



December 10, 2025

Lacey Faber – Township Manager

**Chadds Ford Township**

10 Ring Road

Chadds Ford, PA 19317

Re: **Review of Shoppes at Concord**

Dear Lacey:

On behalf of Chadds Ford Township, Systems Design Engineering, Inc. (SDE) has reviewed plans, reports, and correspondence regarding the Shoppes at Concord to identify potential impacts to the Township. Note that this is not a comprehensive review of all plans and reports but is meant to serve as a high level review to help further the discussion and potential impacts that this project entails.

We offer the following information and review comments for your consideration:

**STORMWATER**

1. The stormwater report indicates that the design was completed using Chadds Ford's stormwater ordinance requirements, however; the plans were not submitted to Chadds Ford with the intention of review. While many of the Township's requirements are met, the design does not fully comply with that statement.
2. Level spreader:
  - a. Detail on sheet 50 of 69 of the plan set has been redlined. Should clarify why that detail has been crossed through.
  - b. As designed, the level spreader is required to be 162 linear feet to properly diffuse the discharge of the 25 year storm. The level spreader should be evaluated and sized to discharge the 100 year storm event at 1 CFS per 13 linear feet as determined by the PA BMP manual. (§105-301F, §105-301G, §105-301.L, and §105-310.D)
  - c. Plan sheet 46 of 69 shows that there is a row of trees being proposed directly on top of the proposed level spreader. This should be adjusted such that the vegetation isn't placed on the level spreader.

3. POA 1, 2, 3, and 4 all include impervious within the pre-developed condition. As this is not “redevelopment” the pre-developed condition should be considered Meadow in Good Condition or Woods in Good Condition. (§105-309C(1))
4. As noted in Pennoni review letter dated October 10, 2025 (note 21.c.), Infiltration Bed #1 is located approximately 10 feet below machine refusal (typically bedrock or another limiting zone). This should be further explored to determine if infiltration in this location is advisable.
5. Basin 1 is being used as a sediment basin and has the same elevation for the sediment basin as the finished stormwater infiltration basin. Recommend over excavation and placement of soil amendments to remove sediment as the sediment is likely to prohibit or reduce the infiltration capacity.
6. Pennoni review letter dated October 10, 2025 (note 31), identifies that the infiltration bed is located in an area of hydric soil, which would limit or prohibit infiltration.
7. There is a 25 foot construction easement that appears to be within the Township of Chadds Ford. Additionally, the grading directly behind (west) the proposed supermarket shows grading right up to the township line. The contours, as shown go down to 360, however; the existing grade at the lowest point is 359 at the township line. As such, real world grading would occur within the Township boundaries. Additionally, there is grading within the Township along Ridge Road where the road is being reprofiled. This grading appears to extend beyond the PennDOT ROW. Any grading within Chadds Ford Township should be done with permits through Chadds Ford.
8. Stormwater infrastructure is being proposed along Ridge Road within Chadds Ford in the form of inlets, culverts, and swales. Recommend a developer’s agreement such that the Township claims no responsibility for the maintenance and upkeep of these structures.

## **TRAFFIC**

1. PennDOT has taken the stance that they do not expect significant traffic impacts from the proposed development at the intersections Ridge Road with Heyburn and Ring Road, however; they are coordinating with the developer to consider implementation of traffic calming and/or safety enhancement measures at select locations within Chadds Ford Township.
  - a. This conflicts with Pennoni’s review letter dated October 10, 2025 (note 34) which states that the applicant needs to pursue an Alternative Transportation Plan (ATP) which at a minimum evaluates offsite traffic calming solutions to Heyburn Road, Ridge Road, and Smith bridge Road. I am in concurrence with Pennoni’s view on this matter.

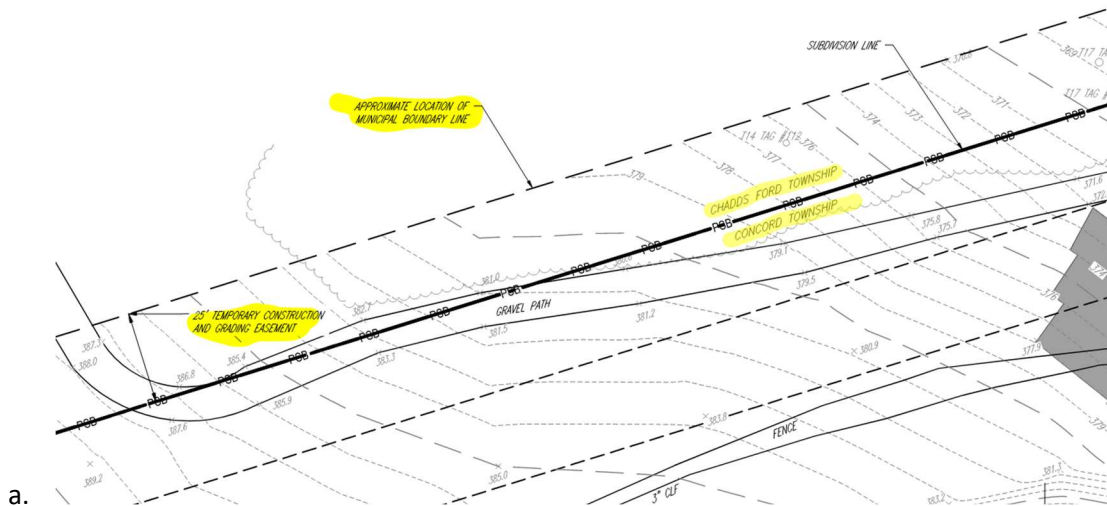
2. Pennoni's review letter dated October 10, 2025 (note 35) requests further truck turning templates to confirm that access and turning movements are adequate. Recommend a detailed review of updated materials to confirm no conflicts.
3. Pennoni's review letter dated October 10, 2025 (Note 39) correctly observes that, with a dual left-turn lane from SR-202, trucks using the outside lane may need to merge quickly in order to enter the development. In addition to evaluating whether the dual left-turn lane is necessary, the design should also be reviewed to determine whether a dedicated trucks-only lane is warranted.
4. PennDOT states that at the peak hour, the proposed development is only expected to increase traffic on Ridge Road by 40 vehicles per hour, or less than one vehicle per minute.
5. PennDOT has further stated that to be copied on all reviews and subsequent comments, the Township should file a Petition to Intervene.
6. For northbound SR-202 traffic turning left onto Ridge Road, the design proposes two left-turn lanes feeding into a section of Ridge Road that is six lanes wide (two westbound lanes and four eastbound lanes). The two westbound lanes taper into a single lane approximately 500 feet west of the intersection. This short merge/decision area is likely to create congestion, driver confusion, and an increased risk of collisions.

Recommendation: Evaluate opportunities to extend the westbound merge area further west, beyond the limits of the proposed development, to provide drivers with a longer, safer distance to merge. This may include adjusting lane-drop locations, re-striping, or incorporating additional roadway widening to improve traffic flow and safety.

7. Pennoni (Review letter dated October 10, 2025) has requested clear sight distance to be provided for all driveways. This is especially important on Ridge Road.
8. Both the fire truck and delivery truck turning templates indicate that the vehicles would need to mount the curb and encroach into the hatched areas to complete their turning movements. This should be further reviewed.
9. On July 24, 2025, Bowman requested a waiver for LOS (Level of Service) for intersection of Smith Bridge Road and SR-202 and for SR-202 and Ridge Road. This request was required due to the fact that the LOS was unacceptable on the Saturday midday peak hour in the 2033 design year traffic conditions. On page 3 and again on page 5 of 7, Bowman uses justification that the prior waiver request for the previous development design was granted. They further state on page 6 that the intersection with Ridge Road currently operates at an overall LOS D with several movements at LOS E and F during peak hours. With the proposed movement the intersection will still operate with an overall LOS D, but no mention if there will be any movements operating at LOS E or F. This should be further reviewed.

**GENERAL**

1. The Township boundary should be confirmed via professional surveyor to demonstrate that none of the project lies within the Township. The plans have conflicting information regarding the Township boundary as shown below:

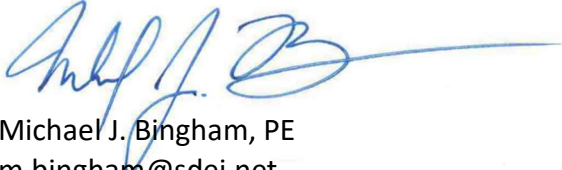


2. The tree study as prepared by Rockwell Associates identified 139 trees on the property with a DBH (diameter at Breast Height) greater than 12". Of those 139 trees, 49 were dead, 77 were rated in poor condition, 13 trees were rated in fair condition, and none were rated in good condition.
3. The Fire Marshal reviewed the plans and only noted minor revisions (canopy height, mountable or painted island curbs, etc.).
4. There are multiple uses in which require conditional use as identified in the Delaware County Planning Department letter dated October 17, 2025. These conditional uses are Drive-through restaurant, car wash, seasonal outdoor restaurant seating, and any establishment which receives a transfer of a liquor license. The letter further correctly identifies that the retail sale of gasoline would require a variance. Note that per the MPC, the applicant must demonstrate a hardship for a variance to be granted. Recommend that the Township enter into Party Status to preserve any legal rights that the Township has with respect to these zoning decisions. Currently the applicant is seeking a determination that the zoning officer has incorrectly applied the ordinance. A separate letter on that has been provided to the Township.
5. Delaware County Conservation District letter dated October 28, 2025, states that the PNDI needs to be updated to include forests, woodlots, or trees will be affected.

If you have any questions or concerns, please feel free to contact me at your earliest convenience.

**Respectfully Submitted,**

**Systems Design Engineering, Inc.**



Michael J. Bingham, PE

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Township Engineer

MJB

cc: File