

Radnor Township Planning Commission
Minutes of the Meeting of December 21, 2020

Present: Mr. John Lord; Mr. Steve Varenhorst; Ms. Megan Gonzales; Mr. Matt Golas; Mr. David Natt
Absent: Mr. Lane Vines; Ms. Elizabeth Springer;

The meeting started at 6:00pm

- John Lord, Chair, called the meeting to order. The Pledge of Allegiance was recited.
- **Meeting Minutes for November 2, 2020** **Approved 5-0**
Approved: Mr. John Lord; Mr. Steve Varenhorst; Ms. Megan Gonzales; Mr. Matt Golas; Mr. David Natt

- **Ardrossan Fam lot line 3-2, 3-3, 3-4, 3-5, & OS 8A**
 - Dave Fiorello, from Momenee reviewed plans**Motion:** **Approved 5-0**
Approved: Mr. John Lord; Mr. Steve Varenhorst; Ms. Megan Gonzales; Mr. Matt Golas; Mr. David Natt

- **208 N Aberdeen – Final Land Development Plans**
 - Patrick Spellman, Nick Caniglia, and Christy Flynn reviewed plans
 - Christy Flynn addressed the public comment**Motion:** recommend approval as a final land development plan **Approved 5-0**
Approved: Mr. John Lord; Mr. Steve Varenhorst; Ms. Megan Gonzales; Mr. Matt Golas; Mr. David Natt
Public Comment: See Public comment on Page 3

- **Radnor Township School District**
 - Hugh Cadzow reviewed plans
 - Will comply with all staff comments and Shade Tree recommendations.**Motion:** to grant preliminary/final approval conditioned on the following:
 - a. compliance with comments in review letter of Gannet Fleming dated
 - b. compliance with comments in review letter of Gilmore Associates dated
 - c. removal of parking spots within 20 feet of the crosswalk
 - d. compliance with recommendations of the shade tree committee

And granting the following waivers:

- a. Section 255-20.B(1)(n) which requires that the plan show existing features within 500' of the site
- b. Section 255-12.A to allow preliminary/final approval
- c. Section 255.20.B(c)[1][e]- which requires a traffic study
- d. Section 255.29.A(6) to allow more than 10 parking spaces in a continuous row without a landscape island as shown on the plan where 12 spaces are in a row without a parking island
- e. Section 255-43.1B(2) which requires park and recreational fee

Approved 5-0

Approved: Mr. John Lord; Mr. Steve Varenhorst; Ms. Megan Gonzales; Mr. Matt Golas; Mr. David Natt

- **Hamilton Estate – Strafford Ave Conditional Use**
 - George Broseman represented applicant
 - Rob Lambert, Site Engineers reviewed plans**Motion:** **Approved 5-0**
Approved: Mr. John Lord; Mr. Steve Varenhorst; Ms. Megan Gonzales; Mr. Matt Golas; Mr. David Natt
Public Comment: See Public comment on Page 3

- **Hamilton Estate – Eagle Road**

- George Broseman represented applicant

Motion: **Table**

Tabled 5-0

Approved: Mr. John Lord; Mr. Steve Varenhorst; Ms. Megan Gonzales; Mr. Matt Golas; Mr. David Natt

- **200 S Ithan – Conditional Use**

- Nick Caniglia and Joe Conwell reviewed plans
- Density Modification requires Conditional Use review

Motion: to recommend the grant of CU approval conditioned on demonstrating compliance with the Uniform Condominium Act or Uniform Planned Communities Act (as applicable) to utilize the setbacks set forth in Section 280-97.D.

Approved 4-1

Approved: Mr. John Lord; Mr. Steve Varenhorst; Ms. Megan Gonzales; Mr. Matt Golas; Mr. David Natt

Disapprove: Mr. John Lord

Public Comment: See Public comments on next page

- Old Business
- New Business
- Adjournment

Next regular scheduled Planning Commission meeting is January 5, 2020

Public Comment

200 S Ithan

Michele Hunn, President, Trianon Homeowners Association

In advance of the Radnor Planning Commission meeting next Monday (12/7), I am writing on behalf of the members of the Trianon Homeowners' Association to reiterate our support for the GPX plan to develop the mansion lot in Trianon. The development of this site is very important to the Trianon homeowners who have endured almost a decade of uncertainty and an unsafe neglected property in the center of our community. Over several months we worked closely in a give and take process with GPX that produced this plan. Safety, traffic, privacy, and property values in our community were carefully considered and appropriate provisions have been incorporated into the plans.

As the township approval process proceeds we want to be sure that the support of our homeowners is on the record. In a recent vote our homeowners voted overwhelmingly in favor of the GPX development with no votes against it. The vote results clearly show the importance of this development to our members.

Thank you for your continued support of the Trianon homeowners and please feel free to contact me if you would like to discuss this further.

Tim Hoyle - 12 Grant Ln & 342 Strafford Ave

In regards to the conditional use application for Ithan Ave, I am glad to hear the commissioners were very swayed by the votes of the community members and neighbors. I hope the commissioners are just as swayed by the outpouring of concern by the neighbors in this case.

208 Aberdeen

Susan Hirschle - 213 N. Aberdeen Ave.

1. Per the plan it appears that the existing business structure (formerly American Pool store) will continue in its current site? If that is correct, the 5 space on street parking will be insufficient to handle the current number of cars parked daily in the gravel lot and existing on street spaces (approximately 8 – 10 cars daily between residents and employees).
2. Currently parking is allowed on both sides of N. Aberdeen Ave. When cars are parked on the side of the street of existing homes across from 208 N. Aberdeen Ave – clear view of traffic for residents exiting their properties is sometimes blocked. Will parking continue to be allowed on both sides of the road? Or can this be restricted to only allow parking on the 208 N. Aberdeen Ave side?

Hamilton Estate Strafford and Eagle Roads

Cynthia Hansen, 6 Hedgerow Lane

This email regards stormwater runoff from the planned Hamilton Estate – Eagle Rd. development.

I am extremely concerned about stormwater runoff. Construction and the increase in impervious surface that naturally accompanies it, greatly add to stormwater issues.

As I understand it, the stormwater basins created for the new homes will essentially collect the water, and it will slowly seep into the ground. My property is located north and downstream of the proposed development. As the water will slowly seep into the ground, my property becomes the development's

stormwater basin. This will destabilize my soil, lead to sinkholes, and adversely affect my home's foundation. My home was built almost 100 years ago, and I would like to see it stand another 100 years.

Please see attached pictures from a recent storm. The first illustrates the runoff from the property. The second shows the river of water created from it. I can also provide videos of the water runoff.

This has been a problem since 2008, when Mrs. Hamilton cleared trees and brush from the property. Prior to that time, I had no water runoff problems. I have emails from Dan Malloy, who was the Radnor township engineer at that time, documenting attempts to have the owners address the problem. He was told the property was to be seeded to create a meadow. This, as well as other requested actions, were never addressed by the owners. In fact, since the trees and brush started being cut in 2008, the erosion has been quite severe. As can be seen by the fence abutting my property, the ground level has dropped at least a foot.

It seems to me that the property should drain into a storm sewer, which is used for this express purpose. Alternatively, the project should be required to direct water to the creek on the other side of the tracks, not into or through my property.

I am afraid if no action is taken by this commission to address this issue, our neighborhood will lose a 100 year old piece of history, and I will lose the home and property I have lived at for 29 years; all for something that was preventable.



Joe Schuda

Please confirm the following:

- Current Size of Storm Water Drain pipe coming from Eagle Village OUT TO Forrest Lane.
- Is there a Storm water Drain pipe on Fairfield Lane? If there is, what is the size of this pipe?

Jack Reuben and Bryn Smythe

I live within 200 yards of the property.

I have questions about the Traffic Study

1. Why wasn't the intersection of Strafford and Old Eagle included in the study? Already that intersection is subject to constant delays, and is currently unsafe for pedestrians. T/E police reports have to be researched in order to see what the frequency of pedestrian & vehicular accidents that occur. This intersection has been studied previously by Orth and Rogers for Tredyffrin. I am in the process of getting a copy of that report.

2. In the analysis of the increase of traffic to assume that we can expect an increase of 18 cars per hour in the AM and 23 in the PM is improbable. A The current traffic study was done during a global pandemic and the government was encouraging people to stay home. It was also done during the summer and traffic is normal reduced. A study that has been done during peak times is more

appropriate to use for this purpose. B. I couldn't find out how many cars and drivers each townhome would have. C. The study was based on 35 townhomes. It was assumed that the 6 properties on the existing property were fully occupied with drivers and cars, when in fact they were vacant at the time of the study.

3. Although the community has requested the developers to include egress to Eagle Rd to reduce traffic on Strafford Ave., the developer has not changed their plan. There are still 2 roads leading into the development from Strafford Ave.

Steve and Megan Scheri - 9 Grant Lane

We, along with all the Radnor residents of Grant Lane and the surrounding neighborhood have many concerns about the Conditional Use Application for the Hamilton Tract. We have owned our home since 1997 and have raised three sons who have attended Radnor Schools. We have both been active volunteers in Radnor Township for many years. Our backyard directly adjoins the western edge of this tract and is bordered by very mature (greater than 60') trees that for years provided Mrs. Hamilton and all of the neighbors the privacy that all desired. The proposed plan will eliminate many of the mature trees and place a 35-foot-tall cluster of town homes 25 feet from our property line.

The neighborhood residents who reside on Grant Lane, Hedgerow Lane, Strafford Ave, Eagle Road, Forrest Lane, and West Ave have been extremely involved from the beginning of this process, well over a year ago. Three informational meetings, two which were in person, have been held to both educate the residents and allow the residents to express the many concerns directly to Haverford Properties. These meetings were well attended with over 50 people in attendance demonstrating the importance of the recommendations and decisions that will be made by this Commission and ultimately the Board of Commissioners. Ideally, we hoped that our early engagement in this process would help resolve some of the resident's concerns and impact the planning process. Unfortunately, these concerns have not been resolved, the residents have many serious life-impacting concerns.

The overall arching concern beyond the issue of the proposed density and maximum number of units, is that a plan of this magnitude will forever change the feel of the neighborhood and that change will be permanent.

Specifically, our unaddressed concerns thus far are:

- Increasing the buffer along borders where current residential homes exist.
- Maintaining the natural tree border to ensure privacy and preventing both noise and light infiltration.
- Protecting the massive tree root systems of the trees that remain from damage during the construction process, so they do not endanger existing homes.
- Diverting development traffic to exits on Eagle Road.
- Ensuring the complex stormwater system actually works as described and ensuring that the storm water system is installed early in the process to protect existing homes.
- Equally splitting the outlet stormwater between the Eagle Rd and Forrest Lane stormwater pipes as issues already exist with the Forrest Lane storm water pipe.
- Creating more open space that does not have another primary land usage.
- Develop a safer plan that accounts for the increased foot traffic to the Strafford Train station.
- Above all reduce the numbers of units as this will interlace and help solve many of the issues.

As your commission moves forward in this process, we hope that the concerns of the residents are considered, and reasonable solutions can be incorporated in your recommendation to the Board of Commissioners.

Michael Kunsch

I understand that you are currently considering plans for development of the Hamilton estate on Eagle Road and Strafford Avenue and will discuss same during your meeting tonight. I reside in Easttown Township, Chester County, less than 1 mile from the estate, and travel through this area frequently. I write to urge you to refrain from moving forward on those plans and to reject the proposed development of the estate.

The proposed development of these Hamilton parcels, including the density of the plan for the Strafford Avenue property, will have catastrophic consequences on the adjoining neighborhoods in both Radnor and Tredyffrin Townships, which already have severe flooding and traffic issues. The flooding issues occur on various roads, including Old Eagle School Road and Rt. 30. The proposed development will exacerbate and magnify these problems, which are increasingly dire even without the development.

Further, traffic on Eagle Road, Strafford Avenue and other roads in the area of proposed development already exceeds safe levels for those streets and neighborhoods, endangering public safety.

Simply acceding to the demands of developers without appropriate analysis and prevention of the potential effects of proposed development will irreparably harm residents of Radnor, Tredyffrin and Easttown Townships. In addition to protecting its own residents, Radnor Township must account for the potential harm its planning decisions cause to neighboring townships and reject the development plan on that basis. It's hard to fathom that the estate of someone so committed to celebrating, conserving and preserving nature and the environment would be used for such calamity.

Sandy Gargus Robert Batt

We are 30+years residents at:

54 Old Eagle School Rd, Strafford, Tredyffrin Twp

Our property is within 300-400ft from the Hamilton property on Forrest Lane.

We are across the street from Forrest Lane and **DOWNHILL** from **ALL** the Hamilton properties.

ISSUES/CONCERNS:

These 100-yr storms, now occurring several times a year, have **totally overwhelmed the Stormwater Sewers, flooded Old Eagle School Road**

AND have ALSO infiltrated/overwhelmed the SANITARY SEWER so much that we then have the Sanitary Sewer excess BACK-UP into our basement sewer system!

Our lateral Sanitation Sewer line connection to the public Sanitary Sewer Main on Old Eagle School Rd (OES) is directly in-line with Forrest Lane.

The Sanitary Sewer manhole cover (located on OES a few feet away from Forrest Lane intersection) was spouting like a GEYSER during the last flooding storm on August 4, 2020.

—> **We are MOST CONCERNED** with the proposed Hamilton Plan of having the Infiltration beds #1- #5 interconnect **AND OUTLET** to an existing stormwater pipe on Forrest Lane which then **CONNECTS** to the system on Old Eagle School Rd. **RIGHT AT OUR PROPERTY.** We **OBJECT** to this proposal. Connect/redirect the Stormwater to **RADNOR TWP** Fairfield Lane and Eagle Rd.

We have attended ALL the physical and Zoom township meetings and have expressed these concerns.

• **The Stormwater Sewer is ALREADY at overwhelm capacity during storms!**

—> **CONCERNS:** What IF the Stormwater System does not work as Designed/ promoted?

—> **CONCERNS:** That 41 new households w/multiple bathrooms/laundries etc etc add even more STRESS to the aged Sanitary Sewer systems
ESPECIALLY when the Sanitary Sewer becomes OVERWHELMED with the FLOOD WATERS from the Stormwater Sewers.

—> **CONCERNS: Also concerned** about all the excess TRAFFIC on OES especially at the challenging intersection at Strafford Ave.

Please see short video taken from our driveway during the Rainstorm of August 4, 2020.

This flooding (which had gotten worse) created the overwhelmed stormwater sewers which then flooded into the Sanitary Sewers AND BACKED UP into our Basement sanitary sewer line (unable to post video)

Marc and Margaret Ruschmann

We are one-part excited about a well done new development on the Hamilton Estate. We think, done well, it could enhance the character of the neighborhood and add to the tax revenue base for Radnor and Delaware County. Being on the border in Chester County, however, we have the following concerns:

1) Stormwater. There are increasingly problematic flooding conditions along Grant Lane, Strafford Ave, Forrest Lane, Fairfield Lane, and Old Eagle School Rd. The Hamilton Property has cleared some trees and done some other work which has already exacerbated these conditions. Most recently, there was a heavy rainstorm that caused muddy water to run off of the Hamilton property. We know the developers have embedded significant storm water management into their plans but we would like them to build in extra Stormwater precautions to reduce the problems that have already been created and to plan for increased global-warming related rain flow in the future.

2) Traffic. The study that was done appeared to not include the corner of Old Eagle School Rd and Strafford Ave. We believe this is a bigger concern than the developer has acknowledged. While it is not technically part of Radnor (one block away), it will impact Radnor traffic and the new Radnor residents as well as trefyddrin residents.

The intersection is already a dangerous one with four way traffic, no traffic light, and blind spots related to the train trellis. More traffic heightens that.

We also believe that the current proposal, while thoughtful on many levels, does not respect the perimeter properties enough including ensuring the retention of the tree canopy.

Beth and David Carey - 408 West Avenue

Property abuts Hamilton tract in rear

Our main concerns regarding the development include:

1. Storm water run off. Currently, water runs through our property from Eagle Road. During heavy rain events we get water in our basement and have erosion from the run off.

2. Privacy. We moved to this property because of the open tract behind us that we were told was deeded as a “bird sanctuary” by Mrs. Hamilton. We would request a natural privacy blind (eg. arborvitae) for any development on the site.

3. Noise and light pollution.

4. Traffic and parking.

Mark and Christine Gaeto - 4 Hedgerow Lane

Proximity to the two properties: By walking, using a street path (Hedgerow and then onto Strafford Ave.), we are 0.1 tenth of mile or around 500 feet from the larger property. We are about half that distance if we travel “as the crow flies.” We are much closer to the small lot. I estimate that distance to be no more than 300-350 feet.

Here are my list of concerns:

- Density – We are going from a handful of people living in two homes to potentially over 160 plus people living in 41 units (41 units with 4 bedrooms assuming 1 person per bedroom). Currently there are no vehicles and this would change to over 82 vehicles. This is just for the larger property. Another 35-40 people could reside in the smaller lot with 18 plus cars. Therefore, the proposed development will bring 200 plus more people and over 100 vehicles. Clearly this level of density will result in severe storm water, traffic, safety and other issues. How can density not be an issue and cause many others?
- Traffic – The traffic study provided by F. Tavani did not study the intersection of Strafford Avenue at Old Eagle School Road. This intersection is already a cause of congestion at certain times of the day but is also a safety hazard to both vehicle drivers and pedestrians. The new development will potentially cause back ups and accidents for the local residents of both Radnor and Tredyffrin. By excluding any analysis of the Strafford avenue and Old Eagle School road intersection, I’m not sure why anyone would view this study as complete and therefore factual. I question the assumptions of this plan. They study also assumes people will use the train which has no factual data behind this claim at all. It’s a guess. This also leads me to question the validity of the other studies performed and especially the storm water study.
- Storm water – This is such a huge issue. The neighborhood and entire Radnor and TE community is already under stress. The local neighborhood, and especially the bottom of Hedgerow lane, has already seen damage done by the clearing of the smaller lot as well as the development that took place on Strafford in recent years. Plus, much of the water running down Strafford Avenue flow right onto Hedgerow lane. Based upon the incompleteness of the traffic study, I assume their storm water one is also incomplete and heavily biased. I also question any assumptions of the storm water plan(s)
- Property values. My current view is the increase in density, traffic, storm water, noise and light pollution, and overall public safety (traffic/pedestrian accidents, crime, etc.) will negatively impact the value of the homes of Grant lane, Strafford Avenue, Hedgerow Lane, etc. Shouldn’t one of these properties be turned into open space – a park?

Jennifer Faris - 332 Strafford Ave.

I am approximately .25 miles from the Hamilton property. I have lived at this property for 10 years. I strongly believe the addition of the new development on the Hamilton property will have a negative impact on both pedestrian and driver safety.

The intersection of Strafford Ave and Old Eagle School Rd can be treacherous for a variety of reasons. 1) I have personally witnessed cars speeding on OES Rd plus there is low visibility because of the bridge. 2) There are many pedestrians crossing OES Rd especially at rush hour. When it is dark, it is difficult to see pedestrians crossing the road putting these individuals and drivers at risk. 3) There is an increased number of cars during rush hr, which can cause heightened stress and riskier driving behavior esp for those turning left out of Strafford onto OES Rd.

I am extremely concerned about the direct impact on the intersection of Strafford and OES Rd with the addition of close to 90 additional cars from this new development. I find it hard to believe that it will not impact pedestrian safety, driver safety, and increase congestion esp during rush hr.

I am curious to know what this development team is doing to mitigate this increased risk. Have you taken these concerns into consideration? If not, what are you going to do? I have already witnessed enough 'close calls' and clearly do not want to see an uptick in accidents or potential injuries.

Sharon and David Willis - 335 Strafford Avenue

We live at 335 Strafford Avenue, where we have resided for 15 years. Our comments, while consistent with the overall messages from other residents, are specific to our home and location.

First, the proposed plan offers a density of homes that is too high to fit the neighborhood. Compared to the residential zones surrounding the proposed development, the density of many townhomes squeezed together does not fit the character of the community. In short, the proposal contains too many homes.

Second, the impact on traffic has been under-represented as a concern for residents, particularly at our end of the street (closer to Eagle Rd. and the Strafford Station). The stop sign from Strafford Ave onto Eagle Rd can become exceedingly congested, resulting in cars backed up from the intersection to blocking access to our driveway. Several factors contribute to such congestion (pedestrians getting off of the train in large groups that block the intersection, cars attempting to make left turns, etc.). As such, it is not viable to have both entrances from the development onto Strafford Avenue, and thereby magnify the congestion at our end of the street. Further, we don't believe the developer's traffic study has included this intersection in their report, leaving them unable to adequately answer questions with regards to the negative impact their development will have.

Finally, the neighbors compiled a series of well-reasoned requests. The current proposal seems to only have included the addition of a small storm-water system at the corner adjoining Forest Rd. Can you please explain why none of the other suggestions have been included in the planning?

Angela Scully

The Hamilton project will exacerbate existing storm water problems caused by the prior townhouse build i the property.

Beverly Susanne Kapp Huckelbridge

the current owner of my childhood home at 321 Eagle Road. This property has been in my family since the 1950's. The side of my property is directly adjacent to the access road into the proposed development. I am very concerned about our privacy, and about light and noise pollution emanating from the development. What measures are proposed to ensure privacy, and to prevent light and noise pollution? I would like to request mature, barrier plantings between my property and the proposed development. I continue to be concerned about the increase in traffic on Eagle Road, and with the

possibility of traffic backed up in front of my house. I am concerned about traffic signs - stop signs and yield signs - on Eagle Road, which also may encourage backups. Another concern is the stress this development will have on the aging water and sewage infrastructures. In a heavy rain, flooding is an issue. What assurances can you give me that these issues have been adequately addressed?

Ted & Laura Hymel – 11 Forrest Lane

We are **TE Residents** and live within 100 feet of the Radnor / TE township line. We are probably 300-400 yards from the proposed Hamilton Projected site.

We were considered "Party Status"

OUR CONCERNS:

(1) StormWater, StormWater, and StormWater. It is well documented that we are getting more annual rainfall than we did annually over the last 100 years. Our neighborhood has provided countless videos and pictures of the "Once in a 100 Year Storms" that seem to occur 2-3 times per year. We already have a storm water management issue that is getting worse, not better.

SUGGESTION:

(1) Reduce density and the # of properties from 41 to 30. This could maintain the impervious surfaces and existing trees, etc. In the preliminary plans, the current impervious surfaces would increase from **23.9% to 43.6%**, which is concerning.

(2) Put \$\$ aside in an escrow account in case the promises from the Developers fall short and do not live up to these expectations when all of the residents '**living downstream**' pay the consequences in perpetuity. We feel very uncomfortable leaving this potential future issues just to the Homeowner's Association.

CONCERN: TRAFFIC...Even though we don't live on Strafford, we take that route often, which is already congested, especially if you're on Strafford trying to make a left turn onto Old Eagle School Road. Adding 41 new homes with 70+ cars to that area will exacerbate an existing problem. Having 2 entrances / exits from the development onto Strafford Ave. makes zero sense to me.

SUGGESTION: We have asked the Developers a few times to have an entrance/exit from the Development onto Eagle Road. For some reason, every time we bring it up it's almost like its the first time they are hearing this. I've personally recommended it several times in official meetings in front of the Developers.

Thank you for entering this into the record.

Anujeet & Tara Sareen – 205 Strafford Ave

We recognize the builder's right to develop the existing property, but we have the following serious concerns regarding the proposed development:

Ingress/Egress

Both entrance/exits (A & B) of the existing proposal connect to Strafford Avenue. We would strongly encourage the development of both ingress/egresses on Eagle Ave for the following reasons:

- Problem: Strafford Ave is already used excessively as a connector between Lancaster and Old Eagle School Road. The existing traffic study did not account for this aspect of the existing traffic patterns. Adding 41 townhomes, and nearly twice as many cars, would significantly worsen traffic along Strafford. Additionally, we would note that walking commuter safety from the train station is already challenged with the lack of sidewalks - adding that many more vehicles would create additional safety concerns for existing commuters.
- Problem: Entrance B is well within 200 feet of the corner of Eagle and Strafford, right near the stop sign, adding unnecessarily to traffic challenges as vehicles enter/exit the development and

Strafford Ave. This particularly impacts our own ability to take a left turn out of our own property on to Strafford.

- Committing both entrances and exits on to Eagle would substantially ameliorate the traffic challenges mentioned above.

Construction Process/Vehicles

- Given the substantial nature of this development, the significant usage of construction vehicles (and associated noise pollution) are far better addressed through Eagle entrances/exits than residential entrances/exits on Strafford.

Buffering

- Current setbacks and buffering along Strafford Ave are modest in the existing plan. Our home is the substantially impacted by this new development, and we would ask for additional steps taken to mitigate the impact on the existing character of the neighborhood.

Brendan & Heather Gallagher - 417 W Beechtree Lane

Please put green space, trees, and room to breathe over drainage issues, traffic, and overcrowding. Every inch of our town does not have to be covered in new construction - all for greed and taxes. Green space and historic homes are why our town is so beautiful.

Jeff and Beth Breault

To whom it may concern: As a neighbor at intersection of old eagle and Strafford who has suffered major and catastrophic flooding on our property, nearly to loss of life, I have an interest in this development. I think that, while as lovely as the townhouse development looks, granting conditional use to the tracts of land will only make things worse AND it would ignore the intent of the flexibility of zoning code. I realize this would be a hard source of tax revenue to say no to and certainly a hard group of citizens to say no to (We are feeling a little David and Goliath..), I am not sure how the board can really consider it when looking at the black and white objectives of the law. The Developer stated under Compliance with Section 263-4 that a total of 187 trees will be removed. How can the trustees meet the objectives of § 280-90 which I think should be met to grant conditional use: "To encourage conservation and use of open space in new residential development and ... To encourage land development which preserves trees" Wouldn't the trustees need to meet these objectives prior to proving that they are in compliance with section 263? I also don't see how this proposal for forty some townhomes is in adherence with the third objective which reads development should be closely related to the physical characteristics of the site in harmony with surrounding tracts (all single family homes, as is there now). A second part of my question would be whether or not conditional use in Radnor has ever been granted to an R4 tract of land that had to join with other tracts to meet the 5 acre minimum and if so, where/when? None of the individual parcels are 5 acres on their own, but the whole tract is over 5 acres.

Gregory Szary - 6 Forrest Lane

6 Forrest Lane (300 feet from the property on Forrest Lane)

Tredyffrin Township

I have been granted party status in the previous meeting

The current rainwater study analyses the run off from the proposed development, however the proposed stormwater management system is designed to "significantly increase the storm water infiltration" over what is currently existing. This statement is a direct quote from the storm water engineer or the civil engineer representing same. My concern and that of my neighbors is not limited to

just surface runoff. The entire neighborhood on Forrest Lane and Fairfield Avenue is downhill from the Hamilton estate property.

Currently the majority of the concerned neighbors have sump pumps and other subterranean mitigation systems due to existing hydrostatic pressure. These systems run constantly during and for days after rain events. The concern we have is what measurable difference in the existing water table will we experience with the effects of the increased water infiltration? What analysis has been performed to validate the effects we will experience? What responsibility does the property owner and Radnor Township have to assure the residents in our neighborhood that we will not experience negative and detrimental effects from this change to water infiltration and the water table to allow the developer to profit from the excessive and unnecessary overdevelopment of this property?

Cathy Reimel Hamilton

My question concerns the parking on-site in the development.

Item 6 in the Comprehensive Residents Concerns

In reading through the details, the proposed 2 car-garages are 16' wide - standard 2 car garages are 20' wide. The reality of this is that one car per unit will be parked in the garage. There are only 12 additional parking spaces for the 41 proposed townhomes. So picture each townhome with one, possibly two cars in their driveway. And this is assuming no one is entertaining or having visitors. There is and will be No additional street parking.

Will guests be parking on Hedgerow or Grant and walk over

A standard 20' garage would alleviate much congestion and make the development more visibly pleasing, to residents, and neighbors, as well as alleviating congestion and overflow parking.

I would like to see this be a condition.

If this means reducing the number of units per cluster to increase the individual footprint width, then again, that also reduces the congestion. As a realtor, the value of a two car garage to prospective owners can not be overstated.

Gagan and Sannu Chawla - 21 Grant Ln

Some concerns:

1) The 18ft AI tree on Forrest Ln lot at the property line with our home on 21 Grant Ln is surrounded with ivy and weighing the tree branches. A broken branch is currently hanging holding by ivy and can fall anytime in our backyard. Looking at the plans this particular tree is not planned for removal. And concerns me if the arborist was even consulted to make decisions to review the health of the tree, what trees to be removed and what to keep.

Could the landscape architect confirm if arborist was consulted to review the health of the trees? And if this particular tree 18ft AI on property line of Forrest rd/grant Ln passed the health?

2) The traffic study did not include the counts on intersection of Strafford Av/Old Eagle School Rd. This intersection is the main bottleneck during peak travel time. Why was the traffic study/counts were not done on this intersection?

3) Impact Study states a draw of this development could potentially be that its residents would use public transportation. Currently the walk to the Septa Strafford train station is very dangerous as both vehicle and foot traffic share the narrow, shoulder-less road leading to the train station. What are the plans to make that walk to Septa strafford station safe for both vehicles and pedestrians?

Gregory Szary – 6 Forrest Lane

Why haven't the residents on Forrest Lane gotten a reply regarding the study to run a new stormwater sewer line in Fairfield Avenue. We were simply told the developer chose not to install a new stormwater sewer in Fairfield Avenue. It is a know fact that the existing stormwater sewer in Forrest Lane has

experience an inability to management the current storm events. While the developer continues to state they will not increase the flow in that sewer, they have not taken the initiative to install the requested new sewer to redirect a majority of the Radnor stormwater via Radnor property to the main conductor system in Old Eagle Road. Thereby bypassing the Forrest Lane sewer and improving the homeowner's current condition in a good faith gesture. We continue to respectfully request action on this suggestion. Thank you.

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Sarah J Henry

I am writing as an investor in Radnor and resident in vicinity of the Hamilton property to voice my concerns about density and complacency in the face of extreme storm water changes and likely economic hardship.

The recent years out of the 20 I have lived in the area have seen route 30 turned into a river and "100 year floods" at least once a season.

It would be fallacious to allow a large development where there was only a couple of structures coverage on the belief that the impact would be minimal. To say nothing about the impending financial and eviction crisis likely to have an impact in the coming months, if only on homeowners' ability to get financing.

Please reconsider this project.

Tim Hoyle - 12 Grant Ln

I am very concerned with many aspects of this project. The developer is hoping to shoehorn in as many units as possible, adding drastically to density in an area that is already highly trafficked. I believe the area between Eagle Rd and Old Eagle School Rd tends to be neglected by both municipalities on both sides of the line. Radnor's decisions on this development have the potential to negatively affect many residents not just in Radnor, but also in neighboring Tredyffrin.

Haverford Properties has graciously held preliminary meetings with affected residents, but I have not seen any changes in their plans that addressed our concerns. The residents have also asked for an example development project they have completed so that we could confirm their expertise and ask the neighborhood if the developer was good for their word. I am not aware we were provided with any comparable projects.

I believe the traffic study woefully understated the traffic at Strafford and Old Eagle School. This intersection includes a train station, a narrow bridge underpass, and lots of through traffic. I do not want to see added traffic routed to this intersection. I was recently rear-ended at this busy intersection. Pedestrian traffic is currently at risk, we need to make this area safer, not introduce more traffic.

I request to have all access to the hamilton development come from Eagle road. This section of road is already commercial. In addition, please consider reducing the density of this project. It is not in harmony with surrounding tracts of homes.

I also affirm my support for the previously submitted documents from the "Hamilton property neighbors" outlining in more detail our collective concerns and requests.

Mary Beth Torunian, - 404 West Avenue

I share a property line with the proposed development. I have lived in my home for approximately 30 years. When we first bought our home, the property in question was dense woods. Once Mrs. Hamilton bought the property the number of trees has steadily declined each year to the point where it is now referred to as a "meadow". The Hamilton family sold the properties along Eagle Rd and Strafford Ave, so there are 4 new homes with barely any yards, now the Hamilton Family wants to add more development by wedging 9 homes into a narrow strip of what was open natural land and then add yet another development of 41 townhomes on Strafford Avenue. That is a lot of development in a small area that will completely change the neighborhood. At what point is it considered too much development for one neighborhood?

I reviewed the plans and I have several questions and comments:

1. The traffic report states that it was done on a Thursday in May 2019. The traffic report would be more accurate if it were done on a day when the Farmers Market is open, it is typically closed on Thursdays and that location brings a great deal of traffic. The intersection of West Avenue and Eagle Road was not fully involved in the traffic study information. The intersection is less than a block away from what will be the only entrance and exit from the proposed development. Any traffic for the new development that will go to downtown Wayne will be leaving the development, traveling eastbound down Eagle and taking a right onto West Avenue. The traffic study number of vehicles seemed extremely light for that intersection. I think the study should be done again, when the Farmers Market is open and include some information regarding the traffic if the 41 townhomes are built on Strafford Ave.
2. The traffic report is only considering the current traffic and it suggests very few vehicles will leave or come back to the 9 home development on any given day. I think the traffic study should also acknowledge or there should be a part 2 that acknowledges the increased traffic for the proposed 41 homes on Strafford Avenue. Both properties are owned by the same family, they are both being proposed at the same time in Radnor, we should not look at the information separately, all traffic impact should be considered for both developments at the same time. The traffic will increase substantially if 41 townhomes are built on Strafford Avenue. How will the people in the Eagle Road development be able to pull out onto Eagle Rd during "rush" hour? Are you going to put a stop sign there? There is a stop sign half a block down Eagle in one direction and a flashing red light 2 houses down in the other so a stop sign would be very awkward. Additionally, how will the homes on Eagle ever be able to back out of their driveways if there is that much traffic? I think it will be a real impact on the Eagle Rd homes.
3. The road is very narrow near the proposed development, what improvements will be implemented on the Eagle Road?
4. How much lighting are they planning on putting in the development? It looks like 6 street lights are proposed? That is a considerable amount of light pollution that will directly impact my back yard. Currently, there is not lighting back there and we are able to enjoy a nice private back yard. West Avenue does not have any street lights. How many street lights are on Strafford Ave? I would like to see the street lights eliminated from the plan, I don't need my backyard all lit up from street lights. The headlights from the cars in the development and other lighting on each home will be enough to contend with and will completely change the way we enjoy our yard.
5. The property is sloped toward West Avenue. Once you cover the property with what looks like over 50% pavement, the storm water run off is going to increase dramatically. How tall is the

curb going to be to stop all the water from the homes, driveways and street from running towards the West Avenue homes? The Hamilton owned office buildings on Strafford Avenue drains a considerable amount of water directly onto Eagle Rd, now we are talking about another Hamilton owned property that will be sending water toward West Avenue. The water from the office buildings runs onto Eagle Road toward West Ave, the water that doesn't run down the driveways of each home on Eagle, takes a left (because it slopes downward) and runs down West Avenue like a river. How can we be sure that this new development is not going to overrun our properties from the back or add more water onto Eagle Road?

6. In looking at the plans, the proposed decks or patios are past the dotted lines, does that mean they will require a variance in order to build the patios or decks in those locations? They should build fewer homes so no variances are needed.
7. How tall will the buildings be?

I am also enclosing a letter supported by many neighbors regarding the proposed development.

(Attached letter)

Proposed Hamilton Property Development: Smaller currently empty lot

To: Radnor Planning commission

From: Radnor and Tredyffrin Township Residents

Background: Haverford Properties has been in talks with Radnor Township for the redevelopment of the empty lot owned by the Hamilton's which is bordered by Hedgerow Lane, Eagle Road and West Avenue. Many of the neighbors are longtime residents and have suffered property damage (erosion) from mismanagement of the current empty lot.

Haverford Properties has presented a preliminary plan to the community and Radnor Township:

- A By-Right Plan consisting of single-family homes

Keeping with the spirit of Mrs. Hamilton and her love of horticulture, and in accordance with Radnor Township's zoning code that says it should "encourage land development which preserves trees" we ask that the development be done to maximize open space, and maintain mature trees.

We realize that a development of this size and magnitude will change our neighborhood forever. There are general concerns of privacy, density, stormwater, and traffic, all of which may negatively affect our homes' security, our neighborhood feel, and property values if this development is not thoroughly planned and neighborhood concerns addressed.

Goals and requests: Based on the preliminary plans presented thus far, the neighborhood residents make the following requests about the development of the empty lot:

1. Density Reduction

- **Problem:** The housing density in the plan is too high and would stress the community and negatively affect the neighborhood. It is a smaller area than West Ave and it will have almost as many houses.
- **We request a 25% reduction in housing density:**
 - Create setbacks to a point that is equal to widest portion of the existing tree canopy that borders the Hamilton property necessitates a reduction in housing density.

2. Stormwater

- **Problem:** The entire neighborhood and areas that border the Hamilton property already suffer from damaging stormwater flooding. The "20-year storm" now happens every year. There have already been 2 floods in 2020. We believe that adding significantly more impervious ground cover while also eliminating mature trees on this property will worsen the flooding problem in the surrounding area.
- **We request modifications to the proposed stormwater management plan:**
 - Exceed the standards for stormwater systems for each individual house by 25%.
 - Provide a clear explanation of how the water will be retained on the properties.
 - Ensure Hedgerow Lane and West Ave are protected by an ample collection basin and plenty of mature trees, plants and privacy planting to protect against runoff.
 - Water cannot be routed across any of the properties bordering the property.

3. Setback and Landscaping

- **Problem:** To maximize the number of homes the developer can build on the Hamilton property; they have located homes as closely to the edge of the property as allowable. In doing so, they:
 - Risk harm to mature tree roots on the property.
 - Introduce light and noise pollution for the current residents in the area.
- **We request:**
 - The setback requirement must be to a point that is equal to widest portion of the existing tree canopy that borders the Hamilton empty lot. Requiring the set back to this point or beyond will preserve all the mature trees and their immense root systems that currently exist and would maintain the privacy similar to what currently exists.
 - Preserve and protect the beautiful large walnut tree on the back corner of the property near Hedgerow lane. Begin any building beyond the tree canopy.
 - Design the layout to maintain all mature trees.
 - Trees planted in accordance with the Radnor Tree Replacement Formula will be planted on the property being developed, not at an alternate site in Radnor Township.
 - Large arborvitae, ample privacy hedge and fencing along the borders with existing homes.
 - Minimize light pollution.

4. Traffic

- **Problem:** The presentation from the Traffic Engineer was based on a generic national model with assumptions that may not be like the actual conditions in the vicinity of the Hamilton property. All the area residents are keenly aware that the Eagle Road and Strafford Ave traffic situation can become very saturated at various times during the day, as cars travel to and from Old Eagle School Road and Lancaster Ave. Old Eagle School Road is a state road and major thorough fare that takes drivers directly to the PA Turnpike, Rte 422, quick access to the Schuylkill Expressway, and to major shopping hubs..
- **We request:**
 - Do not add another stop sign on Eagle Road.
 - No direct vehicle access from the new development from West Ave, Hedgerow Lane, or 235 Strafford Ave.

- o Have all construction vehicles enter and exit from Eagle Road, not West Ave, 235 Strafford Ave, or Hedgerow Lane.

Thank you for considering our requests. We hope you can facilitate a solution to developing the Hamilton property that minimizes the detrimental impacts on the existing community and is more aligned with what we understand Mrs. Hamilton envisioned for her property.

Best Regards,

The Hamilton Property Neighbors (names below)

First	Last	Street	Twp
West Ave			
Mary Beth	Torunian	404 West Ave	Radnor
Beth and Dave	Carey	408 West Ave	Radnor
Steve	Horner	423 West Ave	Radnor
Stacey	Morgan	424 West Ave	Radnor
Amy	Epstein	431 West Ave	Radnor
Eagle Rd			
Nicole	Moore	315 Eagle Rd	Radnor
Cecile	Szela	318 Eagle Rd	Radnor
Hedgerow Ln			
Katie and Chris	Lavelle	1 Hedgerow Ln	Tredyffrin
Dave	Beemer	3 Hedgerow Ln	Tredyffrin
Christine and Mark	Gaeto	4 Hedgerow Ln	Tredyffrin
Bryn	Smythe	5 Hedgerow Ln	Tredyffrin
Jack	Reuben	5 Hedgerow Ln	Tredyffrin
Cindy	Hansen	6 Hedgerow Ln	Tredyffrin
Grant Ln			
Tim	Hoyle	12 Grant Ave	Tredyffrin
Tara	Bernard	12 Grant Ave	Tredyffrin
Caren and Bill	Morrissey	13 Grant Ave	Radnor
Margaret and Marc	Ruschmann	14 Grant Ave	Tredyffrin
Gloria and Jim	Johnston	17 Grant Ave	Radnor
Laurie and Keith	Brogan	18 Grant Ave	Tredyffrin
Sannu and Gagan	Chawla	21 Grant Ave	Radnor
Sherene and Brian	Birsa	4 Grant Ave	Tredyffrin
Mary Ann and Jack	Mahoney	5 Grant Ave	Radnor
Alison and Scott	Cook	8 Grant Ave	Tredyffrin
Megan and Steve	Sheri	9 Grant Ave	Radnor

Strafford Ave			
Kaitlin	O'Sullivan	201 Strafford Ave	Radnor
Tara and Anujeet	Sareen	205 Strafford Ave	Radnor
Paola	Zarate	231 Strafford Ave	Radnor
Jeremy	Gray	231 Strafford Ave	Radnor
Pam and Steve	Thompson	273 Strafford Ave	Tredyffrin
Paul	Cianci	283 Strafford Ave	Tredyffrin
Diana	DePaul	295 Strafford Ave	Tredyffrin
Cathy	Hamilton	298 Strafford Ave	Tredyffrin
Dawn	Mohr	308 Strafford Ave	Tredyffrin
Ashley and James	Beach	320 Strafford Ave	Tredyffrin
Jennifer and Phillip	Faris	332 Strafford Ave	Tredyffrin
Sharon and Dave	Willis	335 Strafford Ave	Tredyffrin
Old Eagle School Rd			
Melissa and Greg	Caneda	48 Old Eagle School Rd	Tredyffrin
Sandra	Gargus	54 Old Eagle School Rd	Tredyffrin
Bob	Batt	54 Old Eagle School Rd	Tredyffrin
John and Sarah	Adams	60 Old Eagle School Rd	Tredyffrin
Andy	Levin	65 Old Eagle School Rd	Tredyffrin
Steve and Anne	Smith	66 Old Eagle School Rd	Tredyffrin
Rick and Mary Kate	Conly	72 Old Eagle School Rd	Tredyffrin
Joyce	Berman	73 Old Eagle School Rd	Tredyffrin
Beth and Jeff	Breault	78 Old Eagle School Rd	Tredyffrin
Meadowbrook Ave			
Shauna	Filippone	65 Meadowbrook Ave	Tredyffrin
Forrest Ln			
AJ	Gross	10 Forrest Ln	Tredyffrin
Amy	Colburn	10 Forrest Ln	Tredyffrin
Laura and Ted	Hymel	11 Forrest Ln	Tredyffrin
Cira and John	Clemente	12 Forrest Ln	Tredyffrin
Cheryl and Mike	Lutz	13 Forrest Ln	Tredyffrin
Fran and Joe	Shuda	14 Forrest Ln	Radnor
Pete and Connie	O'Conner	15 Forrest Ln	Radnor
Andrea and John	Dolph	4 Forrest Ln	Tredyffrin
John	Long	5 Forrest Ln	Tredyffrin
Greg	Szary	6 Forrest Ln	Tredyffrin
Catherine	Lafarge	7 Forrest Ln	Tredyffrin
Fairfield Rd			
Clara	Jeong	140 Fairfield Rd	Radnor
Briar Rd			

Kim and John	Marren	32 Briar Rd	Tredyffrin
Wentworth Rd			
Susan	Donnelly	281 Wentworth Rd	Tredyffrin
Beechtree Ln			
Samantha and Chad	Giardinelli	407 W. Beechtree Ln	Radnor
Annie and Marc	Hirschler	415 W. Beechtree Ln	Radnor
Heather and Brendan	Gallagher	417 W. Beechtree Ln	Radnor
Katie and Patrick	Gurian	419 W. Beechtree Ln	Radnor
Kate and Patrick	Harper	423 W. Beechtree Ln	Radnor
Forest Rd			
Paula	de Long	14 Forest Rd	Radnor

Brian and Sherene Birsa - 4 Grant Ln

We are located at the corner of Strafford Rd and Grant Ln, and we are less than 100 yards from the Hamilton property. We are concerned over the traffic impact of proposed development of the larger Hamilton plot, particularly impact to Strafford Rd heading toward Old Eagle School Rd.

The additional 40+ homes planned for the Hamilton property, all with ingress/egress onto Strafford Rd, will cause a hazard for pedestrians, existing homeowners, and motorists on Strafford Rd, and the intersection of Strafford and Old Eagle School Rd.

- Traffic counts were not studied at the intersections of Strafford Ave and Old Eagle School Rd. This intersection is a major exit point for Strafford Ave residents heading towards KOP and the Rte 422 corridor. The Strafford Train Station brings significant foot traffic along Strafford Rd.
- There are no sidewalks along Strafford Rd from the train station to Grant / Hedgerow, causing pedestrian traffic to share the road with motorists. There is a great deal of commuter foot traffic to and from the train station to the local community as well as the businesses along and around Lancaster Ave. In addition there are dog walkers, families, cyclists all sharing this stretch of roadway.
- Finally, there is a tremendous convergence of foot and car traffic at the intersection of Strafford and Old Eagle School due to the train station. During rush hours, the back up at the stop sign on Strafford can take several minutes. Given that the development plan will *only* exit to Strafford road, it is clear that this situation will be made significantly worse.
- There is also limited visibility due to the railway overpass and a high amount of foot traffic at the train station crossing both Strafford and Old Eagle School.
- There is also limited lighting along this stretch of roadway.

The additional homes proposed will cause additional delays and cause a great risk to pedestrians and motorists along Strafford Rd and the intersection at Old Eagle School.

Gregory Szary - 6 Forrest Lane

6 Forrest Lane (300 feet from the property on Forrest Lane) Tredyffrin Township
I have been granted party status in the previous meeting

The planned development of the former Hamilton Estate property proposes constructing 41 townhomes on the property that currently has only three residential units. This high density development does not conform to or support the current neighborhood "feel". There are no high density developments near this proposed project. This will permanently effect and negatively change the nature of the adjacent and surrounding neighborhoods. A development of single family houses would be more in keeping of the current residents preferred density while providing the developer an opportunity to make this development venture a financial benefit to them. Please do not allow a select few to benefit from the loss by so many.

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Joe Schuda

As noted, the Hamilton "tract" as proposed is comprised of three individual deeded properties all with unique tax folio numbers. None of the individual properties meet the five acre requirement for a Conditional Use application. The acreage summation of the three properties totals approximately 7.75 acres.

Has the Hamilton Estate OR THE CONDITIONAL Use Applicate aggregated the three parcels of the Estate into One contiguous parcel of 7.75 acres to meet the Conditional Use requirements?

Carla Zambelli Mudry

I no longer live on the Main Line (thank the good lord), but I am writing to you about the Hamilton Property, or where DoDo Hamilton lived. I believe it is in both Radnor and Tredyffrin Townships.

People see the late DoDo Hamilton as always a preservationist. Not completely true as all you have to do is look at the density of development in a spot in West Vincent Township, Chester County where she once owned property as well.

This current proposal is the furthestmost edge of Radnor Township and will also IMHO drastically affect residents of both Radnor and Tredyffrin. Traffic is already a nightmare there regularly, and what of the Radnor Township School District? Apparently the schools like many other schools and school districts are bursting at the seams. More development doesn't alleviate this issue. And yes school districts are supposed to be autonomous of townships but are they really? Let's stop playing dumb there.

Also back there is a mess when it really rains, so what about storm water management? YOU can't pretend it will be ok and the entire Wayne area is already a mess mostly every time it rains, especially North Wayne and this area they are calling NoLa Wayne north of Lancaster.

I guess dear Radnor Township, just stop pretending and send a bad plan back to the drawing board. The people who live around the Hamilton Estate deserve better.

Brendan & Heather Gallagher - 417 W Beechtree Lane

Please put green space, trees, and room to breathe over drainage issues, traffic, and overcrowding. Every inch of our town does not have to be covered in new construction - all for greed and taxes. Green space and historic homes are why our town is so beautiful.

Mary Ann and Jack Mahoney - 5 Grant Lane

Our home abuts the proposed development. The front of our house faces Strafford Avenue but our address is 5 Grant Lane.

I have attended every meeting concerning this proposed development along with many other Radnor and Tredyffrin residents.

I agree with all the concerns of my Grant Lane neighbors but I have particular concerns that would only affect our property. These concerns are:

1. Even considering that the Developer's stormwater system would work, water will continue to run down Strafford Avenue. Since we are the first property at the end of the proposed development, this water will run onto our front lawn and may flood our basement. My question is who would be responsible for our water damage? Presently this water floods our front lawn, makes a large pond at our corner (Strafford and Grant Lane), before the water continues to travel to our Tredyffrin neighbors.

2. Increased Vehicular Traffic along with accompanying noise.

We have certainly experienced an increase in this regard over the years. Presently our china and glassware in our living room cabinets, vibrate and move with the heavy vehicular traffic we presently have. How much worse will this get with so much more heavy traffic right next to our property?

3. Increased Foot traffic on our front lawn decreases our privacy.

Our house and living room face Strafford Avenue and our house is the closest to the actual Strafford Avenue road blacktop of any home along Strafford Avenue. We understand that people have to cross our lawn to get to the train station but the proposed development highlights their closeness to the Strafford train station, with their hope of getting people to buy their homes. More people crossing our front lawn will have the effect of decreasing our privacy even more. (I have already had pedestrians comment on our living room decor.)

I do not see how the proposed development brings any positive results to the present overall good of our community.

Joe Schuda

To ensure that the Plan be more in line with the Conditional Use requirements I would strongly suggest that Units 12 through 15 be eliminated, to allow for the following:

- The Expansion Of the Current Infiltration field currently behind Units 12 through 15
- The elimination of Excess impervious surfaces in the Development.
- Creation of Additional Common Open Space and additional tree planting.

The above bullet points are critical to the Forrest Lane and Grant Lane Communities IN ORDER to address Stormwater Runoff, Reduction of Impervious Surfaces and the Maintenance of Open Space. Approval of Conditional Use should not be granted that do not include these points.

The Developer will see ~ a 10% reduction in their Fiscal Plan by modifying. their Conditional Use application.

Dawn Mohr

I am weighing in on Storm water and traffic concerns relative to the development project at Strafford Ave.

These are big concerns for us a residents and look forward to a comprehensive plan around both of these issues.

Jeff and Beth Breault

Follow up question after listening to your comment on the first applicant on Ithan. You made a comment about being unsure whether the homeowners association would permit the different areas be joined as one parcel. For the three or four Hamilton properties, does the deed of trust (and/or the will if one of the parcels are still in the estate which I'm not sure the answer to that because I don't know who the trustees and/or executors are, we've only ever dealt with the developer or engineers in our discussions) allows for these tracts to be joined as one and developed, whether or not they have to involve the beneficiaries in any way and I guess if the attorney general needs to be in the loop if for example there's a charitable beneficiary? I'm dictating this, sorry, hopefully it comes across coherently. I have no specialized knowledge in this area but Mary is good at explaining the rules!

Brian Curley

My property and my neighbor's property at 140 Fairfield Lane are currently experiencing serious damage from stormwater that is originating from the Hamilton Estate that flows into the Eagle Village Property. Our properties share a detached garage and driveway that are experiencing erosion issues.

The proposed Density Modification and subsequent Land Development Plan shows that stormwater and sanitary sewer runoff is to come into the property at 18 Forrest Lane and connect to an existing sewer line in the street. I believe the addition of 50 residences with the subsequent impervious surfaces, uphill from my property, will overwhelm the sewer system and cause additional damage to my property and the properties of my neighbors.

Additionally, the Gannett Fleming review of November 30, 2020 to Steve Norcini at Radnor Township, shows 16 Stormwater Management issues that need to be addressed and 6 Sanitary Sewer issues that need to be addressed. Also, the Site Engineering Concepts LLC letter of November 23, 2020 to Radnor Township shows 19 Stormwater issues that need to be addressed.

I am asking the Planning Commission to deny the Density Modification Request. I believe that I have the right to object to the plan because I can show that there would be high degree of probability that the proposed use would substantially affect the health and safety of the community.

I can provide videos and pictures to show the damage that is occurring from the stormwater runoff.

Mark Gaeto

Can we get a delay on this decision. So the residents can hire their own storm water and traffic consultants?

How can a plan be reviewed before conditional use is granted?

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Marc and Margaret Ruschmann

We are one-part excited about a well done new development on the Hamilton Estate. We think, done well, it could enhance the character of the neighborhood and add to the tax revenue base for Radnor

and Delaware County. Being on the border in Chester County, however, we have the following concerns:

>

> 1) Stormwater. There are increasingly problematic flooding conditions along Grant Lane, Strafford Ave, Forrest Lane, Fairfield Lane, and Old Eagle School Rd. The Hamilton Property has cleared some trees and done some other work which has already exacerbated these conditions. Most recently, there was a heavy rainstorm that caused muddy water to run off of the Hamilton property. We know the developers have embedded significant storm water management into their plans but we would like them to build in extra Stormwater precautions to reduce the problems that have already been created and to plan for increased global-warming related rain flow in the future.

> 2) Traffic. The study that was done appeared to not include the corner of Old Eagle School Rd and Strafford Ave. We believe this is a bigger concern than the developer has acknowledged. While it is not technically part of Radnor (one block away), it will impact Radnor traffic and the new Radnor residents as well as trefdyffrin residents.

>

> The intersection is already a dangerous one with four way traffic, no traffic light, and blind spots related to the train trellis. More traffic heightens that.

>

> We also believe that the current proposal, while thoughtful on many levels, does not respect the perimeter properties enough including ensuring the retention of the tree canopy.

Jeremy Gray & Paola Zarate - 231 Strafford Ave

We are located directly opposite the Hamilton large property and sit adjacent to the smaller lot.

We echo the concerns expressed by the other residents of the neighborhood with respect to stormwater and traffic management and, for the sake of expediency, will not repeat the concerns or questions raised by the other residents, but strongly support the satisfactory resolution of those concerns.

Marc and Margaret Ruschmann

Looking at a map, it looks like there are several lots that need to be combined to get to 5 acres. What rules allow that?

Jeff Breault

The public asked several questions that dealt with conditional use and no one has answered those questions. The information in this email, and any attachments, may contain confidential information. Use and further disclosure must be consistent with applicable laws. However, if you believe you've received this email in error, delete it immediately and do not use, disclose or store the information it contains