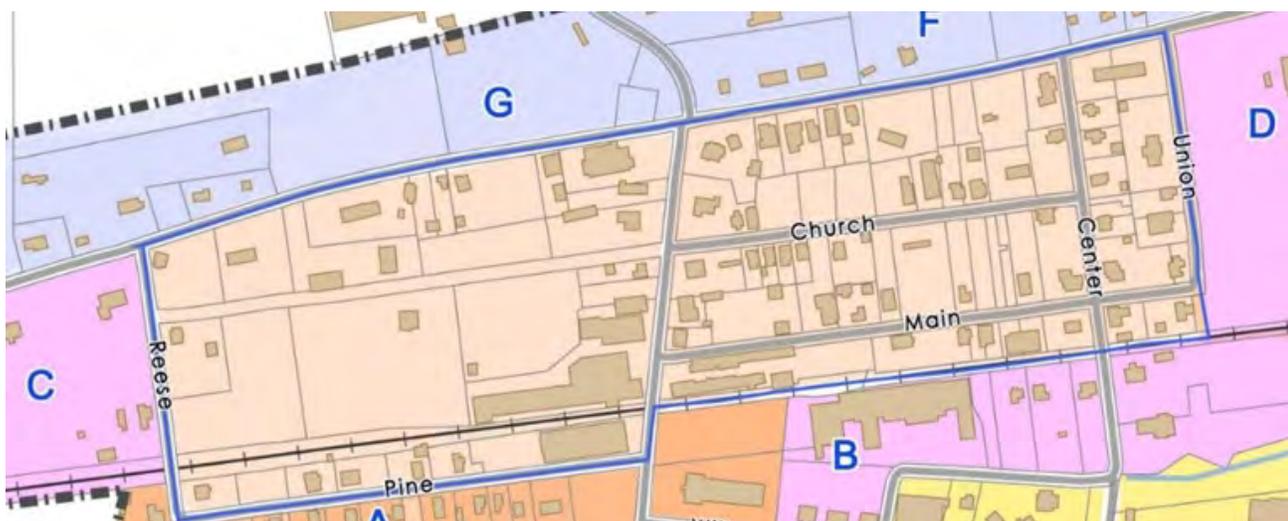
- vi. Considers the following as Conditional Uses:

- day care;
- school;
- apartment building with a maximum of four units;
- makerspace/small scale manufacturing; and
- all uses listed above if larger than 2,500 SF on ground floor

vii. Maximum building height: Allow up to 3 stories and 45 feet

B. Consider amending the R-3/Village Zoning District Amendments to:

- i. Expand the current R-3 district to match the village core on the Land Use and Character Areas Plan.



R-3 / Village Zoning District

- ii. Consider renaming the R-3 district to a name that better reflects the mixed-use nature of the Village.
- iii. Consider reducing the minimum lot size for detached and semi-detached dwellings as a permitted use.
- iv. Consider expanding the R-3 district to encompass the Newark Road South area and the Small Scale Mixed Use Areas as a potential Phase II Ordinance Amendment.
- v. Consider amending the Town Development Option to:
 - Reduce the minimum required tract size to $\frac{3}{4}$ acre and also reduce minimum lot sizes for semi-detached dwellings and townhouses within the option.
 - Allow apartments in mixed use buildings.
 - Permitting additional housing types, such as stacked twins/quadrplex, small multifamily (max of 6 units) within the Town Development Option.



- vi. Add additional design requirements for parcels to the east of Union Street and west of Reese Street to ensure that new development is oriented toward the village.

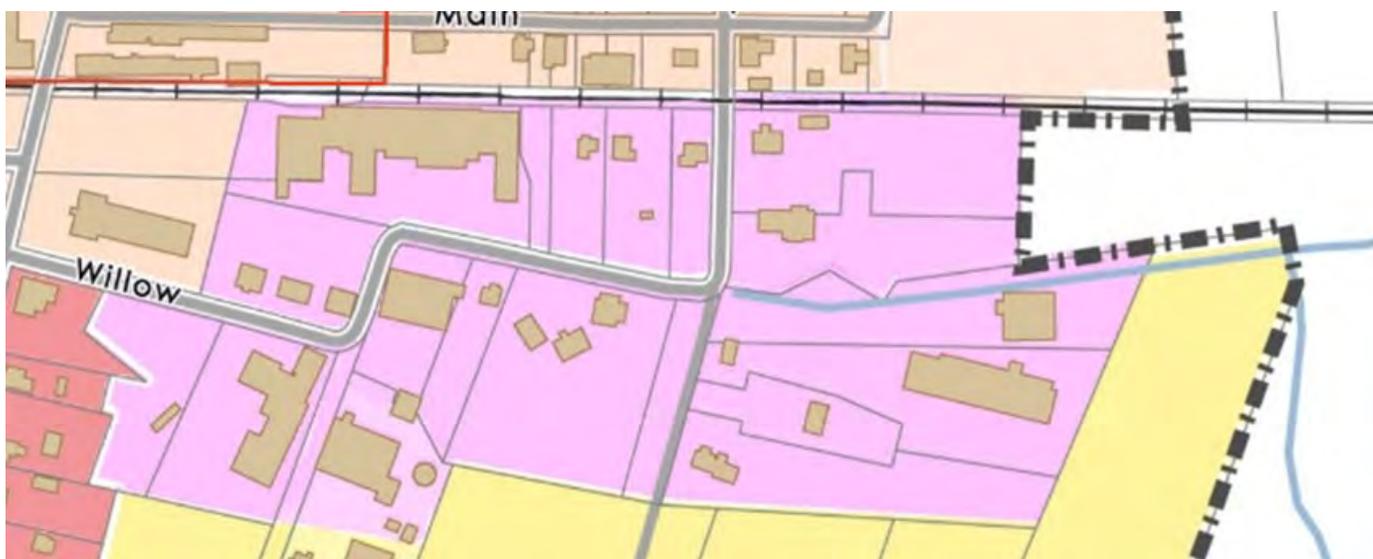


Example village-oriented development from www.Progressivehsg.com

- vii. Consider amending the accessory apartment regulations in §200-110 to allow the apartment within an existing single family house or detached garage.

C. Consider rezoning the Village Mixed Use (Willow Street) Area to R-2 Residential.

The Willow Street area is intended to be a future growth area of the village core. The R-2 District designation would permit existing nonconforming businesses to continue, but also provide incentive for redevelopment of a variety of housing types, in a manner that creates a logical transition from the core to the adjoining low density, R-1 areas.



R-2 Residential Zoning District

D. Consider these additional Ordinance Amendments to support development within the village, including:

i. Parking:

- Consider parking requirements for apartment and townhome residential uses based upon the number of bedrooms.
- Provide an option for a parking study for nonresidential uses.
- Consider incentives to donate and/or provide parking fee -in-lieu funds towards creating a municipal lot.

ii. Signage:

- Provide sign regulations for signs in the R-3 District, separate from the other residential districts, and specifically for the Retail Core and other businesses in the village along Baltimore Pike. Such regulations should provide maximum number and sizes for portable “sandwich” signs, projecting signs, temporary signs, banners, and canopy or awning signs within the village, as well as location. Some suggested regulations include:
 - a. Projecting signs: minimum vertical clearance of 8 feet, max size of 12 SF, max of one for each façade; plus 1 additional for an upper level office; and maximum projection of 4 feet from the building façade.
 - b. Sandwich signs: must be placed so that there is a minimum of 4 feet clearance for pedestrian passage
 - c. Discourage freestanding pole signs along Newark Road.
 - d. Wall signs: max of 2 square feet per 1 linear foot of building frontage, max of 24 square feet.
 - e. Window signs: Allow a maximum of 15% of the window area (same as existing HC regulations)
- Electronic messaging signs: consider only allowing such signs along Baltimore Pike and adding specific regulations:
 - a. Maximum size of digital display (if allowing in village, these should be smaller than that permitted in other areas of the township).
 - b. Regulate sign lighting (maximum temperature of approximately 4,000 K for LEDs);
 - c. Consider adding default hours of operation to the requirements, unless a business is open 24 hours;

- d. Consider a maximum number of message changes per minute based on the posted speed limit.
- e. Require a default design in case of malfunction

- Other considerations:

- a. Require lighting to be full cut-off, down lighting or ensure that the light source is not visible to the eye. This is especially important given the planned mix of uses and proximity of residential to nonresidential.
- b. Delete “advertising sign” definition and review billboard regulations.
- c. Add definitions for all sign types.

- iii. Lighting and Street Lighting (most apply to parking lot lighting as well)

- Consider moving most lighting-related regulations, such as §200-106, to the SLDO (with a cross reference in Zoning) and providing a general update to ensure the ordinance addresses recent technology improvements, new uses, and the full range of lighting options (i.e. building wall lights, parking area lighting, street lights, etc.).
- Illumination of the sidewalk shall result in an average of 0.5 foot-candles.
- All street lights should be full-cutoff with an uplight rating of zero (0) in order to reduce glare and avoid sending unnecessary light into the night sky.
- Energy efficient luminaires, such as LEDs, should be chosen to enhance energy efficiency.
- The color temperature of any LED light fixture should be a maximum of 4,000 K.
- Require street lights along Baltimore Pike, Newark Road and Main Street within the R-3 District as part of redevelopment/new development.

- iv. Landscaping Considerations:

- Remove the invasive and potentially invasive trees from the general list, as well as the ash trees (Appendix E of the SLDO).
- Add a specific street tree list (provided in Design Guidelines).
- Street trees should be planted at a minimum of 2 – 2 ½” caliper (not 4” as in SLDO).
- Require building foundation planting for new development.

- Parking lot screening along street frontage: fence-hedge or low hedge with a minimum of 4' in width where feasible.
- Evaluate buffer widths to ensure compatibility between tight knit uses, in some cases fences may be more desirable and economize on space.

v. Sidewalks

- Provide a definition for sidewalks in the Definitions Section (See Chester County Multimodal Handbook for example)
- Remove sidewalk maintenance responsibilities from SLDO and place in Streets and Sidewalks ordinance.
- Update minimum sidewalk width requirement to 5 feet to meet current ADA standards.
- Sidewalk requirements for Town Development Option (Section 170-62) should be consistent with that required for the R-3 District and the Toughkenamon Streetscape Plan.
- Require sidewalks along both sides of Newark Road within the R-3 District; all other roads within Toughkenamon should have sidewalks on a minimum of one side of the street.
- Note that sidewalks should be required with all new development, not just with new streets.
- Sidewalks shall be placed a minimum of two feet from the adjacent curb, where feasible.

vi. Multi-use Trails

- Provide a definition and design requirements for multi-use trails, including minimum width 8' – 12' and paved surface.

vii. Bus Stops

- Provide definition and design requirements for bus stops, including requiring coordination with TMACC on the design and placement of amenities.

viii. General

- Ensure latest edition of design standards are referenced. (examples from current ordinance below)
 - a. Guidelines for Parking Facility Location and Design (ITE 1990)
 - b. PennDOT Publication 70, April 1983

Potential Funding Sources

Identifying funding is a critical next step for both capital improvements and policy development. As noted in this chapter, some of these improvements may be relatively low-cost, while others may require funding from multiple sources. Several funding sources are available from local, state, regional, and private institutions; some of which are highlighted below.

At the local level, New Garden Township could identify funding for improvements from the general fund, capital fund, state liquid fuels funds, and possibly other dedicated funds included in the Township's annual budget. New Garden Township's capital budget likely allows for the most local control and flexibility for implementation of capital improvements and policy updates. Township funds can also be leveraged and used as match for grants. Additionally, New Garden Township may wish to consider adopting a Traffic Impact Fee Ordinance to fund future transportation improvements in the township. Pennsylvania Act 209 of 1990 enables municipalities to assess a transportation impact fee on new development based on the amount of traffic expected to be generated. Current state legislation does not allow municipalities to use collected Traffic Impact Fees to for streetscape enhancements or traffic calming. However, impact fees could be used to address other transportation needs in the township, making other capital funds available for needs in Toughkenamon.

Competitive grant programs also provide potential funding for implementation. The Summary of Current Competitive Grant Programs Table on the following page highlights some of the current grants available for the types of projects, policies, plans, and programs identified in this plan. Each grant program has different eligible projects and uses of funds, matching requirements, and timelines for implementation. Grant programs typically require the project sponsor to provide some level of matching funds, and there are costs associated with administering a grant funded project.

Summary of Current Competitive Grant Programs Table

| Program - Administering Agency | Program Details | Capital Improvement Projects | | | | Policies and Plans |
|---|---|------------------------------|-----------------|----------------------------------|----------------------------------|--------------------|
| | | Streetscape | Traffic Calming | Bicycle & Pedestrian Facilities | Parks or Public Gathering Spaces | |
| Transportation Alternatives Set Aside - PennDOT - Delaware Valley Regional Planning Commission (DVRPC) | - Federal transportation funds - Match requires funding all pre-construction activities - \$50,000 minimum and \$1 million maximum - 2 year timeframe to complete design, right-of-way, and utility clearance | | ✓ | ✓ | | |
| Congestion Mitigation and Air Quality (CMAQ) - Delaware Valley Regional Planning Commission (DVRPC) | - Federal transportation funds - Match requires funding all pre-construction activities | | | ✓ | | |
| CFA/DCED – Multimodal Transportation Fund (MTF) - Commonwealth Financing Authority (CFA) with DCED | - Annual competitive grant program for state funds (Act 89) - 30% match; \$100,000 minimum; \$3 million maximum - 2 – 3 year timeframe to complete the grant funded activities | ✓ | ✓ | ✓ | | |
| PennDOT – Multimodal Transportation Fund (MTF) - PennDOT | - Annual competitive grant program for state funds (Act 89) - 30% match (based on grant award); \$100,000 minimum; \$3 million maximum - 3 year timeframe to complete the grant funded activities | ✓ | ✓ | ✓ | | |
| Greenways, Trails and Recreation Program (GTRP) - Commonwealth Financing Authority (CFA) with DCED & DCNR | - Annual competitive grant program for state funds (Act 13) - 15% match; \$250,000 maximum - 2 - 3 year timeframe to complete the grant funded activities | | | ✓ Trails | ✓ | |
| Community Conservation Partnerships Program (C2P2) - DCNR | - Annual competitive grant program - Various federal and state funds - 50% match | | | ✓ Trails | ✓ | |
| Chester County Open Space – Municipal Grants Program - Chester County Open Space Preservation | - Annual competitive grant program for County funds - 50% match; \$100,000 to \$250,000 maximum for development grants - 3 year timeframe to complete the grant funded activities | | | ✓ Trails | ✓ | |
| PECO Green Region Program - Natural Lands Trust | - Annual competitive grant program for private funds - 50% match; \$10,000 maximum - 18 month timeframe to complete the grant funded activities | | | ✓ Trails | ✓ | |
| Transportation and Community Development Initiative (TCDI) Program - Delaware Valley Regional Planning Commission (DVRPC) | - Competitive grant program for federal transportation funds - 20% match; \$25,000 minimum; \$100,000 maximum - 2 year timeframe to complete the grant funded activities | | | | | ✓ |
| Vision Partnership Planning (VPP) Program - Chester County Planning Commission | - Biannual competitive grant program for County funds - 30% match; \$50,000 maximum for plans or ordinances and \$30,000 maximum for planning studies - 1–3 year timeframes to complete grant funded activities, depending upon the type of project | | | | | ✓ |
| PeopleForBikes Community Grant Program - PeopleForBikes | - Annual or biannual competitive grant program for private funds - Grant requests cannot exceed 50% of the project cost and \$10,000 maximum | | | ✓ Bicycle Facilities & Trails | | |

Conclusions and Next Steps

The primary and secondary action items that are presented in this report are summarized below. The selected capital improvements and policy updates were prioritized based on input from the steering committee and community.

High Priority Village Improvements

Newark Road and Main Street Streetscape Improvements: Identifying funding is a key next step for advancing streetscape and traffic calming improvements on Newark Road (south of Baltimore Pike) and Main Street. These two projects could be completed independently or could be combined given the similar scope of improvements.

Potential competitive funding sources that could be considered for construction of the improvements include:

- PennDOT—Multimodal Transportation Fund
- CFA/DCED—Multimodal Transportation Fund
- PennDOT & DVRPC—Transportation Alternatives Set Aside Program

The township received a PennDOT Multimodal Transportation Fund grant for improvements at the intersection of Baltimore Pike and Newark Road. The intersection project has since been programed with other federal and state funding sources. Therefore, the township may be able to request to use the awarded Multimodal Transportation Fund grant for the streetscape improvements on Newark Road. Additional coordination with PennDOT is required to determine how New Garden Township may allocate these funds. Alternatively, the township could pursue other funding sources for design and construction. One option is to initiate design with township funds while pursuing grant funds, such as Multimodal Transportation Fund or Transportation Alternatives Set Aside, for construction.

Newark Road Railroad Crossing: In 2019, New Garden Township initiated coordination with PennDOT and East Penn Railroad regarding potential improvements to the Newark Road Railroad Crossing. PennDOT administers the Railway-Highway Crossings (Section 130) Program, which provides federal funds to improve safety for at-grade railroad crossings. A key next step is continuing coordination with PennDOT and East Penn Railroad to determine if funding can be programmed through the Railway-Highway Crossings Program. Once funding is identified and programed, the township should continue to coordinate with East Penn Railroad, PennDOT, and the Public Utilities Commission regarding the design details for the improvements.

Zoning/SALDO Ordinance Amendments: Updating the township’s Zoning and SALDO Ordinances will likely require services from a professional planner and possibly New Garden Township’s Solicitor. Additionally, it will require the dedication of New Garden Township staff and volunteers. The Planning Commission would most likely oversee and play a key role in developing the draft ordinance amendments, but the Board of Supervisors has the ultimate authority to adopt and enact the changes. Chester County’s Vision Partnership Planning (VPP) Program is a primary funding source that should be considered for this effort.

The table on the following page summarizes the primary implementation actions recommended in this document.

Enhancements in Toughkenamon



Before



After

While this plan was being developed, a property on Main Street was sold and the new owner rehabilitated the house, demolished a structure that had fire damage, and improved the overall aesthetics of the property.

Primary Implementation Actions

| Capital Improvements | | |
|--|---|----------|
| Project | Key Action Items | Priority |
| Baltimore Pike and Newark Road Intersection Improvement Project (SR 3046 Section OBP) | Design and construction are fully funded. Continue to work with PennDOT to advance design and construction of the intersection improvements. Coordinate with property owners during the design process. | High |
| Newark Road Streetscape Improvements (First Priority) Main Street Streetscape Improvements (Second Priority) | Identify funding and advance design and permitting for the improvements included in the conceptual plan. Improvements to be coordinated closely or done in conjunction with the Baltimore Pike and Newark Road Intersection Improvement Project. Design process to include coordination with property owners. | High |
| Newark Road Railroad Crossing Improvements | Coordinate with East Penn Railroad, PennDOT, and the Public Utilities Commission to identify funding and initiate design of improvements. | High |
| Park/Playground | Identify an appropriate location for a park/playground. Identify funding or partnerships to develop a park/playground. | Medium |
| Baltimore Pike Streetscape Improvements (Eastern and Western Segments) | Identify funding and advance design and permitting for the improvements included in the conceptual plan. (Note: Gateway treatments could be implemented separate and in advance of sidewalk connections.) | Medium |
| Union Street Traffic Calming | Coordinate with property owners regarding proposed speed humps. Identify funding and initiate design and implementation of speed humps. | Medium |
| Yield Roadways Signage and Pavement Markings | Develop signage and pavement marking plans for yield roadways. Implement improvements as part of future roadway resurfacing or maintenance project. | Low |
| Policies and Programs | | |
| Project | Key Action Items | Priority |
| Zoning Map and Ordinance Amendments: Create New Commercial Core and Mixed Use Districts and Amend R-3 Village District | Identify funding to draft ordinance amendments. | High |
| Subdivision and Land Development Ordinance (SALDO) Amendments: Incorporate Design Guidelines | Identify funding to draft ordinance amendments. | High |

Village of Toughkenamon

In addition to the primary implementation actions, there are secondary action items that would continue to enhance the Village of Toughkenamon. New Garden Township should remain engaged with local and regional partners and agencies to ensure the secondary action items presented in the table below are implemented in Toughkenamon.

Secondary Action Items

| |
|--|
| Coordinate with the Southern Chester County Police regarding targeted speed enforcement, particularly on Main Street and Union Street in Toughkenamon. Continue to monitor speeding and cut-through traffic issues in Toughkenamon. |
| Enhance the township's rental registration and inspection ordinances to require annual inspections and improved property maintenance. (Note: This was identified as an action item in the 2018 New Garden Township Comprehensive Plan to address issues related to crowding, unsafe conditions, and vacancies for rental properties.) |
| Amend New Garden Township's code to clarify on-street parking provisions for Center Street, Church Street, Union Street, Reese Street, and the eastern end of Main Street. Designate on-street parking and parking restrictions with signs and/or pavement markings. |
| Evaluate potential truck restrictions for township owned roadways within the village. Coordinate with property owners, residents, and businesses regarding current and future needs for truck circulation. |
| Coordinate with East Penn Railroad regarding potential safety improvements for the Reese Street and Center Street at-grade railroad crossings. |
| Amend New Garden Township's Official Map to include proposed trail easements for: <ul style="list-style-type: none"> – Multi-use trail on the south side of Baltimore Pike between Center Street and the township's eastern border with Kennett Township – Sidewalk/trail on the west side of Newark Road between Baltimore Pike and Airport Way |
| Develop policies and programs related to complete streets and traffic calming. |
| Monitor and evaluate the need for Township policy or ordinance amendments relative to new technologies for transportation, including electric vehicle charging and pick-up/drop-off areas for ridesharing services. |
| Coordinate with TMACC and other partners to promote use of the SCCOOT Bus Service on Baltimore Pike. |

Final 3/25/2020

Appendix

- A | Toughkenamon Historic Summary
- B | Land Use Analysis
- C | Example Design Guidelines
- D | Priority Projects Detailed Cost Estimates
- E | Public Comments

A | Toughkenamon Historic Summary

Toughkenamon, a Brief History¹.....Margaret B. Jones, Ph.D.

Toughkenamon owes its genesis to the coming of the Philadelphia and Baltimore Railroad; it was in fact a railroad town. Prior to 1852, there were only five buildings clustered around the intersection of Newark Road and the Baltimore Pike. There were three houses, Warner Paxson's general store and a tavern known as the Hammer & Trowel. From these modest beginnings, Toughkenamon began to grow; 14 houses went up in 1860, and in 1870, the population numbered about 300 persons.

One man, Isaac Slack, is generally acknowledged to be the "Father of Toughkenamon." In 1852, knowing that the railroad was to come through the valley; Slack began to buy land and build houses. In 1855, he purchased a farmstead of 132 acres south of Baltimore Pike; here he built a brick wheel and spoke factory, a stone steam powered sawmill, and houses for his workers. For Slack's enterprises to succeed he needed to encourage the railroad to make a regular stop. Slack built a station, installed a water tank and deeded the surrounding land to the railroad. By 1863, trains were carrying ship timbers to Boston and thousands of handles for axes, picks and hatchets were being shipped to Philadelphia and New York. Orders for spokes and carriage wheels were coming from all across the country.

Slack's small tracts soon sprouted a flour and feed mill, blacksmith shop, wheelwright shop, broom factory, saddle and harness shop, feldspar mill, a creamery and a brick yard. The amenities of a village followed: Hannah Cope opened a private day and boarding school in 1868 and in 1877, a public school house was built. Harry Owens purchased and enlarged the general store in 1872, a Presbyterian church was established in 1874, and not to be outdone by other towns, Ed Yetter laid down a half-mile racetrack in 1875. Telephone service came to the village in 1885; electricity with streetlights followed in 1893, and in 1905, a trolley was built along Baltimore Pike from Kennett Square to Oxford.

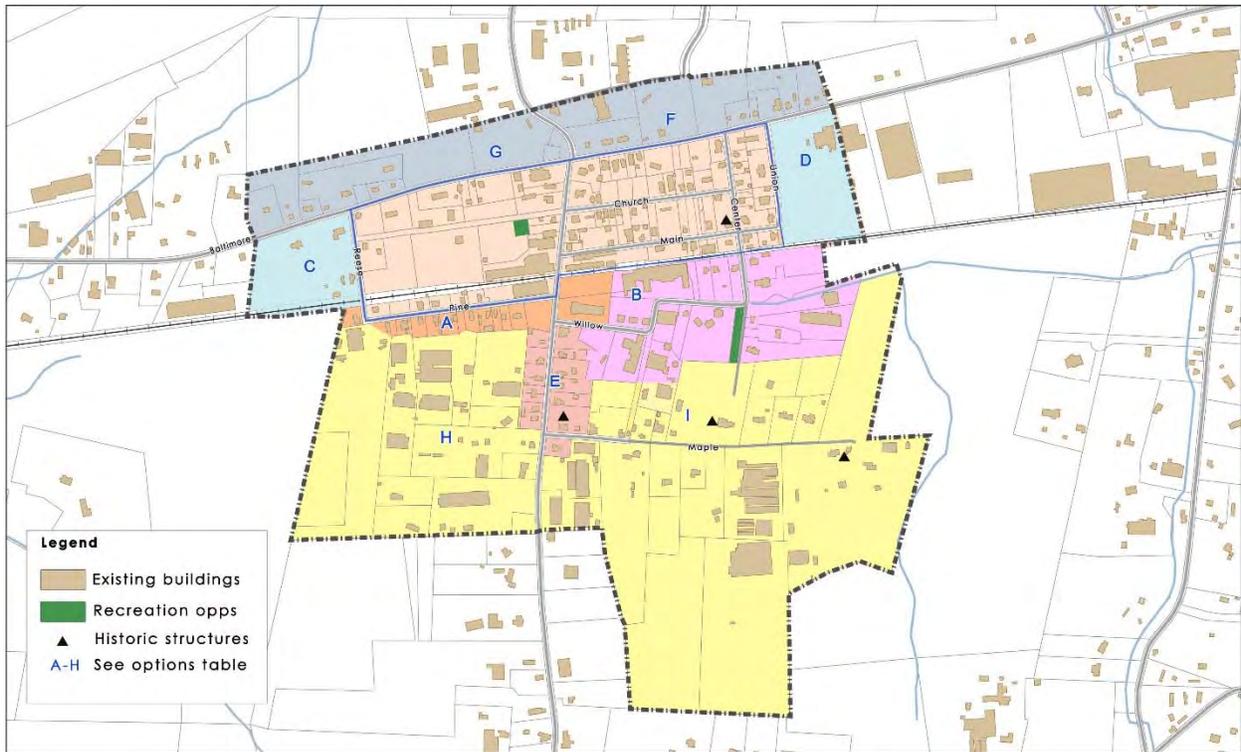
If in the period up through the mid-1880's Toughkenamon's economy depended on Slack's factories, after 1882, Sharpless' Creamery was the big business in town. Making cottage cheese and butter, it processed between 3000 and 5000 pounds of milk daily. By the early and mid-20th century, however, the town's economy was tied to the mushroom industry with a basket factory, mushroom supply houses and Losito's mushroom cannery providing jobs. Many families of Italian descent replaced the Scotch-Irish workers of Isaac Slack's day. Gradually, the town became a country village with homes, the Presbyterian Church, DiFilippo's general store, Martelli's bakery, a barber shop, the post office, and a few businesses to support the mushroom industry. Then, toward the end of the century Toughkenamon's demographics again shifted; Hispanic families, many of them mushroom workers, began to move to the village making their homes in houses built more than a hundred years ago.

¹ To learn more about Toughkenamon's history, read Ann Hagerty's [Once Upon a Time in New Garden Township](#), pp.36-66. This digitalized book can be found on the New Garden Township's Historical Commission website. In addition, [Images of America: New Garden Township](#), pp.59-78, contains pictures as well as a history. This book is available at the New Garden Township Building.

Toughkenamon Streetscape and Transportation Plan: Land Use Analysis

Existing Conditions and Character Areas

Existing Character Areas Map (below): Land use in the village falls into eight different areas. By considering the challenges and opportunities in each area, the committee can determine a reasonable path forward. A summary of the existing conditions and land use recommendation is found in associated table.



Toughkenamon Streetscape and Transportation Plan:
Land Use Analysis

| | |
|---|---|
| <p>A: Pine Street residences</p> | <p>Modest, older homes on small lots consistent with the village character Recommendation: Include as part of Village core</p> |
| <p>B: Willow Street</p> | <p>Mix of industrial, agricultural and multifamily uses in fair to poor condition; visually part of the village and easily accessible to the core Recommendation: Encourage redevelopment for residential uses over time</p> |
| <p>C: West Reese Street</p> | <p>Large single lot with multiple existing commercial and residential uses; potential for redevelopment of lot along Reese Street; opportunity to expand the village core Recommendation: Include as part of village core</p> |
| <p>D: East Union Street</p> | <p>Larger single lot with existing warehouse, sloping topography with potential for additional development that is compatible with the village Recommendation: Include as part of village core</p> |
| <p>E: Newark Road South</p> | <p>Older homes on medium sized lots, some commercial conversion and home-based businesses Recommendation: Eventually consider as part of village core (potentially phase 2)</p> |
| <p>F/G: North Baltimore Pike</p> | <p>Commercial, industrial, and residential uses on large lots that severely constrained by steep slopes; potential impacts from the intersection improvements Recommendation: Encourage flexibility in uses and area and bulk regulations in order to enhance viability of the lots.</p> |
| <p>H/I: Southern Study Area</p> | <p>Mix of low density residential/agricultural uses on larger lots; visually distinguished from village by topography Recommendation: Maintain current character</p> |
| <p>J: Village Core</p> | <p>Toughkenamon village as currently defined by existing R-3 Zoning district; characterized by: Mix of commercial and single-family residential uses; Small lots sizes averaging between 5,000 square feet and 12,000 square feet Recommendation: Expand core to include adjoining areas</p> |

Toughkenamon Streetscape and Transportation Improvement Plan:
New Garden Township- Chester County, PA

RECOMMENDED DESIGN GUIDELINES



March 27, 2020

Toughkenamon Streetscape and Transportation Improvement Plan:
New Garden Township- Chester County, PA

Toughkenamon Streetscape and Transportation Improvement Plan: New Garden Township- Chester County, PA

DESIGN GUIDELINES

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Opportunities for Greening and Community Gathering

Infill Opportunities

Mixed-Use Core

Adaptive Reuse- Mixed-Use Core

Building and parking location

Building height

Building articulation

Wall, fences and hedges

Streetscape amenities

Street and traffic lights

Street trees

Sidewalks and crosswalks

Public art opportunities

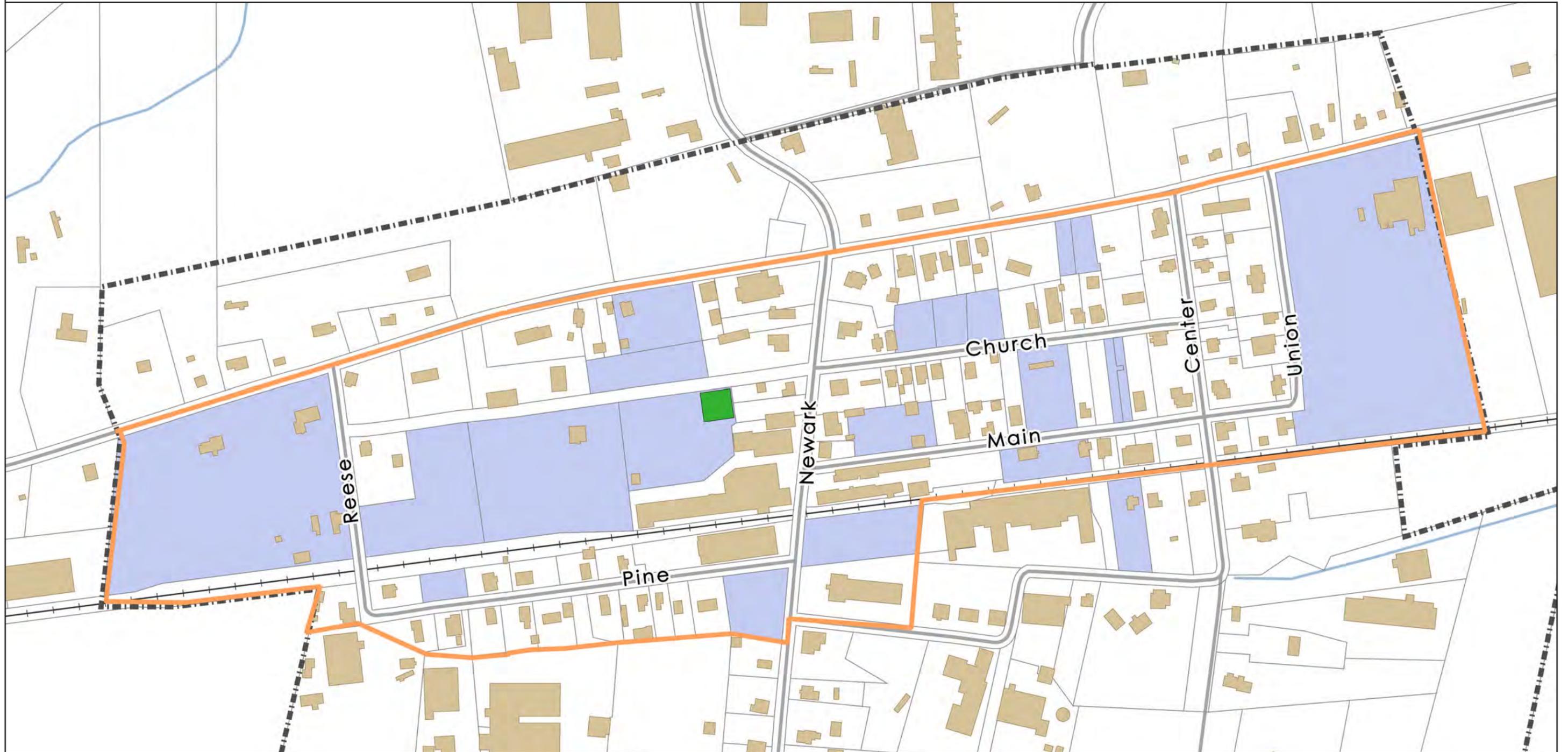
Signage

Mixed Use Core: Inspirations and Innovations

A Village Feel The retail core is intended to offer opportunities to shop, eat, rest, live and work. The villages of Unionville and Marshalton in Chester County offer suitable examples of how the existing buildings in Toughkenamon could develop into retail shops, and restaurants, open spaces, and apartments that contribute to an attractive and vibrant village core.



Potential Infill Development Opportunities



 Infill Development Opportunities

 Village Core boundaries

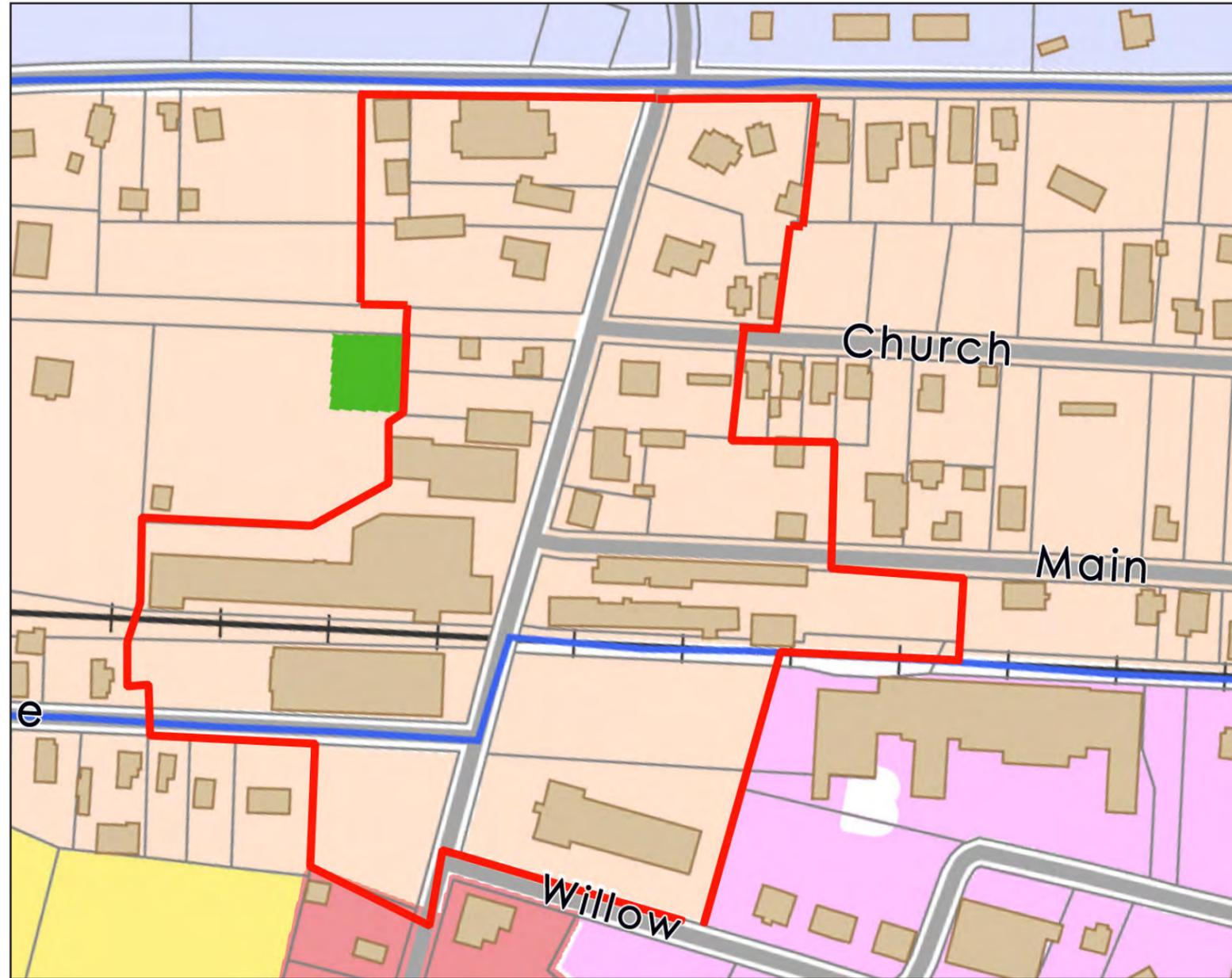
Mixed-Use Core

Design Intent:

1. The Mixed-use Core is intended to have a concentration of retail, services and restaurants in the “heart” of the village.
2. The Mixed-use Core is intended to have first commercial with second floor office or residential uses.
3. Quality, market driven, temporary or pop-up spaces should be considered for vacant first floor space.

Recommendations:

- a. Consider an Overlay District to allow first floor commercial uses.
- b. Limit offices to no more than 25% to 50% of first floor area.
- c. Allow, but limit, apartments to the second floor or above.



Site Design: Building and Parking Location

Design Intent:

1. Buildings in the village are intended to be located in close proximity to the sidewalk with off-street parking located to the rear of the building.
2. New buildings are intended to be constructed in alignment with existing buildings on the block.
3. New buildings on corner lots are intended to “anchor” the corner, unless a pedestrian green is provided.
4. New parking should be located to the rear (preferred) or side of buildings and is encouraged to have shared access drive(s) to the street.
5. Existing surface parking lots visible from the street should be screened from view.
6. The Village Residential area is intended to be a transition from the core to the surrounding low density residential.

Recommendations:

Village Core

- a. Build-to line of 15 to 20 feet from sidewalk

Village MU

- a. Minimum setback of 20 feet unless buildings or average of adjoining buildings on the same street

Village Residential

- a. Minimum setback of 25 feet

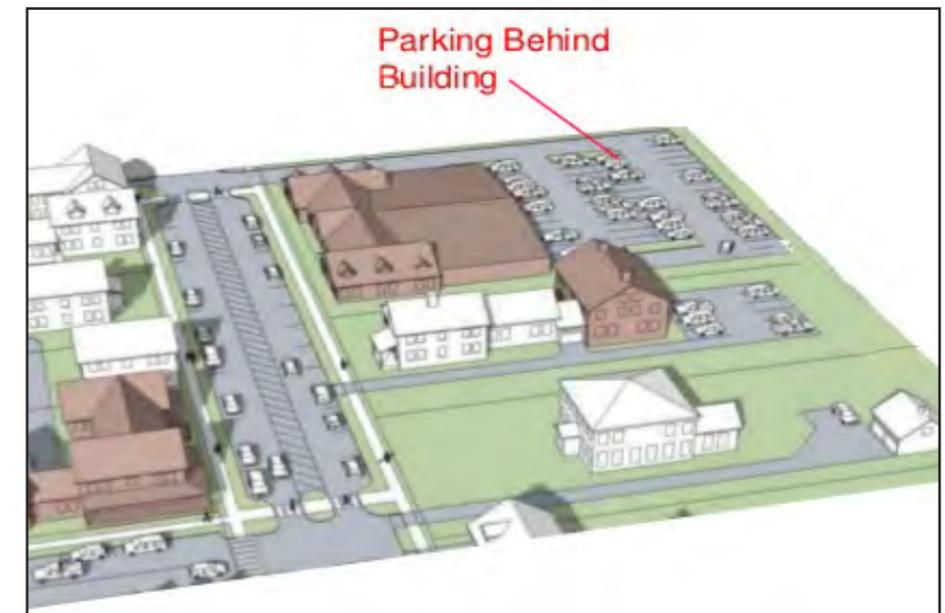
Parking setback (all areas): Minimum of 20 feet



Existing buildings in alignment along Church Street



Existing buildings along Newark Road are setback approximately 15 to 20 feet from the pavement



Off-street parking located behind buildings

Site Design: Building Height

Design Intent:

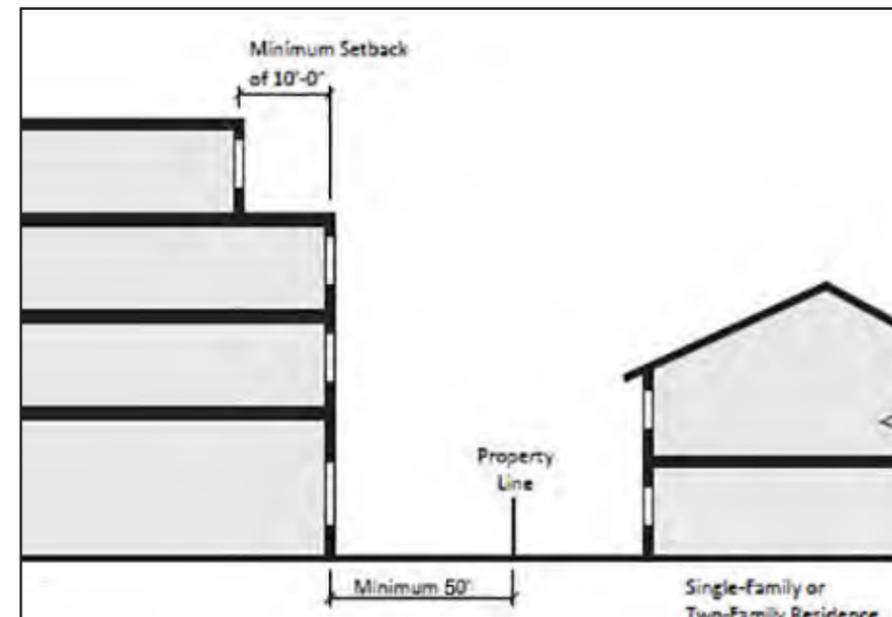
1. Two-story buildings are intended to give stature and structure to the Village, promote traffic calming, and emulate existing development along the corridor.
2. Multi-story buildings provide opportunity for a mix of uses in the same structure.
3. New construction should be a minimum of two stories or 20 feet in height.
4. For buildings with a height greater than 35 feet, the floor area that is higher than 35 feet should “step-back” from the plane of the building facade by a minimum of 10 feet,



Two story buildings offer the opportunity for a mix of uses.



Traditional two-story buildings in West Grove help to frame the streetscape.



Three story buildings should “step back” from the facade to transition to surrounding buildings.

Building Articulation

Design Intent:

1. New buildings and building additions are intended to add visual interest and architectural articulation that emulates the character of existing buildings along the corridor.
2. New buildings should be designed with projections and recesses along the facade. Such articulation should be incorporated a minimum of every 25 feet.
3. New buildings should have varied rooflines through the use of dormers, gables, turrets, and the like, and avoid flat roofs where possible.
4. Where flat roofs cannot be avoided, encourage staggered wall heights and the use of parapets to create visual interest.
5. Within the Mixed-use Core, new buildings should have a minimum window-to-wall ratio of 60% for the first floor facade facing the street.
6. All walls should have window and/or door openings. Blank walls (those without windows or doors) should be avoided.
7. Primary building entrances should be oriented toward the street with secondary entrances oriented toward parking, if deemed necessary.
8. Building utilities should be screened from view through the use of parapet walls (for rooftop utilities) or landscaping or fences for ground utilities.



Varied roofline at Liliana's



Varied roofline with gable in existing residential development



Variety of gables and dormers at Harvest Ridge Winery



Varied roofline and recesses and projections along a building facade.

Building Articulation (Continued)

Design Intent:

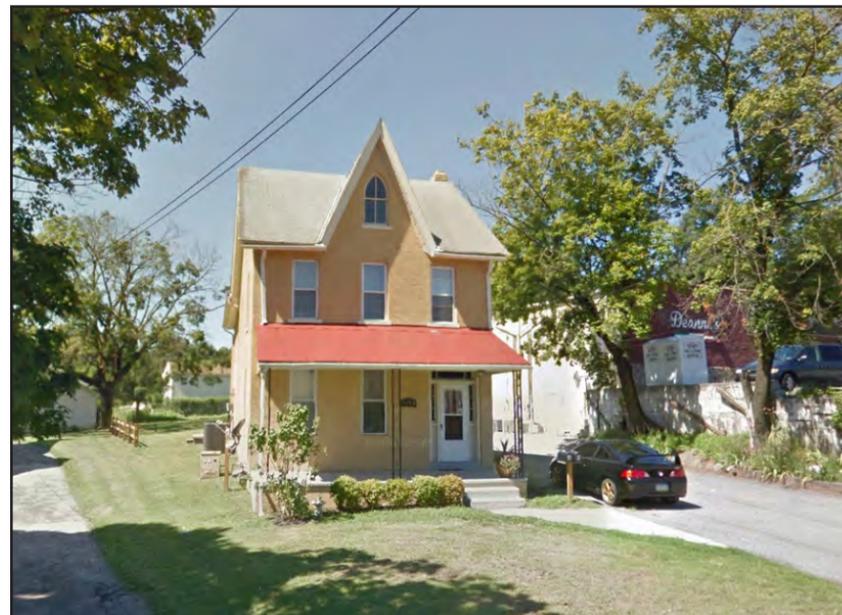
1. New buildings and building additions are intended to add visual interest and architectural articulation that emulates the character of existing buildings along the corridor.
2. New residential buildings should have porches or stoops similar to existing buildings in the village.
3. New internal garages should be located to the rear of a residence or detached and located behind the plane of the front facade.



Residence with mansard roof and front porch



Colonial style residence with side gable and front porch



Gothic revival style with front porch



Varied roofline and front porch on a gothic revival style dwelling

Walls, hedges and fences: Off-street Parking Areas

Design Intent:

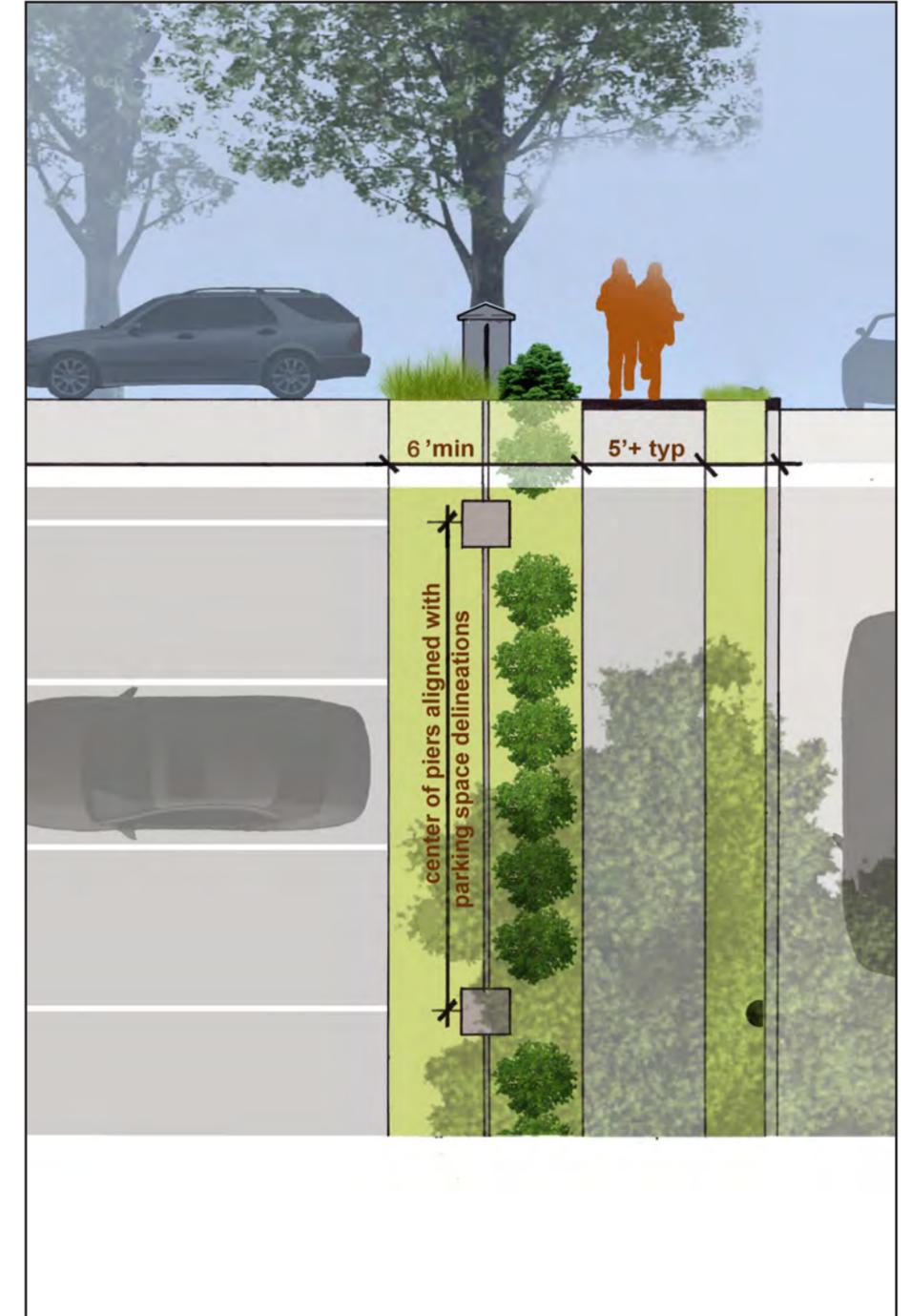
1. Off-street parking areas are intended to be screened from view when located along Village streets.
2. Off-street parking areas should be separated from the public streetscape by a hedge, fence or masonry wall to retain the streetwall created by buildings in alignment.
3. Walls and fences along the street should be a maximum of 42" tall.
4. A similar treatment may be used where an existing building is not located close to the sidewalk.
5. Fences should be comprised of wood, engineered wood, iron and should avoid solid, stockade type design. Chain link fences should be strongly discouraged along street frontages.
6. Stockade fences should be avoided along the street. Where used along a side or rear yard, shrubs and trees should be used to "soften" the appearance.



A fence with hedge screens parking from the street.



A hedge screening off-street parking along the street.



Idealized condition for off-street parking.

Streetscape Amenities

Design Intent:

1. Streetscape Amenities include benches, bollards, trash receptacles, kioskes, and bike racks that create a more comfortable, convenient, and pleasing experience for village residents and visitors.
2. In order to promote a cohesive appearance throughout the village such amenities are intended to be consistent in design and color with the Township's chosen street lights.
3. All streetscape amenities should be permanently mounted to secured paving materials per manufacturer's specifications.
4. Streetscape amenities should not obstruct pedestrian pathways, building entrances, fire hydrants, or ADA access.
5. Moveable tables and chairs used by business owners for the outdoor enjoyment of their customers should be made of safe, sturdy, and durable materials, such as wood, steel, aluminum or wrought iron. They must be of commercial grade and specifically manufactured for outdoor use.
6. Opportunities for pedestrian amenities and sitting areas include the 'clock tower' area and front yard of the Crossan Inc.



Street and Traffic Lights

Design Intent:

1. Pedestrian-scaled street lights are intended to provide a safe and attractive complement to the Streetscape.
2. Street light posts should be equipped to support an attached vertical banner.
3. Street lights should be an acorn style in classic black.
4. In order to promote a cohesive appearance throughout the village such amenities are intended to be consistent in design and color with the Township's chosen street lights.
5. The traffic lights at Baltimore Pike and Newark Road should be a galvanized pole painted black to match street lights and other streetscape amenities.



A black acorn light fixture with decorative pole is preferred



Light pole equipped to hold a vertical banner



Traffic signal support pole painted black

Street Trees

Design Intent:

1. Street trees and landscaping are intended to soften the streetscape, provide shade for pedestrians, help with storm-water management, and create an outdoor room effect.
2. Deep rooted, stress-tolerant, street tree species should be installed and maintained where reasonable along both sides of all streets.
3. The type and location of street trees should be chosen based on site conditions, such as overhead wires, signage, building entrances, street lights, and bus stops. Street trees should frame views rather than mask key features. Street trees should be located outside of the sight triangle at intersections.
4. Where street trees are unable to be planted within a tree lawn between the sidewalk and curb, placement should generally occur within the front yard setback, with the center not less than 2 feet from the sidewalk.

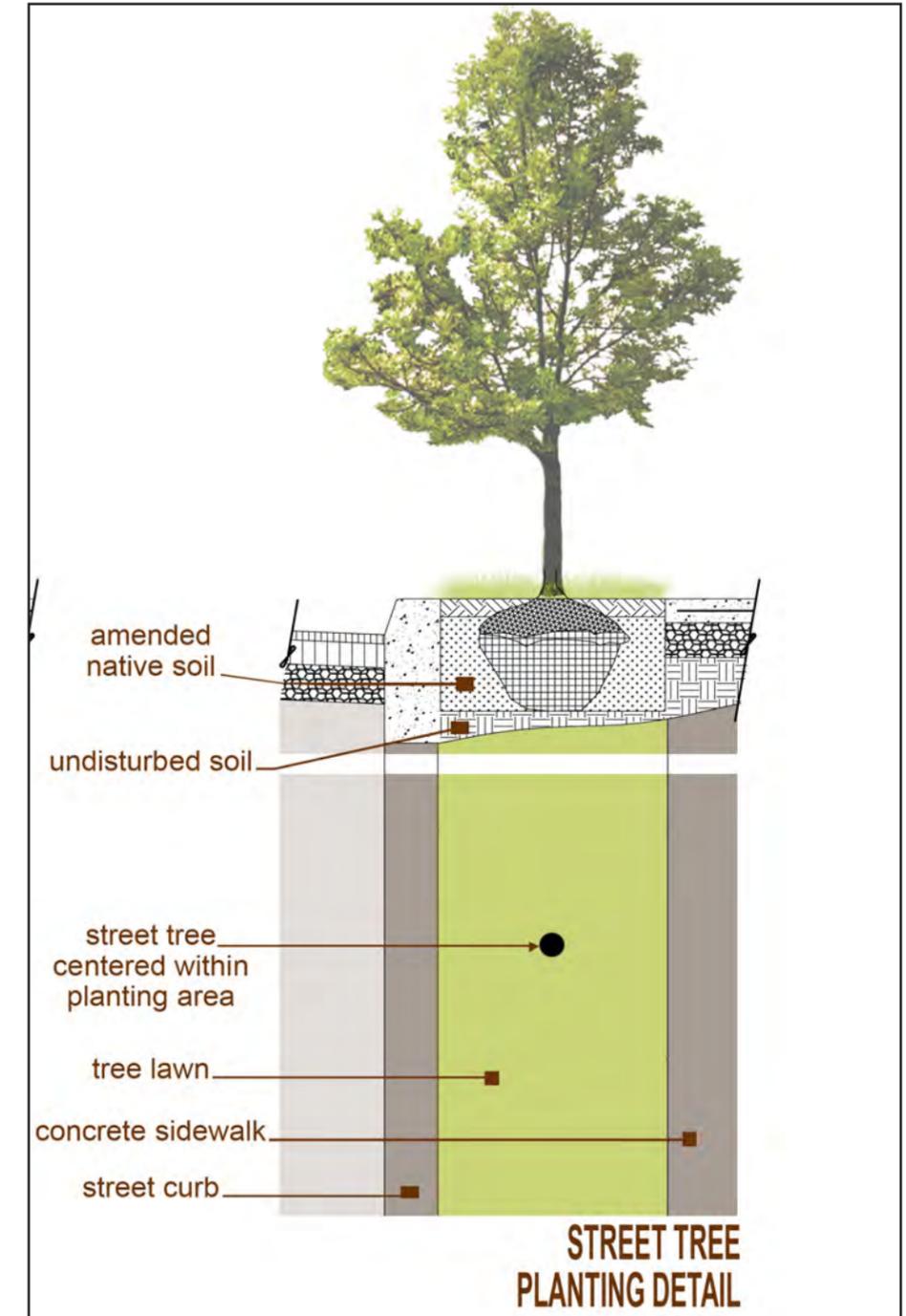
Recommended Street Trees:

- Acer rubrum 'Bowhall' - Bowhall Red Maple
- Acer rubrum 'Karpick' - Karpick Red Maple
- Acer rubrum 'Armstrong' - Armstrong Red Maple
- Crataegus crus-galli 'Cruzam' - Crusader Hawthorn
- Crataegus viridis 'Winter King' - Winter King Hawthorn
- Parrotia persica 'Ruby Vase' - Ruby Vase Persian Ironwood
- Parrotia persica 'Vanessa' - Vanessa Persian Ironwood
- Syringa reticulata - Japanese Tree Lilac
- Zelkova serrata 'Musashino' - Musashino Columnary Zelkova



Street trees along Strasburg Road in Marshalton demonstrate both a tree lawn and interior planting.

Street trees help with traffic calming, screen parking, and shade pedestrians.



Street trees need to be planted properly to avoid future issues

Sidewalks and Crosswalks

Design Intent:

1. Sidewalks and crosswalks are intended to form a continuous pedestrian network.
2. Crosswalks are intended to be provided at all village intersections.
3. Crosswalks should be of a consistent decorative design.
4. Driveway aprons are intended to be made of concrete or similar material as the sidewalk to visually signify the continuation of the pedestrian network and to ensure smooth edges along these transition areas.
4. Sidewalks along the street should have direct access to the primary entrance of each principal building on a lot.
5. Sidewalks should consist of concrete with a broom and smooth edge finish. Decorative accents may be required at key corners.



A decorative sidewalk accent could reflect Toughkenamon history.



Concrete sidewalk with broom and smooth edge finish.



Above: Brick crosswalk in a herringbone pattern;
Below: Decorative brick crosswalk

Public Art Opportunities

Design Intent:

1. The incorporation of Public Art will create points of interest, give local artists the opportunity to contribute their talents to the Streetscape, and help provide a unique and fresh identity to the Village.
2. Public art should be encouraged as a way to encourage pride and ownership.
3. Consider gathering community or business groups to sponsor unique forms of public art.
4. Public art can be used to freshen up blank walls along the rail line.



Painted planter



Underpass "brightened" up with a community mural



Painted mushroom, Kennett Mushroom Festival Silent Auction

Signage

Design Intent:

1. Signage within the Village is intended to address both pedestrian and vehicle traffic.
2. New signs along Newark Road should be encouraged to be ground signs or wall signs.
3. In addition to wall signs, projecting signs, awning/canopy signs, portable "sandwich" signs, and window signs should be encouraged in the retail core.



Wall sign with gooseneck lighting



A series of projecting signs under canopies create an inviting pedestrian experience.



A second story awning sign helps promote upper level businesses.



Sandwich sign in West Grove Borough

D | Priority Projects Detailed Cost Estimates

**Engineer's Conceptual Opinion of Cost Summary for the
Toughkenamon Streetscape Improvements
New Garden Township, Chester County, PA**

Project Segment

| Project Element | Main Street | Newark Road | Baltimore Pike (West) | Baltimore Pike (East) |
|--------------------------|--------------------|---------------------|------------------------------|------------------------------|
| Construction Subtotal | \$ 468,310 | \$ 1,020,780 | \$ 1,136,450 | \$ 595,200 |
| Right-of-Way Acquisition | \$ 20,000 | \$ 60,000 | \$ 40,000 | \$ 25,000 |
| Utility Relocation | \$ 30,000 | \$ 10,000 | \$ 10,000 | \$ 10,000 |
| Project Development | \$ 117,000 | \$ 255,000 | \$ 284,000 | \$ 149,000 |
| Construction Inspection | \$ 70,247 | \$ 153,117 | \$ 170,468 | \$ 89,280 |
| Total | \$ 705,557 | \$ 1,498,897 | \$ 1,640,918 | \$ 868,480 |

| | |
|---|----------------|
| Funds Available to Township through PennDOT MTF Grant | \$2,000,000.00 |
|---|----------------|

Notes and Assumptions:

1 - PennDOT Multimodal Fund (MTF) Grant were awarded to New Garden Township for construction of improvements to Baltimore Pike and Newark Road. The construction costs for this project have been taken over by PennDOT. Therefore, funds in this grant may be available for construction of other projects within Toughkenamon. The application of these funds will need to be "re-scoped" with PennDOT.

2 - Construction estimates consider traditional plain cement concrete sidewalk only. Decorative sidewalks could increase the unit cost for this item by 50% to 100%.

3 - Construction estimates are based on quantities derived from the concept plans for the Toughkenamon Streetscape Project and unit prices from recently bid local projects with PennDOT oversight.

The following costs are rough estimates for budgeting purposes only: Right of Way, Utility Relocation, and Project Development. The costs associated with these items will need to be determined as the project progresses.

Right-of-way estimates: These estimates include rough approximations for easement compensation (minimum compensation value is \$500), a flat fee for an appraisal "data book" and a waiver valuation form for each affected property. This estimate does not include the cost of legal fees associated with right-of-way acquisition process.

The Engineer's Conceptual Opinion of Cost includes rough estimates for relocating or resetting existing underground and aboveground utilities within the limits of the project. Impacts to existing underground utilities will need to be confirmed utilizing SUE during the Final Design of the project and through coordination with the local utility companies.

The estimate includes a contingency of 10% of infrastructure cost, per PennDOT Publication 352 and an inflation percentage of 3% per year for 3 years to 2022.

The Engineer's Conceptual Opinion of Cost does not include any environmental remediation (including but not limited to removal and replacement of contaminated soils) or environmental impact mitigation. Post-construction stormwater management is not included in the estimate.

Project Development includes topographic survey, environmental studies, geotechnical exploration, subsurface utility engineering, preliminary engineering, environmental permitting, and final design. The Project Development cost is a rough estimate based on similar, previously completed projects.

Disclaimer: McMahon Associates, Inc. has provided this opinion of cost as requested by the client, New Garden Township. This opinion of cost is based on the Concept Plans prepared for this study. Please note that opinions of cost are subject to change based on plan/design revisions, fluctuations in unit costs, field conditions, and differences in locale. Opinions of cost are provided for use in budgeting, but in no way intended to be construed as a final cost for the project. Final costs are contingent only on actual bids from contractors. McMahon Associates, Inc. will not be held responsible for differences between this opinion of cost and contractor bid costs.

Engineer's Preliminary Engineering Conceptual Opinion of Cost for Toughkenamon Streetscape Project

| Phase No. | Description | Cost |
|-----------|---|--------------|
| | Newark Road and Willow Street Construction Subtotal (2022) | \$ 1,020,780 |
| | Right-of-Way Acquisition | \$ 60,000 |
| | Utility Relocation | \$ 10,000 |
| | Project Development | \$ 255,000 |
| | Construction Inspection (15% of Construction Subtotal) | \$ 153,117 |
| | Project Budget | \$ 1,498,897 |

Notes and Assumptions:

Construction estimates are based on quantities derived from the concept plans for the Toughkenamon Streetscape Project and unit prices from recently bid local projects with PennDOT oversight.

The following costs are rough estimates for budgeting purposes only: Right of Way, Utility Relocation and Project Development. The costs associated with these items will need to be determined as the project progresses.

Right-of-way estimates: This estimate includes rough approximations for right-of-way compensation (minimum compensation value is \$500), a flat fee for an appraisal "data book" and a waiver valuation form for each affected property. This estimate does not include the cost of legal fees associated with right-of-way acquisition process.

The Engineer's Conceptual Opinion of Cost includes rough estimates for relocating or resetting existing underground and aboveground utilities within the limits of the project. Impacts to existing underground utilities will need to be confirmed utilizing SUE during the Final Design of the project and through coordination with the local utility companies.

The estimate includes a contingency of 10% of infrastructure cost, per PennDOT Publication 352 and an inflation percentage of 3% per year for 3 years.

The Engineer's Conceptual Opinion of Cost does not include any environmental remediation (including but not limited to removal and replacement of contaminated soils) or environmental impact mitigation. Post-construction stormwater management is not included in the estimate.

Project Development includes topographic survey, environmental studies, geotechnical exploration, subsurface utility engineering, preliminary engineering, environmental permitting, and final design. The Project Development cost is a rough estimate based on similar, previously completed projects.

Project construction includes curb, sidewalk, paving, signs and pavement markings on Newark Road from Willow Street to the limit of work to be done by others. The project also includes the storm system that runs along Newark Road and ties into the existing inlet on Willow Street. The project does not include the railroad crossing, which will be completed by others at a later date.

Disclaimer: McMahon Associates, Inc. has provided this opinion of cost as requested by the client, Toughkenamon Borough, for the purpose of Preliminary Engineering activities. This opinion of cost is based on the preliminary design plans for the Toughkenamon Borough Sidewalk Project. Please note that opinions of cost are subject to change based on plan/design revisions, fluctuations in unit costs, field conditions, and differences in locale. Opinions of cost are provided for use in budgeting, but in no way intended to be construed as a final cost for the project. Final costs are contingent only on actual bids from contractors. McMahon Associates, Inc. will not be held responsible for differences between this opinion of cost and contractor bid costs.

Cost estimate prepared under the direction of:
 Stephen C. Giampaolo, P.E.
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 835 Springdale Drive, Suite 200
 Exton, PA 19341
 (610) 594-9995
 sgiampaolo@mcmahonassociates.com

| Item No. | Description | Comment | Unit | Quantity | Unit Cost | Cost |
|------------------------------------|---|----------------------------------|------|----------|-------------|-----------------------|
| Standard Items: Newark Road | | | | | | |
| 1 | Clearing and Grubbing | | LS | 1 | \$25,000.00 | \$25,000.00 |
| 2 | Class 1 Excavation | | CY | 0 | \$60.00 | \$0.00 |
| 3 | Class 1B Excavation | Sawcutting | CY | 222 | \$100.00 | \$22,230.00 |
| 4 | Foreign Borrow Excavation | | CY | 137 | \$50.00 | \$6,830.00 |
| 5 | Grading (topsoil and seeding) | | SY | 680 | \$15.00 | \$10,200.00 |
| 6 | Superpave Asphalt Mixture Design, WMA Base Course, PG 64-22, 0.3 to < 3 Million ESALS, 25 mm Mix, 6" Depth | | SY | 430 | \$40.00 | \$17,200.00 |
| 7 | Subbase 6" Depth (No. 2A) | | SY | 430 | \$25.00 | \$10,750.00 |
| 8 | Superpave Asphalt Mixture Design, WMA Wearing Course, PG 64-22, 0.3 to < 3 Million ESALS, 9.5 mm Mix, 1 1/2" Depth, SRL | | SY | 430 | \$25.00 | \$10,750.00 |
| 9 | Superpave Asphalt Mixture Design, WMA Binder Course, PG 64-22, 0.3 to < 3 Million ESALS, 19 mm Mix, 2 1/2" Depth | | SY | 430 | \$35.00 | \$15,050.00 |
| 10 | Bituminous Tack Coat | | SY | 850 | \$1.00 | \$850.00 |
| 11 | Milling and Bituminous Overlay (including Tack Coat) | | SY | 1,870 | \$17.00 | \$31,790.00 |
| 12 | Removal/Converting Existing Inlets | | EA | 0 | \$1,800.00 | \$0.00 |
| 13 | Storm Pipe | | LF | 290 | \$175.00 | \$50,750.00 |
| 14 | Storm Inlets | | EA | 3 | \$5,000.00 | \$15,000.00 |
| 15 | 6" Base Drain | | LF | 1,050 | \$20.00 | \$21,000.00 |
| 16 | Grade Adjustment of Existing Inlets/Manholes | | EA | 0 | \$800.00 | \$0.00 |
| 17 | Plain Cement Concrete Curb, Including Removal of Existing Curb | | LF | 1,050 | \$60.00 | \$63,000.00 |
| 18 | Cement Concrete Sidewalk | | SY | 430 | \$110.00 | \$47,300.00 |
| 19 | Cement Concrete Sidewalk, 6" Depth with Wire Mesh | | SY | 200 | \$150.00 | \$30,000.00 |
| 20 | ADA Curb Ramps | | EA | 5 | \$6,500.00 | \$32,500.00 |
| 21 | Driveway Adjustment | | EA | 4 | \$5,000.00 | \$20,000.00 |
| 22 | Reset Post Mounted Signs, Type B | | EA | 4 | \$100.00 | \$400.00 |
| 23 | Street Sign | | EA | 10 | \$250.00 | \$2,500.00 |
| 24 | 4" White Pavement Markings | | LF | 200 | \$2.00 | \$400.00 |
| 25 | 4" Yellow Pavement Markings | | LF | 1,200 | \$2.00 | \$2,400.00 |
| 26 | Equipment Package, Survey & Construction Schedule | | Ls | 1 | \$20,000.00 | \$20,000.00 |
| 27 | 24" White Pavement Markings | | LF | 200 | \$8.00 | \$1,600.00 |
| Special Items | | | | | | |
| 28 | Street Lights | Includes Foundation + Electrical | EA | 9 | \$16,000.00 | \$144,000.00 |
| 29 | Decorative Crosswalk | | SY | 120 | \$180.00 | \$21,600.00 |
| 30 | Gateway Island | | EA | 1 | \$15,000.00 | \$15,000.00 |
| 31 | Speed Hump Pavement Marking | | EA | 0 | \$350.00 | \$0.00 |
| 32 | Subtotal Construction Cost (Newark Road) | Items 1 - 31 | | | | \$638,100.00 |
| Standard Items: Willow Road | | | | | | |
| 33 | Class 1B Excavation | | CY | 150 | \$100.00 | \$15,000.00 |
| 34 | Foreign Borrow Excavation | | CY | 80 | \$100.00 | \$8,000.00 |
| 35 | Grading (topsoil and seeding) | | SY | 200 | \$40.00 | \$8,000.00 |
| 36 | Superpave Asphalt Mixture Design, WMA Base Course, PG 64-22, 0.3 to < 3 Million ESALS, 25 mm Mix, 6" Depth | | SY | 140 | \$15.00 | \$2,100.00 |
| 37 | Subbase 6" Depth (No. 2A) | | SY | 140 | \$25.00 | \$3,500.00 |
| 38 | Superpave Asphalt Mixture Design, WMA Wearing Course, PG 64-22, 0.3 to < 3 Million ESALS, 9.5 mm Mix, 1 1/2" Depth, SRL | | SY | 140 | \$25.00 | \$3,500.00 |
| 39 | Superpave Asphalt Mixture Design, WMA Binder Course, PG 64-22, 0.3 to < 3 Million ESALS, 19 mm Mix, 2 1/2" Depth | | SY | 140 | \$35.00 | \$4,900.00 |
| 40 | Bituminous Tack Coat | | SY | 280 | \$1.00 | \$280.00 |
| 41 | Plain Cement Concrete Curb, Including Removal of Existing Curb | | LF | 360 | \$60.00 | \$21,600.00 |
| 42 | Cement Concrete Sidewalk | | SY | 200 | \$110.00 | \$22,000.00 |
| 43 | Cement Concrete Sidewalk, 6" Depth with Wire Mesh | | SY | 0 | \$150.00 | \$0.00 |
| 44 | 6" Base Drain | | LF | 180 | \$20.00 | \$3,600.00 |
| 44 | Subtotal Construction Cost (Willow Road) | Items 33 - 43 | | | | \$88,880.00 |
| 45 | Erosion and Sediment Control | Approx. 2.5% of Item 32 and 44 | | | | \$18,200.00 |
| 46 | Contingency | Approx. 10% of Item 32 and 44 | | | | \$72,700.00 |
| 47 | Mobilization | Approx. 6% of Item 32 and 44 | | | | \$43,600.00 |
| 48 | Maintenance and Protection of Traffic | Approx. 10% of Item 32 and 44 | | | | \$72,700.00 |
| 49 | Total Construction Cost (2019) | Items 32 and 44-48 | | | | \$934,180.00 |
| 50 | Inflation | 3% Per Year X Item 49 to 2022 | YR | 3 | | \$86,600.00 |
| | Total Construction Cost (2022) | Items 49 - 50 | | | | \$1,020,780.00 |

Engineer's Preliminary Engineering Conceptual Opinion of Cost for Toughkenamon Streetscape Project

| Description | Cost |
|---|------------|
| Main Street : Two Way Operation Construction Subtotal (2022) | \$ 468,310 |
| Right-of-Way Acquisition | \$ 20,000 |
| Utility Relocation | \$ 30,000 |
| Project Development | \$ 117,000 |
| Construction Inspection (15% of Construction Subtotal) | \$ 70,247 |
| Project Budget | \$ 705,557 |

Notes and Assumptions:

Construction estimates are based on quantities derived from the concept plans for the Toughkenamon Streetscape Project and unit prices from recently bid local projects with PennDOT oversight.

The following costs are rough estimates for budgeting purposes only: Right of Way, Utility Relocation, and Project Development. The costs associated with these items will need to be determined as the project progresses.

Right-of-way estimates: Temporary Construction Easements and Permanent Sidewalk Easements. This estimate include rough approximations for easement compensation (minimum compensation value is \$500), a flat fee for an appraisal "data book" and a waiver valuation form for each affected property. This estimate does not include the cost of legal fees associated with right-of-way acquisition process.

The Engineer's Conceptual Opinion of Cost includes rough estimates for relocating or resetting existing underground and aboveground utilities within the limits of the project. Impacts to existing underground utilities will need to be confirmed utilizing SUE during the Final Design of the project and through coordination with the local utility companies.

The estimate includes a contingency of 10% of infrastructure cost, per PennDOT Publication 352 and an inflation percentage of 3% per year for 3 years.

The Engineer's Conceptual Opinion of Cost does not include any environmental remediation (including but not limited to removal and replacement of contaminated soils) or environmental impact mitigation. Post-construction stormwater management is not included in the estimate.

Project Development includes topographic survey, environmental studies, geotechnical exploration, subsurface utility engineering, preliminary engineering, environmental permitting, and final design. The Project Development cost is a rough estimate based on similar, previously completed projects.

Project construction includes curb, sidewalk, paving, speed humps, signs and pavement markings on the south side of Main Street and curb bump outs and pavement markings on the north side of Main Street as shown on the concept plans. The project includes setting new storm inlets and utilizing the existing pipe network. This project does not include work on Center Street or Union Street, only what is shown on the concept plan.

Disclaimer: McMahon Associates, Inc. has provided this opinion of cost as requested by the client, Toughkenamon Borough, for the purpose of Preliminary Engineering activities. This opinion of cost is based on the preliminary design plans for the Toughkenamon Borough Sidewalk Project. Please note that opinions of cost are subject to change based on plan/design revisions, fluctuations in unit costs, field conditions, and differences in locale. Opinions of cost are provided for use in budgeting, but in no way intended to be construed as a final cost for the project. Final costs are contingent only on actual bids from contractors. McMahon Associates, Inc. will not be held responsible for differences between this opinion of cost and contractor bid costs.

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 sgiampaolo@mcmahonassociates.com

Engineer's Preliminary Engineering Conceptual Opinion of Cost for
 Toughkenamon Streetscape Project
 Main Street: Two-Way Operation

2/7/2020

| Item No. | Description | Comment | Unit | Quantity | Unit Cost | Cost |
|-----------------------|---|----------------------------------|------|----------|-------------|---------------------|
| Standard Items | | | | | | |
| 1 | Clearing and Grubbing | | LS | 1 | \$10,000.00 | \$10,000.00 |
| 2 | Class 1 Excavation | | CY | 0 | \$60.00 | \$0.00 |
| 3 | Class 1B Excavation | Sawcutting | CY | 280 | \$100.00 | \$28,000.00 |
| 4 | Foreign Borrow Excavation | | CY | 140 | \$50.00 | \$7,000.00 |
| 5 | Grading (includes topsoil and seeding) | | SY | 700 | \$15.00 | \$10,500.00 |
| 6 | Superpave Asphalt Mixture Design, WMA Base Course, PG 64-22, 0.3 to < 3 Million ESALS, 25 mm Mix, 6" Depth | | SY | 310 | \$40.00 | \$12,400.00 |
| 7 | Subbase 6" Depth (No. 2A) | | SY | 310 | \$25.00 | \$7,750.00 |
| 8 | Superpave Asphalt Mixture Design, WMA Wearing Course, PG 64-22, 0.3 to < 3 Million ESALS, 9.5 mm Mix, 1 1/2" Depth, SRL | | SY | 310 | \$25.00 | \$7,750.00 |
| 9 | Superpave Asphalt Mixture Design, WMA Binder Course, PG 64-22, 0.3 to < 3 Million ESALS, 19 mm Mix, 2 1/2" Depth | | SY | 310 | \$35.00 | \$10,850.00 |
| 10 | Bituminous Tack Coat | | SY | 1,040 | \$1.00 | \$1,040.00 |
| 11 | Milling and Bituminous Overlay (including Tack Coat) | | SY | 0 | \$17.00 | \$0.00 |
| 12 | Removal/Converting Existing Inlets | | EA | 3 | \$1,800.00 | \$5,400.00 |
| 13 | Storm Pipe | | LF | 0 | \$200.00 | \$0.00 |
| 14 | Storm Inlets | | EA | 0 | \$5,000.00 | \$0.00 |
| 15 | 6" Base Drain | | LF | 1,340 | \$20.00 | \$26,800.00 |
| 16 | Grade Adjustment of Existing Inlets/Manholes | | EA | 0 | \$800.00 | \$0.00 |
| 17 | Plain Cement Concrete Curb, Including Removal of Existing Curb | | LF | 1,150 | \$60.00 | \$69,000.00 |
| 18 | Cement Concrete Sidewalk | | SY | 430 | \$110.00 | \$47,300.00 |
| 19 | Cement Concrete Sidewalk, 6" Depth with Wire Mesh | | SY | 120 | \$150.00 | \$18,000.00 |
| 20 | ADA Curb Ramps | | EA | 3 | \$6,500.00 | \$19,500.00 |
| 21 | Driveway Adjustment | | EA | 10 | \$2,500.00 | \$25,000.00 |
| 22 | Reset Post Mounted Signs, Type B | | EA | 5 | \$100.00 | \$500.00 |
| 23 | Street Sign | | EA | 12 | \$250.00 | \$3,000.00 |
| 24 | 4" White Pavement Markings | | LF | 410 | \$2.00 | \$820.00 |
| 25 | 4" Yellow Pavement Markings | | LF | 0 | \$2.00 | \$0.00 |
| 26 | 24" White Pavement Markings | | LF | 400 | \$8.00 | \$3,200.00 |
| 27 | Equipment Package, Survey & Construction Schedule | | LS | 1 | \$20,000.00 | \$20,000.00 |
| Special Items | | | | | | |
| 28 | Street Lights | Includes Foundation + Electrical | EA | 0 | \$16,000.00 | \$0.00 |
| 29 | Decorative Crosswalk | | SY | 20 | \$180.00 | \$3,600.00 |
| 30 | Speed Hump Pavement Marking | | EA | 4 | \$350.00 | \$1,400.00 |
| 31 | Speed Hump | | EA | 2 | \$7,200.00 | \$14,400.00 |
| 32 | Subtotal Construction Cost | Items 1 - 30 | | | | \$338,810.00 |
| 33 | Erosion and Sediment Control | Approx. 2.5% of Item 32 | | | | \$8,500.00 |
| 34 | Contingency | Approx. 10% of Item 32 | | | | \$33,900.00 |
| 35 | Mobilization | Approx. 6% of Item 32 | | | | \$20,300.00 |
| 36 | Maintenance and Protection of Traffic | Approx. 8% of Item 32 | | | | \$27,100.00 |
| 37 | Total Construction Cost (2019) | Items 32 - 36 | | | | \$428,610.00 |
| 38 | Inflation | 3% Per Year X Item 37 to 2022 | YR | 3 | | \$39,700.00 |
| | Total Construction Cost (2022) | Items 37 - 38 | | | | \$468,310.00 |

Engineer's Preliminary Engineering Conceptual Opinion of Cost for Toughkenamon Streetscape Project

| Description | Cost | |
|---|------|---------|
| Baltimore Pike- East Construction Subtotal (2022) | \$ | 595,200 |
| Right-of-Way Acquisition | \$ | 25,000 |
| Utility Relocation | \$ | 10,000 |
| Project Development | \$ | 149,000 |
| Construction Inspection (15% of Construction Subtotal) | \$ | 89,280 |
| Project Budget | \$ | 868,480 |

Notes and Assumptions:

Construction estimates are based on quantities derived from the concept plans for the Toughkenamon Streetscape Project and unit prices from recently bid local projects with PennDOT oversight.

The following costs are rough estimates for budgeting purposes only: Right of Way, Utility Relocation, and Project Development. The costs associated with these items will need to be determined as the project progresses.

Right-of-way estimates: This estimate include rough approximations for right-of-way compensation (minimum compensation value is \$500), a flat fee for an appraisal "data book" and a waiver valuation form for each affected property. This estimate does not include the cost of legal fees associated with right-of-way acquisition process.

The Engineer's Conceptual Opinion of Cost includes rough estimates for relocating or resetting existing underground and aboveground utilities within the limits of the project. Impacts to existing underground utilities will need to be confirmed utilizing SUE during the Final Design of the project and through coordination with the local utility companies.

The estimate includes a contingency of 10% of infrastructure cost, per PennDOT Publication 352 and an inflation percentage of 3% per year for 3 years.

The Engineer's Conceptual Opinion of Cost does not include any environmental remediation (including but not limited to removal and replacement of contaminated soils) or environmental impact mitigation. Post-construction stormwater management is not included in the estimate.

Project Development includes topographic survey, environmental studies, geotechnical exploration, subsurface utility engineering, preliminary engineering, environmental permitting, and final design. The Project Development cost is a rough estimate based on similar, previously completed projects.

Project includes curb, sidewalk, paving, signs and pavement markings on the south side of Baltimore Pike from Center Street to the limits of work completed by others as shown on the concept plans. It also includes the storm system along Baltimore Pike down to the inlet tie in on Center Street.

Disclaimer: McMahon Associates, Inc. has provided this opinion of cost as requested by the client, Toughkenamon Borough, for the purpose of Preliminary Engineering activities. This opinion of cost is based on the preliminary design plans for the Toughkenamon Borough Sidewalk Project. Please note that opinions of cost are subject to change based on plan/design revisions, fluctuations in unit costs, field conditions, and differences in locale. Opinions of cost are provided for use in budgeting, but in no way intended to be construed as a final cost for the project. Final costs are contingent only on actual bids from contractors. McMahon Associates, Inc. will not be held responsible for differences between this opinion of cost and contractor bid costs.

Cost estimate prepared under the direction of:
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Engineer's Preliminary Engineering Conceptual Opinion of Cost for
 Toughkenamon Streetscape Project
 Baltimore Pike East

10/22/2019

| Item No. | Description | Comment | Unit | Quantity | Unit Cost | Cost |
|-----------------------|---|----------------------------------|------|----------|-------------|---------------------|
| Standard Items | | | | | | |
| 1 | Clearing and Grubbing | | LS | 1 | \$10,000.00 | \$10,000.00 |
| 2 | Class 1 Excavation | | CY | | \$60.00 | \$0.00 |
| 3 | Class 1B Excavation | Sawcutting | CY | 230 | \$100.00 | \$23,000.00 |
| 4 | Foreign Borrow Excavation | | CY | 200 | \$50.00 | \$10,000.00 |
| 5 | Grading (include topsoil and seeding) | | SY | 450 | \$15.00 | \$6,750.00 |
| 6 | Superpave Asphalt Mixture Design, WMA Base Course, PG 64-22, 0.3 to < 3 Million ESALS, 25 mm Mix, 5" Depth | | SY | 450 | \$40.00 | \$18,000.00 |
| 7 | Subbase 6" Depth (No. 2A) | | SY | 450 | \$25.00 | \$11,250.00 |
| 8 | Superpave Asphalt Mixture Design, WMA Wearing Course, PG 64-22, 0.3 to < 3 Million ESALS, 9.5 mm Mix, 1 1/2" Depth, SRL | | SY | 450 | \$25.00 | \$11,250.00 |
| 9 | Superpave Asphalt Mixture Design, WMA Binder Course, PG 64-22, 0.3 to < 3 Million ESALS, 19 mm Mix, 2 1/2" Depth | | SY | 450 | \$35.00 | \$15,750.00 |
| 10 | Bituminous Tack Coat | | SY | 900 | \$1.00 | \$900.00 |
| 11 | Milling and Bituminous Overlay (including Tack Coat) | | SY | 0 | \$17.00 | \$0.00 |
| 12 | Removal/Converting Existing Inlets | | EA | 0 | \$1,800.00 | \$0.00 |
| 13 | Storm Pipe | | LF | 590 | \$170.00 | \$100,300.00 |
| 14 | Storm Inlets | | EA | 4 | \$5,000.00 | \$20,000.00 |
| 15 | 6" Base Drain | | LF | 0 | \$20.00 | \$0.00 |
| 16 | Grade Adjustment of Existing Inlets/Manholes | | EA | 0 | \$800.00 | \$0.00 |
| 17 | Plain Cement Concrete Curb, Including Removal of Existing Curb | | LF | 480 | \$60.00 | \$28,800.00 |
| 18 | Cement Concrete Sidewalk | | SY | 280 | \$110.00 | \$30,800.00 |
| 19 | Cement Concrete Sidewalk, 6" Depth with Wire Mesh | | SY | 80 | \$150.00 | \$12,000.00 |
| 20 | ADA Curb Ramps | | EA | 1 | \$6,500.00 | \$6,500.00 |
| 21 | Driveway Adjustment | | EA | 1 | \$5,000.00 | \$5,000.00 |
| 22 | Reset Post Mounted Signs, Type B | | EA | 5 | \$100.00 | \$500.00 |
| 23 | Street Sign | | EA | 4 | \$250.00 | \$1,000.00 |
| 24 | 4" White Pavement Markings | | LF | 0 | \$2.00 | \$0.00 |
| 25 | 4" Yellow Pavement Markings | | LF | 0 | \$2.00 | \$0.00 |
| 26 | 24" White Pavement Markings | | LF | 0 | \$20.00 | \$0.00 |
| 27 | Equipment Package, Survey, & Construction Schedule | | LS | 1 | \$20,000.00 | \$20,000.00 |
| Special Items | | | | | | |
| 28 | "Welcome to Toughkenamon" Sign with Landscaping | | EA | 1 | \$20,000.00 | \$20,000.00 |
| 29 | Street Lights | Includes Foundation + Electrical | EA | 4 | \$16,000.00 | \$64,000.00 |
| 30 | Decorative Crosswalk | | SY | | \$180.00 | \$0.00 |
| 31 | Speed Hump Pavement Marking | | EA | | \$350.00 | \$0.00 |
| 32 | Subtotal Construction Cost | Items 1 - 31 | | | | \$415,800.00 |
| 33 | Erosion and Sediment Control | Approx. 5.0% of Item 32 | | | | \$20,800.00 |
| 34 | Contingency | Approx. 10% of Item 32 | | | | \$41,600.00 |
| 35 | Mobilization | Approx. 6% of Item 32 | | | | \$24,900.00 |
| 36 | Maintenance and Protection of Traffic | Approx. 10% of Item 32 | | | | \$41,600.00 |
| 37 | Total Construction Cost (2019) | Items 32 - 36 | | | | \$544,700.00 |
| 38 | Inflation | 3% Per Year X Item 37 to 2022 | YR | 3 | | \$50,500.00 |
| | Total Construction Cost (2022) | Items 37 - 38 | | | | \$595,200.00 |

Engineer's Preliminary Engineering Conceptual Opinion of Cost for Toughkenamon Streetscape Project

| Description | Cost |
|---|--------------|
| Baltimore Pike -West Construction Subtotal (2022) | \$ 1,136,450 |
| Right-of-Way Acquisition | \$ 40,000 |
| Utility Relocation | \$ 10,000 |
| Project Development | \$ 284,000 |
| Construction Inspection (15% of Construction Subtotal) | \$ 170,468 |
| Project Budget | \$ 1,640,918 |

Notes and Assumptions:

Construction estimates are based on quantities derived from the preliminary plans for the Toughkenamon Streetscape Project and unit prices from recently bid local projects with PennDOT oversight.

The following costs are rough estimates for budgeting purposes only: Right of Way, Utility Relocation, and Project Development. The costs associated with these items will need to be determined as the project progresses.

Right-of-way estimates: This estimate include rough approximations for right-of-way compensation (minimum compensation value is \$500), a flat fee for an appraisal "data book" and a waiver valuation form for each affected property. This estimate does not include the cost of legal fees associated with right-of-way acquisition process.

The Engineer's Conceptual Opinion of Cost includes rough estimates for relocating or resetting existing underground and aboveground utilities within the limits of the project. Impacts to existing underground utilities will need to be confirmed utilizing SUE during the Final Design of the project and through coordination with the local utility companies.

The estimate includes a contingency of 10% of infrastructure cost, per PennDOT Publication 352 and an inflation percentage of 3% per year for 3 years.

The Engineer's Conceptual Opinion of Cost does not include any environmental remediation (including but not limited to removal and replacement of contaminated soils) or environmental impact mitigation. Post-construction stormwater management is not included in the estimate.

Project Development includes topographic survey, environmental studies, geotechnical exploration, subsurface utility engineering, preliminary engineering, environmental permitting, and final design. The Project Development cost is a rough estimate based on similar, previously completed projects.

Project includes curb, sidewalk, paving, signs and pavement markings on the south side of Baltimore Pike from Reese Street to the limits of work completed by others as shown on the concept plans. The project also includes the storm system that runs along Baltimore Pike and to where it ties into an inlet on Reese Street. This estimate does not include any demolition or adjustments to existing structures or buildings adjacent to Baltimore Pike.

Disclaimer: McMahon Associates, Inc. has provided this opinion of cost as requested by the client, Toughkenamon Borough, for the purpose of Preliminary Engineering activities. This opinion of cost is based on the preliminary design plans for the Toughkenamon Borough Sidewalk Project. Please note that opinions of cost are subject to change based on plan/design revisions, fluctuations in unit costs, field conditions, and differences in locale. Opinions of cost are provided for use in budgeting, but in no way intended to be construed as a final cost for the project. Final costs are contingent only on actual bids from contractors. McMahon Associates, Inc. will not be held responsible for differences between this opinion of cost and contractor bid costs.

Cost estimate prepared under the direction of:
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Engineer's Preliminary Engineering Conceptual Opinion of Cost for
 Toughkenamon Streetscape Project
 Baltimore Pike West
 Phase 1

10/22/2019

| Item No. | Description | Comment | Unit | Quantity | Unit Cost | Cost |
|-----------------------|---|----------------------------------|------|----------|-------------|-----------------------|
| Standard Items | | | | | | |
| 1 | Clearing and Grubbing | | LS | 1 | \$30,000.00 | \$30,000.00 |
| 2 | Class 1 Excavation | | CY | 0 | \$60.00 | \$0.00 |
| 3 | Class 1B Excavation | Sawcutting | CY | 440 | \$100.00 | \$44,000.00 |
| 4 | Foreign Borrow Excavation | | CY | 400 | \$50.00 | \$20,000.00 |
| 5 | Grading (includes topsoil and seeding) | | SY | 770 | \$15.00 | \$11,550.00 |
| 6 | Superpave Asphalt Mixture Design, WMA Base Course, PG 64-22, 0.3 to < 3 Million ESALS, 25 mm Mix, 5" Depth | | SY | 880 | \$40.00 | \$35,200.00 |
| 7 | Subbase 6" Depth (No. 2A) | | SY | 880 | \$25.00 | \$22,000.00 |
| 8 | Superpave Asphalt Mixture Design, WMA Wearing Course, PG 64-22, 0.3 to < 3 Million ESALS, 9.5 mm Mix, 1 1/2" Depth, SRL | | SY | 880 | \$25.00 | \$22,000.00 |
| 9 | Superpave Asphalt Mixture Design, WMA Binder Course, PG 64-22, 0.3 to < 3 Million ESALS, 19 mm Mix, 2 1/2" Depth | | SY | 880 | \$35.00 | \$30,800.00 |
| 10 | Bituminous Tack Coat | | SY | 1,760 | \$1.00 | \$1,760.00 |
| 11 | Milling and Bituminous Overlay (including Tack Coat) | | SY | 720 | \$17.00 | \$12,240.00 |
| 12 | Removal/Converting Existing Inlets | | EA | 0 | \$1,800.00 | \$0.00 |
| 13 | Storm Pipe | | LF | 1,120 | \$170.00 | \$190,400.00 |
| 14 | Storm Inlets | | EA | 7 | \$5,000.00 | \$35,000.00 |
| 15 | 6" Base Drain | | LF | 157 | \$20.00 | \$3,140.00 |
| 16 | Grade Adjustment of Existing Inlets/Manholes | | EA | 0 | \$800.00 | \$0.00 |
| 17 | Plain Cement Concrete Curb, Including Removal of Existing Curb | | LF | 1,060 | \$60.00 | \$63,600.00 |
| 18 | Cement Concrete Sidewalk | | SY | 640 | \$110.00 | \$70,400.00 |
| 19 | Cement Concrete Sidewalk, 6" Depth with Wire Mesh | | SY | 80 | \$150.00 | \$12,000.00 |
| 20 | ADA Curb Ramps | | EA | 1 | \$6,500.00 | \$6,500.00 |
| 21 | Driveway Adjustment | | EA | 2 | \$2,500.00 | \$5,000.00 |
| 22 | Reset Post Mounted Signs, Type B | | EA | 2 | \$100.00 | \$200.00 |
| 23 | Street Sign | | EA | 4 | \$250.00 | \$1,000.00 |
| 24 | 4" White Pavement Markings | | LF | 450 | \$2.00 | \$900.00 |
| 25 | 4" Yellow Pavement Markings | | LF | 1,180 | \$2.00 | \$2,360.00 |
| 26 | 24" White Pavement Markings | | LF | 0 | \$20.00 | \$0.00 |
| 27 | Equipment Package, Survey, & Construction Schedule | | LS | 1 | \$20,000.00 | \$20,000.00 |
| Special Items | | | | | | |
| 28 | Street Lights | Includes Foundation + Electrical | EA | 10 | \$16,000.00 | \$160,000.00 |
| 29 | Decorative Crosswalk | | SY | 0 | \$180.00 | \$0.00 |
| 29 | Speed Hump Pavement Marking | | EA | 0 | \$350.00 | \$0.00 |
| 30 | Gateway Island | | EA | 1 | \$15,000.00 | \$15,000.00 |
| 31 | Subtotal Construction Cost | Items 1 - 30 | | | | \$800,050.00 |
| 32 | Erosion and Sediment Control | Approx. 4.0% of Item 31 | | | | \$32,000.00 |
| 33 | Contingency | Approx. 10% of Item 31 | | | | \$80,000.00 |
| 34 | Mobilization | Approx. 6% of Item 31 | | | | \$48,000.00 |
| 35 | Maintenance and Protection of Traffic | Approx. 10% of Item 31 | | | | \$80,000.00 |
| 36 | Total Construction Cost (2019) | Items 31 - 35 | | | | \$1,040,050.00 |
| 37 | Inflation | 3% Per Year X Item 36 to 2022 | YR | 3 | | \$96,400.00 |
| | Total Construction Cost (2022) | Items 36 - 37 | | | | \$1,136,450.00 |

Comments to New Garden Township on “Village of Toughkenamon Streetscape and Transportation Improvement Plan” that was Distributed Dec 3rd and Presented on Dec 9th by the New Garden Township.

**Submitted by [REDACTED], resident of Toughkenamon’s “core village”
December 18, 2019**

1. Slide 1: Background & Overview: Goal: *Reenergize Toughkenamon into a village with a variety of restaurants and shops that serve the local community, a diversity of housing options for all ages, and attractive open spaces and streetscapes that welcome visitors and residents to the heart of New Garden Township.*

- Toughkenamon has been revitalizing its self slowly and organically. While it is nice to improve the village, this plan is to massively change it. Some of the current appeal is the openness between many houses due to the odd-sized lots. The homes are unique and varied with most homes being kept up nicely. The village has a quiet relaxed atmosphere. This plan looks to promote infill development and redevelopment which in the process will narrow the streets, add shops and restaurants, and add townhomes and apartments. This in turn will increase the need for paved parking spaces due to all the additional cars. All of this will remove the open relaxed feel of the town replacing it with a crowded busy closed-in feel.
- This goal doesn’t take into consideration that the residents of the “village core” of Toughkenamon do not want a street full restaurants and shops, or the type of functions and festivals such as those in Kennett.
 - Anyone who wishes this type of activity would be living in Kennett.
 - There was a suggestion that the Grower’s Market be re-located to Toughkenamon. Where would it be hosted? There needs to be plenty of space for vendors to park and set up and customers to park. Although, I love the market and having it right out side my door sounds nice, I would prefer not to have all the traffic that it draws each Saturday. The Township building is close and is a better location.
 - The tree lighting is attended by parents and families of the children’s chorus not the residents of the village.
- I personally don’t want a mass influx of additional residents via apartments and townhomes. I prefer the quiet country type atmosphere within the village. I also feel that over time this will lead to increased absentee landlordism.
- There are lots where landowners may wish to build in future, or subdivide as the lot is larger compared to the others in town. Building a house or subdividing and building 2 houses is agreeable compatible development within the village east of Newark Road. Eventually the owners of the large lots to west of Newark Road may wish to build there too.

2. Slide 2: Limited Pedestrian and Bicycle Connectivity: Potential Solutions: Sidewalks, Crosswalks, Bicycle Facilities, Trails

- Putting in consistent sidewalks along Newark Road and east along Baltimore Pike would increase the cohesiveness and appeal along these streets. However, consider putting in street trees and greenery as too much pavement is unappealing.
- Unless bike trails are created along the lengths of Baltimore Pike and/or Newark Road, or along the railroad, there is currently no safe place to bike to and from Toughkenamon. Therefore, any bike trails are useless until the connections are made.

- Bikeways along Baltimore Pike would need to be separated from the traffic in some way to protect the bikers and go all the way to Kennett or Avondale.
- Newark Road has too many steep banks to create a separate bike lane.
- It would be great to have the railway turned into a rail trail; however, trail head parking would need to be considered as Toughkenamon would be an access point. People wanting to bike the trail would need a place to park. If they don't have one, they will park wherever they can.

3. Slide 2: Speeding and Cut-Through Traffic: *Potential Solutions: Traffic Calming Measures*

- Within the “village core”, the speeding and cut-through traffic is due to people needing to turn left from Baltimore Pike to Newark Road. This problem will decrease when that intersection is fixed so the traffic back up is lessened and it's easier to turn left onto Newark Road.
- Why is a gateway not planned for Baltimore Pike east of Newark Road?
- What are the traffic calming methods for the village streets besides the speed humps for Main Street?

4. Slide 2: Insufficient Parking Availability: *Potential Solutions: Community Lot, On-Street Spaces;* & Slide 3: *Land Use Plan and Character Areas: Village Core & Retail Core Characteristics:* Explore potential for new parking areas

- There is currently sufficient parking for the village with some overflow to on-street parking.
- Increasing the number of residents plus adding employees and patrons of newly added businesses will put a lot of pressure on the parking availability in the village. The streets will not be able to handle the capacity. Adding parking lots and additional driveways for a large number of cars will:
 - Reduce the green area in town,
 - Increase water runoff,
 - Increase the air and ground temperature,
 - And be visually less appealing even with extra screening.
- Streets fully lined with cars:
 - Are unappealing to look at and will remove the open feel of the village.
 - Are less safe for children and pets as they can pop out from around parked cars which reduce the visibility for drivers.
 - Will narrow the streets and make it harder to pull in and out of driveways, due to the tightness of the road and reduced visibility.
- This plan is calling for many apartments and townhomes to be built in addition to the retail businesses. Parking needs to be planned for the cars for:
 - Customers.
 - Employees.
 - Residents of the apartments and townhomes planning for each adult and child of driving age.
 - Guests of the residents (most likely will overflow into the streets or into the Village parking lot(s)).
 - The participants of any events that are planned to be held in town.
- Even though it's quite expensive, consider requiring the developers to pay for at least a dual level parking lot. With the drop in elevation it would fit nicely with the area and double the number of cars that are able to park.

5. Slide 2: Lack of a Consistent Community Identity: *Potential Solutions: Streetscape, Trees, Banners, Gateways*

- Who will maintain the Streetscape, Trees, Banners, Gateways?
 - From what I understood from the committee meeting on Dec 9th, the cost of this maintenance will be spread out evenly throughout the entire township. Please confirm this.
 - Will the Township maintain these?
- A definition of the village would be nice. Currently there is none.
- A consistent streetscape along Newark Road and Baltimore Pike would be nice.

6. Village is Uninviting: *Potential Solutions: Safe Housing, Compatible Development*

- I find the village appealing.
 - There is plenty of green to look at which gives a feeling of space and openness within the village core.
 - The houses are unique from each other, of varying sizes, and are appealing to look at.
 - Most houses are kept up and over the years the village has been organically improved by residents and homeowners.
- What housing in the village isn't "safe housing"? Along Willow Street? Willow Street isn't in this part of the plan.
- I feel the "uninviting" part is along Baltimore Pike and Willow Street.

7. Slide 2: Need to Expand Community Destinations and Services: *Potential Solutions: Public Park, "Mix" of Uses, Community-Supportive Businesses*

- Most people in town are not in favor of a public park in the village. Reasons cited were:
 - The last park became a dumping ground.
 - Older kids used the last park as a place to party.
 - Neighbors are worried about balls hitting buildings.
 - Who would keep up the park and police it?
- Currently the children have some sort of lawn at the house in which they live.
- If the church decides to install a playground for the kids that will live in the new town homes and apartment buildings:
 - Will the church maintain and police the playground?
 - There is a decent slope to this parcel. To make a flat basketball court, the land will need to be leveled. Which in turn will break up the flow of the playground and create an edge. I don't see this added to the plan. The playground is laid out as if the land is flat.
 - Soccer is the main game in this town, not basketball. If there is anything the boys are lacking, it is a soccer field close enough to walk to. They used to play on the grass behind the Brown Derby.
- What is the plan for the green space to the west of Newark Rd on the map? There is no mention of what will it be used for.
- What is the plan for the field to the east of Union Street? It's included in the "village core". I heard it was wet and not developable.

8. **Slide 3: Land Use Plan and Character Areas: Village Core & Retail Core Characteristics: Mix of uses, including multifamily residential, commercial, and open space**

- What open space is being proposed? The Church park and the small patch west of Newark Road? Perhaps the Township feels that protecting those will give the village a feeling of open space. These hardly feel like “open space”.
- Changing the zoning of the properties to allow multi-family housing will crowd the village and remove the open feel which it currently has. Keeping the green space currently required per lot allows the village to feel more open and inviting.
- Mixed use is fine by me as long as it’s compatible with residential use, it doesn’t generate a lot of noise or odors, and doesn’t have a lot of customer or truck traffic.

9. **Slide 3: Land Use Plan and Character Areas: Village Core & Retail Core Characteristics: Retail Core: Intended to create a continuous retail cluster by strongly encouraging or even requiring retail uses on the first floor of all buildings within the boundaries.**

- Is this requirement for retail on the first floor, only for new development? Please confirm. This is strong language.
 - Have developers already expressed an interest to buy up properties as they become available? Are these the same developers that were consulted for the Township’s 2018 Comprehensive Land Use Plan? Please respond.
 - It was stated in one of the meetings that the New Garden Township was not going to force redevelopment or first floor retail use for existing properties that change hands.
 - What is our guarantee that New Garden Township will not force this to happen or pressure wont be put on current or new landowners?
- From the Comprehensive Land Use Plan 2018: E. Tier 1: 1. a. ii. Allow retail oriented commercial uses as of right along portions of Newark Road- focused at Main Street, particularly on the first floor, with office and residential permitted above.
 - The Land Use plan:
 - Uses the word “allow” not “strongly encouraging or even requiring retail uses”
 - It states “Along portions of Newark Road- focused at Main Street”. The retail core looks like it would REQUIRE all properties within its boundaries to be retail buildings. While the Land Use plan is ALLOWING such use.
 - I personally to not want to have the retail core. A few businesses are fine, but a concentrated retail and restaurant core as in Kennett is not appealing to me and the many other residents with whom I have spoken.

10. **Slide 3: Land Use Plan and Character Areas: Village Core & Retail Core Characteristics: 2 to 3 or 4 story buildings set close to sidewalks**

- The 2018 Land Use plan E. Tier 1:1.a.v. (page 38) calls to “Consider permitting upwards of 3 stories within the village core for mixed use buildings”. This is above the Plan’s recommendations.
- Four stories seem to be too tall for a small village retail area even with the setback roof suggested for 3 or more floors. There are few houses that are 3 stories or at least have tall peaked roofs where the attic becomes the 3rd story.
- Also, having that extra floor increases the number of people which in turn increases the number of cars.
- Why not allow 1 story buildings? Limit the height requirement to 3 stories.

11. Slide 3: Land Use Plan and Character Areas: Village Core & Retail Core Characteristics:
Opportunities for infill (new development) and redevelopment of existing uses

- The residents of Toughkenamon were obviously not contacted when the 2018 Land Use Plan was being developed. Other than the retail core, why would the Township try to change the remainder of the village. Who is wanting to do this development? Is there someone who is interested in buying up land in the village?
- In the Toughkenamon Build-Out Analysis on page 38 of the 2018 Land Use Plan, there are a few parcels that are designated as too small for development. I think these should be addressed individually on a case-by-case basis on what is best for the village.
- In the Ordinance Considerations report that was handed out at the Committee Meeting Dec 9th, 14 additional parcels east of Newark Road were singled out as being too small for subdividing and not able to choose the town development option.
 - Except for the 3 parcels that border Newark Road in the “Retail Core”, it is disturbing to me that townhomes would be able to be built on the remaining 11 parcels.
 - I feel that this would negatively impact my property value and my desire to remain in this community. I am opposed to changing the zoning except on a case-by-case basis where it is determined that the use change won’t negatively impact the neighborhood. I am curious as to why the Township thinks that townhomes and apartments would make Toughkenamon more appealing.
 - I am OK with some parcels being divided to add a second home where that makes sense.
 - I am OK with mixed use or businesses such as Sturgis’s so long as they are compatible with residential neighbors, quiet, have little traffic, no big trucks, and look nice.
 - For the proposed townhomes, who would own them? Would each resident own their parcel or would the landowner rent the townhomes?

From: [REDACTED]
To: [REDACTED]; [REDACTED]
Subject: FW: comment on Toughkenamon
Date: Wednesday, December 4, 2019 9:17:29 AM

Please see comments sent from a resident. I will continue to forward them your way as we receive additional comments.

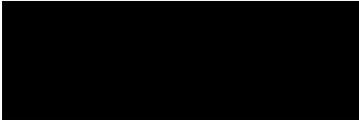
[REDACTED]

From: [REDACTED]
Sent: Tuesday, December 3, 2019 2:39 PM
To: Office <Office@newgarden.org>
Subject: comment on Toughkenamon

My main comment is that these plans look ambitious but I do not see any estimates for what this is going to do to our tax rate. I realize there are many unknowns at this point but at least a range could be developed. My other comments are that fixing the intersection is a clear first priority. After that, sidewalks on Newark and then Baltimore Roads should be next. Main St and the other back streets get much less traffic, but sooner or later a pedestrian is going to get run over on Newark Road. Putting sidewalks on Newark Rd appears to be an expensive proposition but should be next. Just doing those two projects: the intersection and Newark Rd sidewalks is enough for now.

[REDACTED]

New Garden taxpayer



Tony Scheivert
Township Manager
New Garden Township
299 Star Road
Landenberg, PA 199350

Re: Toughkenamon Streetscape & Development Plan
Relating to 1400 Baltimore Pike, Toughkenamon, PA 19374

17 December 2019

Dear Tony,

Thank you for speaking with me at the open house meeting of December 9th regarding the above subject plan. I have some comments and formal requests to make about the planned work in relation to my properties along the eastern length of Baltimore Pike.

The 4 properties in question from east to west are 60-1R-3.0, 60-1R-3.3, 50-1Q-13 and 60-1Q-13. These are all located next to each other along the south side of Baltimore Pike starting at the West side of Center Street extending west approximately 312 feet to a power pole. There is no curb or sidewalk along the North side of these 4 parcels now and they can be accessed from Baltimore Pike at any point along their Northern boundary. Your McMahon drawing presented at the meeting of Dec. 9th for Job No: 818716, dated 9-18-19, titled " Future Multimodal Transportation Network", shows that new curbs & sidewalks are to be installed along the south side of Baltimore Pike over the northern boundary of these 4 properties. It shows no access way from Baltimore Pike for parcels 60-1Q-13, 50-1Q-13 & an "adjusted driveway" (reduced access) for parcel 60-1R-3.3. It also shows the curb & sidewalk extending east along the northern boundary of parcel 60-1R-3.0 through an existing ornamental rock garden / truck barrier at the corner of Baltimore Pike & the west side of Center Street.

I am making the following formal requests to you regarding this work.

- 1) With regard to the two westernmost properties, 50-1Q-13 & 60-1Q-13, please include a 20 foot wide curb cut in your plan preferably midway along the parcel's combined northern boundary to allow access across the sidewalk to these properties from Baltimore Pike.
- 2) Please maintain the width of the existing access from Baltimore Pike to parcel 60-1R-3.3 which extends along this parcel's northern boundary 100 feet from the power pole located at its northwest corner to the power pole located just a few feet west of its northeast corner. The stone lot extending the length of the parcel between the front of the

existing commercial building & the south side of Baltimore Pike is used for customer parking & sales display of commercial mowing & snow plowing equipment. Any reduction in this space or access to it would severely damage the business activities that take place there.

Additionally, the legal description on the deed & plot plan for this parcel call out access ways along the east & west sides of the existing commercial building, 20 feet wide running south into the parcel from the south side of Baltimore Pike between the sides of the building & the property lines. These provide ingress & egress to the ground floor shop at the rear of the building from Baltimore Pike & must be maintained.

3) Please provide an apron on the sidewalk that meanders around the power pole near the northeast corner of parcel 60-1R-3.3. The existing access to the house located on 60-1R-3.0 will require driving over that sidewalk in the close proximity of this power pole.

4) Please prohibit right turns onto Center Street by tractor trailers eastbound on Baltimore Pike. In recent years a number of these trucks have struck the ornamental barrier trying to make this turn & become hung up on the rocks. If the barrier is removed & replaced by a sidewalk, trucks making this turn will severely damage the lawn there & possibly remove the corner of the house.

Thank you for your consideration of these requests. Please communicate this information to the persons with project responsibility so that the appropriate adjustments to the new Streetscape plan can be made.

If you would like to discuss anything further, feel free to contact me. I am also available to meet at the property with your project representatives to review on site, the issues regarding the new curb & sidewalk as they relate to the four parcels.

Best Regards



cc

Natasha Manbeck
Senior Project Manager
McMahon Assoc. Inc.
835 Springdale Drive, Suite 200
Exton, PA. 19341

January 27, 2020

In regards to: Side Walks and calming Islands and Store Fronts proposed for Newark Road

New Garden Township
299 Starr Road
Landenburg, PA 19350

Dear New Garden Township Supervisors,

I recently contacted the home owners of properties located on Newark Road between Maple Lane and Willow Street regarding the proposed sidewalk and calming islands. The result of my contacting these Home owners are the same results I've been hearing from the home owners within the core of Toughkenamon. These changes are not welcomed!! The residents of The Village of Toughkenamon would prefer that the Village stays exactly like it is. Most residents agree that something needs to be done to slow the traffic down on Newark Road however this does not require Store Fronts with Apartments, Townhomes, Hotels, Restaurants, Hardware Stores, Drug Stores or any other type of Building to keep people from traveling at high rates of speed through our Village. Additionally the requirements for you to add sidewalks and calming islands to any street within the village would require the landowners to lose what little land they currently have on the fronts of their properties putting sidewalks close to their front doors. This is not a welcomed plan for the current resident land owners of Toughkenamon.

Regards,

A series of five black rectangular redaction boxes covering the signature and name of the sender. The boxes are arranged in a descending staircase pattern from left to right.

Village of Toughkenamon, New Garden Township

Futu



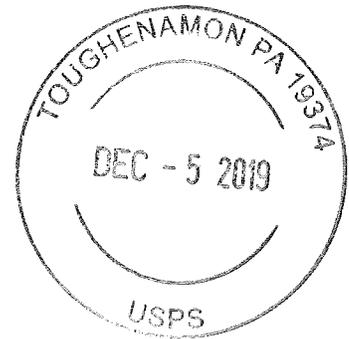
Dear Sir/ Madam,

Please admit this as part of public record. Please ensure parking considerations for the Toughkenamon Post Office are taken as we proceed with streetscape project. Previous certified letter regarding no parking sign was ignored. This past summer, I brought it up to supervisors who visited the post office as well as attended 09/19/2019 meeting and spoke with planning members/ engineers. I will make myself available to speak to this matter if required. I have also submitted this on New Garden Government page.

Thank You,



Joseph T. McKeon
Postmaster
Toughkenamon Post Office
155 Center Street
Toughkenamon, PA 19374-9998
610-268-2962





New Garden Township

Board of Supervisors

January 6, 2020

**RE: Toughkenamon Streetscape and Improvement Plan
Upcoming Dates**

Dear Toughkenamon Residents and Business Owners,

In an effort to advance the newly adopted 2018 Comprehensive Plan, New Garden Township applied for and was awarded a grant through the DVRPC Transportation and Community Development Initiative to fund development of a Streetscape and Transportation Improvement Plan in the Village of Toughkenamon. The Township advertised for interested residents and business owners to form a committee to guide the streetscape plan, identify ways to improve transportation and mobility in the Village, and enhance aesthetics, housing diversity, and investment. In addition to the committee, community members were invited to provide input throughout the planning process, including at three public workshops (with the most recent one held in December 2019).

Over the past 12 months, input from the committee and the public has helped to shape a draft plan to enhance the mixed-use business corridors along Newark Road, Baltimore Pike and Main Street. The plan also includes recommendations focused on traffic calming, sidewalks, ADA considerations, safe routes to public transportation, crosswalks, pedestrian amenities, landscaping, a park and overall beautification of the Village. The plan is intended to attract investors, visitors, and economic growth, as well as making the village safer and more livable for residents.

We invite you to join us and review the draft plan and provide your feedback.

Upcoming key dates include:

- **Monday, February 10, 2020**- Draft Streetscapes and Transportation Improvement Plan will be available for public review at www.newgarden.org or at the Township Building, Monday – Friday, between 8am and 4pm.
- **Tuesday, February 18, 2020, 7:30pm**- Presentation of the Draft Streetscapes and Transportation Improvement Plan to the Board of Supervisors at Township Building, 299 Starr Road, Landenberg PA 19350
- **Tuesday, March 10, 2020**- Deadline for public comment submittal. Please send written comments by email to office@newgarden.org or by mail to 299 Starr Road, Landenberg, PA 19350.
- **April 2020**- Final Streetscape and Transportation Plan will be available at www.newgarden.org and at 299 Starr Road, Landenberg PA 19350.

A page has been created on the Township website to provide updates specific to the Toughkenamon Streetscape project. Please sign up for email notifications at www.newgarden.org to receive project updates. Thank you for your interest in the improvement of our community and the Village of Toughkenamon.

Sincerely,

Tony Scheivert,
Township Manager

Petition to the New Garden Township with the
Issues and Proposals of the Residents of Toughkenamon on the Streetscapes Plan

Streetscapes:

- Goes beyond the 2018 Comprehensive Plan suggestions.
- Vision of improvement only supports the developers and business owners and are not advantageous to residents.
- Drastically changing the village core of Toughkenamon by rezoning to create a retail area and multifamily housing would allow a large influx of people into the village core.
- Intentions were not fully made public until the direction of the project was already well established and the residents requested information.

1) Development / Redevelopment

Issues:

- a) Increases congestion/population density from retail, apartment buildings, and multifamily housing.
- b) Strongly encourages retail to occupy first floor space with apartments above along Newark Road.
- c) Insufficient infrastructure (e.g. water, sewer) for a large influx of people.
- d) Encourages absentee landlords, increasing imbalanced ratio of renters to owners.
- e) New development will bring in little tax revenue. "LERTA" programs, suggested in 2018 Comprehensive Plan, abates taxes for new development and create business exemptions.

Proposals:

- Allow a mixed use of retail, offices, business, apartments, and single-family homes in village core along Newark Rd and Baltimore Pike.
- Allow development to occur naturally; not as a way to force Toughkenamon to change, or as a way to cater to developers.
- Allow resident-compatible small businesses and mixed-use properties within the core.
- Encourage resident-owned homes within the core.
- Allow some apartments in houses within the core as long as parking is off-street.
- Don't allow townhomes and buildings with large numbers of apartments east of Newark Rd.

2) Sidewalks

Issues:

- a) Sidewalks on Baltimore Pike are useless and a waste of taxpayer money without connection to Avondale and New Garden Shopping Center.
- b) 5 ft ADA compliant sidewalks on Main St (even excluding the 2 ft buffer):
 - i) Too close to existing front porches, reduces residents' privacy, and would require removal of large trees.
 - ii) Do not fit between Shear Satisfaction and Main St. The "sidewalk" in this stretch is 1.5 feet.
 - iii) Cars currently park where sidewalks would be built, increasing the cars parking on the street.

Proposals:

- ➔ • Proceed with the sidewalks along Newark Road as this area is well travelled by foot traffic.
- Add "streetscaping" e.g. village entryways, pedestrian lighting, landscaping, etc., along Newark Road and along Baltimore Pike intersection project area.
- Hold off on sidewalk along Baltimore Pike towards Center St until the path is built to connect to New Garden Shopping Center.
- Hold off on sidewalk along Baltimore Pike towards Reese St until a path is built to connect Toughkenamon to Avondale.
- Don't build a sidewalk along Main St or other core village streets as the yards are too narrow to accommodate an ADA compliant sidewalk.

allow ↘

Petition to the New Garden Township with the
Issues and Proposals of the Residents of Toughkenamon on the Streetscapes Plan

3) On-Street Parking

Issues:

- a) Most village residents do not need on-street parking.
- b) Developers and business owners seek on-street parking for festivals, events, and customers.
- c) On-street parking will wall in streets making them dangerous, congested, and, in some cases, impassable.

Proposals:

- All new development or redevelopment should have adequate off-street parking.
- Avoid paving over large areas, or a large ratio of paved vs. unpaved areas.
- No designated or permanent parking on Center St as it's too narrow.
- On-street parking only for temporary uses such as guests and the few residents that currently don't have adequate off-street parking (Church and Main Sts).
- Mark areas for no on-street parking (e.g. Main St across from post office driveway).

4) Village Streets

Issues:

- a) Narrow streets made narrower with an added parking lane the length of the street.
- b) Traffic calming measures may not be needed after intersection is fixed for Newark Rd and Baltimore Pike.

Proposals:

- Keep as yield streets.
- Wait to see what traffic calming factors, if any, are needed once the Newark Rd and Baltimore Pike intersection is completed before making any changes to the core's street.

5) Open Space / playground

Issues:

- a) Streetscapes' plans are to fill in all available open space not preserve it.
- b) Zoning changes for larger properties to encourage developers to build apartment buildings / town homes.
- c) Inadequately proposed playground that doesn't meet children's needs or interests.
- d) Playground maintenance and security unclear.

Proposals:

- Encourage keeping the yards in the village core as this lends to the feeling of spaciousness.
- Don't allow large areas of paved parking that are not pleasantly screened from view.
- Do not build the tiny inadequate playground on the Church land.

6) Events / Festivals

Issues:

- a) Proposed events do not factor in residents' needs or interests.
- b) Traffic, congestion, noise, blocking off of streets, and village security are not taken into consideration.
- c) These events are not to locals' benefit, but to bring outside traffic for businesses.

Proposals:

- No events or festivals that congest the village or cause streets to be blocked off.
- The Township building and Airport are better places for events and festivals.
- OK with small events at Winery that they contain.

Petition to the New Garden Township with the
Issues and Proposals of the Residents of Toughkenamon on the Streetscapes Plan

Name & Street Address

Vincent Civiletti, Vincent Civiletti 204 Center St. Toughkenamon NJ
Suzanne Sajo - 306 Center St Toughkenamon
Margaret Small 217 Main Street 215
Mario Romero 310 center st
Jose Rodriguez 308 Center St
Jahly Valli 306 Center St Jahly Valli
Branda Hurley 215 Main St
Roy Lambert 215 Main St
Carla Pedicone - 214 Main St.
Victor Pedicone - 214 Main St.
Ty Pedicone - 214 Main
Kimberly Bowen - 204 Center St
Joel & Kathy Schichtel - 104 Center St
Tom Coy 147 Main St.
Francis Cox 147 Main St
Sande Scott 137 Church St
James Scott 137 Church St.
Joanne M. Brisin 126 Church St.
Madeline Brisin 126 Church St.
Lynne Smith 212 Center St.
William Smith 302 Center St
Rachel Smith 245 Union St
118 church st Cristobal Gabriel
CLARENCE DICKINSON 127 - MAIN ST
129 Richard Dickenson Main ST
129 Main ST Patricia Dickinson
142 main st Sancha Lopez

Petition to the New Garden Township with the
Issues and Proposals of the Residents of Toughkenamon on the Streetscapes Plan

Name & Street Address

MARIA LOPEZ -142 main st

Georgis Echeverria 142 main st

Wilbert Reyes 235 Union Street (Toughkenamon, PA)

~~Walter Aya~~ 235 Union Street ↓

Miguel Buitron ↓ 155 Church St

Ana C. Buitron 155 Church St

Olises Fernandez 157 church st

JOHN BOYER 1081 NEWARK Rd. NO SIDE WALKS
NEWARK Rd
PAST willow St.

6) Events / Festivals

Issues:

- a) Proposed events do not factor in residents' needs or interests.
- b) Traffic, congestion, noise, blocking off of streets, and village security are not taken into consideration.
- c) These events are not to locals' benefit, but to bring outside traffic for businesses.

Proposals:

- No events or festivals that congest the village or cause streets to be blocked off.
- The Township building and Airport are better places for events and festivals.
- OK with small events at Winery that they contain.

Name & Street Address

STEVEN BERTRANDO / Steven R. Bertrando
1546, 1550, 1570 100 Reese ST

- JAMES BREWER James Brewer
146 MAIN ST.

Gregg Sydenstricker Gregg Sydenstricker
1512 Baltimore Pike

James Sarajo
183 WILLOW STREET

Daniel J Kelly Daniel J Kelly
110 Reese st Toughkenamon pa

Blatterstadt's Inc Blatterstadt's
1019 Newark Rd, Toughkenamon

Bill's Service Center in Lower Mills
1008 Newark Rd

FRAN DUZYNSKI COMPOSIGN
1295 BALTIMORE PIKE

Anthony & Nick Leone
1290 Baltimore Pike, Toughkenamon, PA 19374

Nick Leone

310 center st.

Wayne Dascha 1275-1285-
Baltimore Pike.

Anthony Pannell

1211 Newark Rd

Toughkenamon, PA. 19374

William E. Bertrando ~~Wideman~~ & Bertrando

1165 Newark Rd.

Toughkenamon, PA 19374

Name & Street Address

Petition to the New Garden Township with the
Issues and Proposals of the Residents of Toughkenamon on the Streetscapes Plan

Petitioner:

Suzanne Snajdr
PO Box 258
306 Center Street
Toughkenamon, PA 19374
(610) 268-0649
(302) 463-1164
ssnajdr@gmail.com

Comments on

Village of Toughkenamon: Streetscape and Transportation Improvement Plan

Summary of revisions to draft report based on input from committee and public

2/5/2020

From Suzanne Snajdr 2/9/2020

- Language was revised to take a more nuanced approach to ensure that language does not signify change that is disproportionate to what is possible and desirable in Toughkenamon. An example of this is the use of the word “allow” instead of “encourage” for some of the land use recommendations.
 - Remove “encourage” from infill and redevelopment segments. Don’t replace with “allow”. Use instead “Create a plan for infill and redevelopment...”
- Name of retail core revised to mixed use core.
- Clarify that retail and restaurants are not intended for the residential areas along Church, Center, and Union Streets. Retail and restaurant along Newark Road is expected to be market driven, not speculative development.
 - No retail or restaurants on Main St outside of the mixed use core. Other business OK as long as it’s compatible with residential areas.
- Clarify housing types through both text and graphics to ensure that new housing is compatible with surrounding environment. The village currently consists of a variety of housing types, this plan continues to endorse that. Clarify that the plan is not interested in “large” apartment buildings (though these are not even feasible on the eastern side of Newark Road), but apartments that are a part of mixed use buildings and residences, all within the size limitations expressed for the village as a whole.
 - East side of village core “large” means 3 or more apartments. Only allow single family and duplexes.
- Clarify zoning changes: lower minimum lot sizes for single family and semidetached dwellings within the R-3 district. Keep townhomes as permitted within the town development option, as well as apartment units. Clarify that the west side of Newark Road is better suited to these housing types because of available land.
 - Do not lower the minimum lot size for single family and semidetached dwellings in the R-3 district.
 - Remove town homes as a dwelling option at least on the east side of the village core.
- Clarify recommendation for the retail/mixed use core that retail is not *required* on the first floor, only permitted, along with office uses.
- Reinforce and emphasize that the monitoring and maintenance of a playground in the village is an important detail to be further worked out.
 - Change the priority for the playground from high to low.
- Clarify that “events” would be focused on those sponsored by the local businesses and not intended to be large, township wide attractions. These would remain at the airport and community park.
- In Chapter 4, clarify that the Future Multimodal Transportation Network presents a long term vision for transportation infrastructure and improvements will be implemented overtime.
- On the Future Multimodal Map, remove sidewalks on Newark Road between Pine Street/Willow Street and Maple Lane. Note in Chapter 4 that the need for sidewalks in this location should be monitored and further evaluated for feasibility.
 - The residents on Newark Rd would like the gateway south of Maple Ln to be removed from the plan.

Comments on

Village of Toughkenamon: Streetscape and Transportation Improvement Plan

Summary of revisions to draft report based on input from committee and public

2/5/2020

From Suzanne Snajdr 2/9/2020

- Add text in Chapter 4 to note that the proposed typical sections are generally intended to be provided within the Township's existing right-of-way of 33'.
 - The residents of the village core are concerned that widening the streets to include parking and/or 5' sidewalks would bring the sidewalks or road edges too close to the existing front porches. Although, the Township has the right-of-way and could enforce it, the residents ask that the roads (including sidewalks) are not widened.
 - Remove sidewalks on all of village core streets except for Newark Rd up to Willow and Pine Streets.
 - Remove designated parking spaces on Center St. OK to put no parking signs on 1 side of Center St.
- Add text in Chapters 2 and 4 to clarify existing on-street parking, recommendations related to on-street parking/curbside management, and highlight potential options for designating on-street parking, such as striped parking stalls, colored curbs (where curbs exist or are provided), or signs.
 - Remove designated parking spaces on Center St. OK to put no parking signs on west side of Center St.
- Add text in Chapter 4 to recommend further evaluation of potential truck restrictions within the village. The evaluation must include coordination with businesses and residents, particularly regarding current and future needs for truck circulation. Also, while it can be completed prior to the intersection improvements, it could also be reevaluated after improvements are completed at Baltimore Pike and Newark Road. Potential restrictions could include turning restrictions, particularly from Baltimore Pike to Center Street and Union Street. Include truck restriction evaluation as a Secondary Action Item in Chapter 5.
 - Note that Sturgis's receives truck deliveries that enter and leave Union St by way of Baltimore Pike.
- Revise the Main Street concept plan, cost estimate, and limits on the Priority Capital Improvements map:
 - Refine parking restrictions for the post office driveway.
 - Remove the sidewalk segment on the south side between Center Street and Union Street. (This segment is more logical to complete in conjunction with a sidewalk on the east side of Union Street to provide a connection to Baltimore Pike. This segment will still be included on the Future Multimodal Transportation Network.)
 - Remove sidewalk widening on Main St from Newark Rd to Center St.
- Correct the table on the Priority Improvements map to clarify that Pine Street/Willow Street are the southern limit for sidewalks on Newark Road. (This is consistent with the concept plan for Newark Road.)
 - Remove gateway south of Maple Ln.
- In Chapter 5, note that gateway treatments on Baltimore Pike could be implemented separately (and in advance) of the proposed sidewalk segments on Baltimore Pike.
 - Sidewalk to the west of Baltimore Pike should off the priority list.
- In Chapter 5, the new playground is changed to a medium priority since the church would likely lead the project.
 - Change playground to low priority.

From: [Kati Parlier](#)
To: [Jennifer Leister Reitz](#); [Manbeck, Natasha](#); [Tony Scheivert](#)
Subject: FW: Streetscape and Transportation Improvement Plan
Date: Monday, February 24, 2020 8:48:57 AM

From: [REDACTED]
Sent: Sunday, February 23, 2020 3:41 PM
To: Kati Parlier <kparlier@newgarden.org>
Subject: Streetscape and Transportation Improvement Plan

New Garden Township Supervisors,

I have painstakingly read the Streetscape and Transportation Improvement Plan and as a property owner/taxpayer directly affected by this plan I was neither consulted nor informed of the proposed plans. I don't regularly peruse the New Garden Township website as I have several other obligations to address.

Until two weeks ago when a neighbor came to my door to inform me of my direct involvement, I had no idea that New Garden Township not only plans to take part of my property, decreasing an already small front yard, but to angle speeding vehicles (semis) toward (horizontal deflection?) my front door. My "first priority" is protecting my property. Traffic calming measures/a center median gateway right in front of my house is neither wanted nor acceptable. There are roadside signs indicating reductions in speed limits - speed limit violators will continue to violate the speed limit. Why not install cameras that would take a picture of violators and send tickets via mail to the registered vehicles address therefore generating revenue for the "village" rather than penalizing taxpaying homeowners?

Also of concern is who would maintain the center median gateway (ie overgrowth, trash and litter accumulation) as such ends up on my lawn from people tossing debris from cars or pedestrians dropping their waste as they walk by?

Had I wanted to live with 3 story townhouses, possible parking garages and retail shops with apartments blocking sunrises, sunsets, scenic views I would have purchased property in the city or to quote the plan "urbanized area" into which you are trying to convert "the village". I chose to live in rural Chester county 32 years ago for the open spaces and decreased congestion.

I wholeheartedly agree with the high priority of correcting the Baltimore Pike/Newark Rd intersection. The repair of the horrible condition of the railroad crossing on Newark Rd should also be highest priority. Beside experiencing it myself almost daily, all night long I listen to cars and trucks going over that, sounding like they are going to flip over or at least knock their front end out of alignment. Why not address resurfacing the rutted and deteriorating road surfaces in the township? (Newark Rd south to 41, 41 north and southbound, Baltimore Pike both directions, not to mention side streets)

How about the semis that "park" along Newark Rd early mornings waiting for EarthGrow to open their driveway entrance at 7 am?

Concern for water run-off? Why not address the at least 2 foot of flooding that occurs (not only on my property but surrounding properties) every time there is a heavy rain due to the collapsing culvert at the back of our properties slowly eroding

my back yard? I don't know who approved of the culvert since it was there when we moved in, but I've pulled endless amounts of tree limbs, trash, etc from that small creek and yet more keeps washing downstream and blocking the collapsing culvert.

Furthermore, I agree with several other's comments on the previous park that was used as a teenage hang-out with broken glass and dumping ground for trash etc. Concern for balls hitting buildings is genuine since I've lived with kids (of all ages) kicking soccer balls as hard as they can against the fence, hitting my cars, house, windows and they laugh and think nothing of it. There is no respect for others properties.

Contradictions within the plan call for creating open green spaces while while erecting more buildings and paving over everything to provide sufficient parking, sidewalks, etc.

And "beautifying the village" might start with the "absentee landlords" or slumlords like the one owning the property on the corner of Newark Rd and Willow street who also owns several other properties in the area.

Clearly I have several issues with the proposed Streetscape and Transportation Improvement Plan. If you would like to further discuss, I have included my contact information below.

Thank you for your time.

Sincerely,

A large black rectangular redaction box covering the signature and name of the sender.

From: [Kati Parlier](#)
To: [Manbeck, Natasha](#); [Jennifer Leister Reitz](#)
Subject: FW: Toughkenamon Street Update
Date: Wednesday, February 12, 2020 8:42:25 AM

Please see below feedback from the Draft report that was sent out yesterday.

Kati

-----Original Message-----

From: [REDACTED]
Sent: Tuesday, February 11, 2020 6:50 PM
To: Office <Office@newgarden.org>
Subject: Toughkenamon Street Update

PLEASE go forward with this improvement ASAP !! A little inconvenience ? So what; this is the Worst Intersection in the state of Penna!! Wishing you all success! No more delays!

From: [Kati Parlier](#)
To: [Manbeck, Natasha](#); [Jennifer Leister Reitz](#)
Subject: FW: Toughkenamon streetscape proposal
Date: Wednesday, March 4, 2020 9:03:12 AM

From: [REDACTED]
Sent: Tuesday, March 3, 2020 8:07 PM
To: Office <Office@newgarden.org>
Subject: Toughkenamon streetscape proposal

Thank you for providing the opportunity to provide feedback on your streetscaping proposal for Toughkenamon.

Bike Kennett is in favor of adding sidewalks, bike lanes and trails whenever feasible. Making walking & biking safer increases the health of citizens and, if extensive enough, can reduce traffic and therefore carbon emissions. In particular, sidewalks and trails separated from sidewalks make it easier and safer for non-drivers such as the elderly, disabled, and children to get around without cars.

So we are in support of adding the sidewalks, bike lane, and trail that you are proposing. In addition, we look forward to working with you on how to connect your proposed trail into Kennett. Please let me know if I can help with public outreach at any time.

Thank you again,

[REDACTED]

--

[REDACTED]

Bike Kennett

www.facebook.com/bikekennett

bikekennett@gmail.com

[REDACTED]

February 27, 2020

RE: Toughkenamon Plan

To: New Garden Officials

This letter comes to you to show my support for the proposed plan for the village of Toughkenamon.

My family and I have been a part of the Toughkenamon community since 1992. We have built our businesses here, own multiple parcels in the village and we have lived in the township for 28 years.

Toughkenamon has so much to offer to the community. It would be a disservice not to adopt the plan set forth to revitalize our village and bring the community closer together as neighbors.

Feel free to contact me for further question or comment.

Yours in success,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Toughkenamon Presbyterian Church

TOUGHKENAMON, PA 19374

February 17, 2020

New Garden Township

299 Starr Road

Landenberg, PA 19350

Re: Toughkenamon Village

To Whom it May Concern:

My name is Diana Werner and I am an Elder and Clerk of Session at the Toughkenamon Presbyterian Church. I am writing to formally request standing for Toughkenamon Presbyterian Church in the proceedings surrounding the New Garden Township efforts to "Streetscape and Improve" the Village of Toughkenamon.

Our church is located at **147 Church Street, P.O. Box 369, Toughkenamon, PA 19347**. This information is a matter of public record and readily available. According to the Township website the Village Improvement process has been ongoing for more than a year. In all that time our church has never received any communication from the Township. No letter, no flyer, no notice under the doors of the church, nothing. I want to go on record as stating that I find that strangely suspect and negligent.

In mid-January a nearby resident of Toughkenamon shared a letter from the Township dated January 6, 2020. It invited residents and business owners to view the Village plan online. I was shocked to see that this plan includes utilizing the Toughkenamon Presbyterian Church Parking lot and adjoining property for a park! This use is not approved by the Session or congregation. This congregation purchased and has maintained this property for more than 50 years. For the Township to arbitrarily attempt to re-purpose our parking lot is not acceptable.

Toughkenamon Presbyterian Church was established in 1875. It was incorporated in 1888 in the State of Pennsylvania. Our church is a member of the Presbyterian Church, USA., Donegal Presbytery. As such, all church properties are held in trust by the Presbytery. Toughkenamon Presbyterian Church has contacted the administration at Donegal Presbytery and requested assistance in this matter from their legal team.

I believe the township needs to better consider the historic Toughkenamon Presbyterian Church and its congregation. I strongly suggest the Township look elsewhere in the village for more appropriate, centrally located, available properties that will not adversely impact the members of Toughkenamon Presbyterian Church and its mission.

Sincerely,



Diana B. Werner, Clerk of Session

Toughkenamon Presbyterian Church

Toughkenamon Presbyterian Church

TOUGHKENAMON, PA 19374

147 Church Street

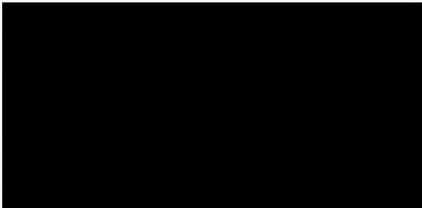
P.O. Box 369

Toughkenamon, PA 19347

Going forward, we request that the Township and any of its consultants communicate directly with the Session, AKA the Board of Elders of Toughkenamon Presbyterian Church. We further request that the streetscape and improvement plan respect this historic church and be in its best interest, as well as the best interest of the neighboring residents.



Toughkenamon Presbyterian Church



Toughkenamon Presbyterian Church

TOUGHKENAMON, PA 19374

Comments regarding the Streetscape and Improvement proposal

Toughkenamon Village

1. The Toughkenamon Presbyterian Church is not offering its parking and adjacent lot to be repurposed as a park.
2. We believe it would unfairly and negatively impact the congregation, especially the elderly.
3. Lack of parking would also impede traditional church related events such as Weddings, Baptism, Funerals etc.
4. In general, it seems that the concept of a park/playground has not been fully developed. Funding at \$40,000 seems insufficient for the purchase of property, design layout and equipment needed.
5. The concept does not address toilet facilities.
6. The concept does not address noise levels.
7. The concept does not address hours of operation and security, and loitering.
8. The concept does not address maintenance and upkeep of equipment, including vandalism and litter.
9. The concept does not address park lighting and or the issue of light pollution in the neighborhood.

“Hope for the best, but plan for the worst.”

March 6, 2020

Board of Supervisors
New Garden Township
299 Starr Road
Landenberg, PA 19350

Dear Board of Supervisors,

**SUBJECT: TOUGHKENAMON RESIDENTS' RESPONSE TO THE TOUGHKENAMON
STREETSCAPE AND TRANSPORTATION IMPROVEMENT PLAN**

The residents are opposed to most elements of Tough Streetscapes plan. At the surface this sounds like a great plan and the report is well written. However, it does not appear to have been developed with the residents in mind. It seems designed to make the village core attractive to developers. The plan also indicates that residents want these changes. We reject the whole report and ask that it be re-written with different goals.

We love our village. Yes, it would be nice to have a few things changed to make it nicer. If, however, to get these items addressed we have to have this plan, then we would rather leave it the way it is.

Some of the items that we would like to see are (there is no order of priority):

- Designated no parking area on Main Street to allow the Post Office trucks to access and exit the loading dock.
- The curbs and the sewer grates could use an update.
- The existing sidewalk on Main street could be fixed if it's possible to leave it at 3 feet wide and not increase the width to 5 feet.
- Adding speed humps and encouraging the police to be present at strategic times to reduce speeding cut through traffic.
- Fix the railroad crossing on Newark Road.
- Help homeowners improve their houses as mentioned in the 2018 Comprehensive Plan.
- Enforcing codes to discourage absentee landlordism.
- Add the design elements developed in the Streetscapes report for any new buildings.
- Improve Willow Street which is in terrible condition.

This plan is too much and is not the way we want our village. It seems to be designed for developers.

Packing the village with as many shops, restaurants, and housing units as possible will certainly change the open rural feeling of the village. Parking will be a problem. There is no way even a portion of this plan can be implemented without creating a parking problem. There is simply not enough room on the streets nor is there enough land unless all the open land is paved over. Streets which are fully lined with cars feel crowded and are not pleasant. We really don't want to be the next "mini-Kennett". If we wanted that type of environment, we would live there.

Widening the streets to put in 5-foot sidewalks to make the village "walkable" will make the village more urban-like. The houses and streets were not designed with sidewalks in mind. The houses are very close to the road. We will lose what little front yards we have and if people actually walk on the sidewalks, they will be right at our house, invading our privacy. Adding them would detract from our houses and yards making it feel more like a city with the sidewalks up close to the houses, than the small village it is.

All of this, will also increase the number of renters vs home owners as well as increasing the number of absentee landlords. This has been a problem in the village and is a big problem on Willow Street. There

is no guarantee that the Township will prevent the rest of the village turning into an area like Willow Street over time.

We feel that the area won't support the number of retail businesses that is designed into the plan. We don't want to be left with vacant store fronts when they can't be supported. That would just drag down the area.

The proposed playground seems wholly inadequate for any child over the age of 5. Soccer is the game of choice here, not basketball. There is also the concern of maintenance and monitoring of the playground.

In addition, we would like to address how the Township plans to mitigate the increased truck traffic (from the road improvements) so that it does not negatively impact the residents on Newark Road. Avondale and Kennett both have serious concerns and state negative impacts from the big rigs to and from Manfredi's. The Kennett Area Freight Transportation Study proposes that Newark Road and the section of Baltimore Pike from Chambers Road to 41 are designated as a truck route. While it is understood that this is specifically to keep Manfredi's trucks out of Kennett, what is the plan to protect our Newark Rd folks and prevent Newark Road from being an alternate route for trucks going through Avondale?

We would rather the Township take care of areas that need it like Willow Street, the Newark Road/Baltimore Pike Intersection, and the Newark Road Railroad crossing.

We have the right to quiet enjoyment of our residence. Rezoning so that our village is crowded with as many dwellings as possible, adding as much retail and restaurant space with additional apartments, lining our streets with cars while paving over large areas for parking lots, and bringing sidewalks right up to our houses reduces our enjoyment of our place of residence.

Sincerely,
Residents of Toughkenamon,

Name and Physical Address:

Suzanne Snaps 306 Center St, Toughkenamon
Brenda Hershey 215 main Street
Vincent R Curbett 204 Center St Toughkenamon Pa 19374
K Bomer 204 Center St Toughkenamon PA 19374
Kenny Gonzalez Maple Lane 215 PA 19374
Rebecca Volpny 305 Center St Toughkenamon PA 19374
Rachel Smith 245 Union St
Carla Pedicone 214 Main St.

Victor Pedicone 214 main st Toughkenamon

Ty Pedicone 214 main st Toughkenamon

~~Sam~~ 141 Church St Toughkenamon, PA

Ron Hopley 141 Church St Toughkenamon, PA

~~James~~ 115 Church St Toughkenamon, PA

~~John Valle~~ 115 Church St Toughkenamon PA

Anna B. Decker 127- Main St Toughkenamon, PA

Richard Dickenson 129 main Toughkenamon

Patricia Dickinson 129 Main St. Toughkenamon PA

~~Ann (Burton)~~ 155 Church St Toughkenamon PA

Ang Carina Burton 155 Church St Toughkenamon Pa

Lyona Smith Jr 312 Center St. Toughkenamon PA

William J. Smith 302 Center St Toughkenamon PA

~~John~~ 310 Center St Toughkenamon

Janeen Lopez 142 main st toughkenamon

Edouard Polanco 142 main st toughkenamon

Dorothy King 139 main st Toughkenamon PA 19374

x Timothy Judd 134 Mansi Toughkenamon PA 19374

Joanne & MaDeline Brison 126 Church Street
Tough PA 19374

Ph S Boye 1081 Newark Rd. Toughkenamon, PA 19374

Elizabeth M. White 1081 Newark Rd. Toughkenamon Pa 19374

Henry J. [unclear] 1089 Newark Rd. Toughkenamon, PA 19374

Nancy B. Kufu 1089 Newark Rd, Toughkenamon, PA 19374

Robin J. Page 1076 Newark Rd Toughkenamon, PA 19374

Dan Sellers 1072 Newark Rd Toughkenamon, PA 19374

Jim Sellers 1072 Newark Rd. Tough PA 19374

Tom [unclear] 142 Main St. Toughkenamon Pa 19374

Petition 2 17 signatures

March 6, 2020

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New Garden Township
299 Starr Road
Landenberg, PA 19350
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Sincerely,
Residents of Toughkenamon,

Name and Physical Address:

Steve Bertrando 1570 Balt. Pike Tough

Jim Brewer 146 Main St Toughkenamon PA

William E. Bertrando 1165 Newark Rd. Toughkenamon, PA

AG Roll 1211 Newark Rd.

PK Kuger 917 Newark Rd

Paul Kelly 110 Reese St 19374

Walter S. Sapp 183 Willow St 19374

W/S 310 Center St.

Boyer Feranto 1159 Newark Rd.

Viv N. Dwyer 1212 Newark Rd.

Dreger Dydman 1512 Baltimore Pike

James J. Scott 137 Church St.

Stana Vallocami 1055 NEWARK Rd.
TOUGHKENAMON Pa 19374

1019 Newark Rd.
M. Blumenthal Toughkenamon, PA

Wade Lopez 1008 Newark Rd Toughkenamon Pa 19374

Ed Dougherty 110 Newark Rd Toughkenamon

Salomon Ostro 115 Reese ST 19374

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**BOARD OF SUPERVISORS
NEW GARDEN TOWNSHIP,
CHESTER COUNTY, PENNSYLVANIA**

RESOLUTION NO. 823

WHEREAS, the Village of Toughkenamon (the "Village"), encompassing the crossroads of Baltimore Pike and Newark Road, is an integral part of the community of New Garden Township (the "Township"), and the future of the Village was identified as a priority focus area in the Township's Comprehensive Plan update in 2018;

WHEREAS, in fulfilling the vision as set forth in the Comprehensive Plan, the Township desires to address issues in the Village relating to traffic congestion, speeding and cut-through traffic, limited pedestrian and bicycle connectivity, insufficient parking availability, lack of a consistent community identity, enhancing village character, and the need to expand community destinations and services;

WHEREAS, the Board of Supervisors of New Garden Township (the "Board"), with the assistance of a Steering Committee, Township staff, and planning consultants from McMahon Associates, Inc. and Thomas Comitta Associates, Inc., have created an instrument to assist in future planning for the Village, called the "Village of Toughkenamon: Streetscape and Transportation Improvement Plan" (the "Plan");

WHEREAS, the Steering Committee, which was comprised of five current or former Village residents, five owners or employees of businesses within the Village, two members of the Board, and two members of the Township's staff, as well as advisory members from the Chester County Planning Commission and the Transportation Management Association of Chester County, guided the development of the Plan;

WHEREAS, public participation in the creation of the Plan, including at Steering Committee meetings, presentations to the Board of Supervisors, multiple community meetings, stakeholder interviews, a youth focus group meeting, and during a 30-day public comment period, was instrumental in ensuring that interested parties had an opportunity to provide input on the contents of the Plan;

WHEREAS, the goal of the Plan is to plan for ways to reenergize Toughkenamon into a village with a variety of restaurants and shops that serve the local community, a diversity of housing options for all ages, and attractive open spaces and streetscapes that welcome visitors and residents to the heart of New Garden Township; and

WHEREAS, the Board desires to endorse the Plan by adopting this Resolution approving and adopting the Plan.

NOW THEREFORE, the Board of Supervisors of New Garden Township **HEREBY RESOLVES** as follows:

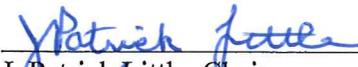
1. The Background to this Resolution is incorporated in and fully made a part hereof.

2. After considering the recommendations and comments from those stakeholders listed in the Background section above, the Board hereby resolves to adopt the "Village of Toughkenamon: Streetscape and Transportation Improvement Plan" dated March 25, 2020, which is comprised of maps, charts, textual matter, and all other materials constituting a part thereof, attached hereto as Exhibit "A", and incorporated herein by reference and made a part hereof.

3. This Resolution shall be effective immediately.

RESOLVED THIS 20th DAY OF April, 2020

BOARD OF SUPERVISORS



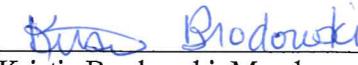
J. Patrick Little, Chairman



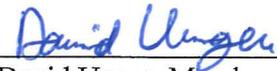
Michael Loftus, Vice Chairman



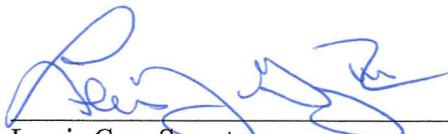
Stephen Allaband, Member



Kristie Brodowski, Member



David Unger, Member



Lewis Gay, Secretary

[REDACTED]
[REDACTED]
Toughkenamon, Pa 19374

It is in the interest of all residents to have our village looking nicer, being “cleaned up” and safer for residents.

The improvement of the intersection of Newark and Baltimore is absolutely necessary.

Toughkenamon Streetscape Comments

Traffic Concerns –

Excessive speed, Newark Road as well as Village streets.

Island on Newark Road south could cause problems with speeding and sudden change in traffic patterns. Limit access to driveways. (page 46)

Condition of some existing properties

Perhaps residents don't have the means to make improvements. There are agencies where they might obtain a low cost loan or a grant. Maybe someone could reach out to some of the older (senior) residents to inform them of available aid. Have information sessions, task force, etc.

Some of these agencies: (mentioned on page 31)

Housing Partnership of Chester County

Senior Citizens Home Maintenance Program

Good Works Inc.

Good Neighbors Inc.

USDA Rural Development Grants

Some offer loans or grants (\$4500-\$7500) by referral or application.

Page 32 & 33, Rental rate greater than 50% in village.

Many of these properties have multiple families and aren't maintained very well, with broken windows, boarded windows, and trash strewn around. These places are unsafe for the residents.

The idea of a rental ordinance requiring annual inspections is strongly recommended as this would keep these properties safer for those renters and help improve the look of the neighborhood.

Building high occupancy buildings would only crowd a very small area with limited parking



THE COUNTY OF CHESTER



COMMISSIONERS

Michelle Kichline
Kathi Cozzone
Terence Farrell

Brian N. O'Leary, AICP
Executive Director

PLANNING COMMISSION

Government Services Center, Suite 270
601 Westtown Road
P. O. Box 2747
West Chester, PA 19380-0990
(610) 344-6285 Fax (610) 344-6515

March 6, 2020

Kati Parlier
Assistant to Township Manager
New Garden Township
299 Starr Road
Landenberg, PA 19350

Ms. Parlier:

Please accept this letter in regard to the draft *Village of Toughkenamon: Streetscape and Transportation Improvement Plan* (Village Plan). The Village Plan implements the 2018 New Garden Township Comprehensive Plan, which highlights Toughkenamon as one of six planning priority focus areas and recommends developing and implementing streetscape improvement plans for Toughkenamon and Baltimore Pike, pursuing ordinance amendments to support priority focus areas, and establishing a Township park in or near the Village as priority projects.

Chester County Planning Commission participated on the Village Plan Committee, along with local residents and business owners, and provided *Landscapes3* and Township Comprehensive Plan related input at Committee meetings. A primary focus for the Committee process was to build on the existing character of Toughkenamon, while considering targeted improvements and enhancements for residents, as well as for Toughkenamon as a Township community hub.

The Village Plan speaks to *Landscapes3* goals areas of Connect, Live, and Prosper.

- Connect: The Village Plan looks at pedestrian and vehicular circulation through sidewalk connections, traffic calming, railroad crossing safety, and streetscaping possibilities.
- Live: The Village Plan considers zoning changes related to various residential dwelling types, and addresses localized recreation through the possibility of cooperatively planning for a child play area.
- Prosper: The Village Plan considers zoning for a mix of retail and service commercial uses.

Chester County Planning Commission acknowledges the level to which the Township went to receive public input. In addition to Committee input and meetings, the project had community open houses, stakeholder interviews, and technical topic consultations as well as a youth focus group coordinated with the Garage Youth Center. A language translator and bilingual announcements for community open houses were provided to facilitate input from diverse population segments. Also, invitations for the most recent community open house were mailed to property owners in the project area. Public input is critical to any planning process and Township efforts to acquire public input was a major part of this project.

Sincerely,

Jeannine Speirs
Senior Community Planner
Chester County Planning Commission

cc: Brian O'Leary, Executive Direction, Chester County Planning Commission