



MEMORANDUM

From the Office of the  
Township Manager

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TO: BOARD OF SUPERVISORS  
FROM: CHRISTOPHER BASHORE  
RE: PROPOSED AMENDMENT TO THE WEST GOSHEN TOWNSHIP ZONING ORDINANCE  
TO PERMIT CAR WASHES IN THE C-1 NEIGHBORHOOD COMMERCIAL DISTRICT  
DATE: JANUARY 5, 2026

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Before the Board of Supervisors this evening is a presentation requesting to permit car washes as a use by Conditional Use in the C-1 Neighborhood Commercial Zoning District. Currently, car washes are only permitted as a use by Conditional Use in the C-5 General Highway Commercial Zoning District. I will note that car washes are proposed to be a use permitted by Conditional Use in the Neighborhood Commercial Zoning District in the update to the Zoning Ordinance currently underway. Please find enclosed a copy of the current Zoning Map outlining the locations for the C-1 Neighborhood Commercial Zoning District.

The proposal was presented to the Land Planning Committee on November 12, 2025, where it was recommended to proceed forward to the Board. The applicant is proposing this amendment in conjunction with the proposed re-development of the former Rite Aid Pharmacy site at 1307 Phoenixville Pike.

If the Board agrees with the proposal, the Township Solicitor would prepare the necessary Zoning Ordinance amendment. As this is a land use amendment, the proposed ordinance would need to be reviewed by the Township's Planning Commission and the Chester County Planning Commission, as required.

Please let me know if you have questions. Thank you.





**BOARD OF SUPERVISORS**

**West Goshen Township**  
1025 Paoli Pike  
West Chester, PA 19380  
Phone: (610) 696-5266  
Fax: (610) 429-0616

OFFICE USE ONLY	
Date Filed:	_____
Case No.:	_____
Pub. Hrg. Date:	_____

**PETITION BEFORE THE BOARD OF SUPERVISORS OF WEST GOSHEN TOWNSHIP**


CONDITIONAL USE APPLICATION  
CURATIVE AMENDMENT


PETITION TO AMEND ZONING ORDINANCE  
MAP CHANGE



**PLEASE NOTE: INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.**

**Applicant/Petitioner**

Name: Flagship Pennsylvania Propco, LLC c/o John Lombardo  
Address: 2 Mid America Plaza, Suite 450  
Oakbrook Terrace, IL 60181  
Phone: 610-952-5100 Fax \_\_\_\_\_  
E-Mail: jlombardo@spotlessbrands.com

**Property Owner**

Name: 92 Victory Investments, LLC  
Address: 7027 West Chester Pike  
Upper Darby, PA 19082  
Phone: 6104532308 Fax \_\_\_\_\_  
E-Mail: peterpk3@comcast.net

*If the applicant is not the legal owner, proof of equitable ownership must be provided with the application, i.e. agreement of sale/lease.*

**Professional Services (Attorney Representing Applicant)**

Name: Mark Damico  
Address: 109 Chesley Drive  
Media, PA 19063  
Phone: 610-892-1874 Fax 610-565-0178  
E-Mail: mdd@petrikin.com

**(Architect/Designer/Engineer if applicable)**

Name: Kestra Kelly  
Address: 555 Croton Road, Suite 310  
King of Prussia, PA 19406  
Phone: 610-994-4611 Fax \_\_\_\_\_  
E-Mail: kkelly@blcompanies.com

**Property Description**

Location (Address, intersection of cross street, general area): 1307 Phoenixville Pike, West Chester, PA 19380  
Tax Parcel # 52- 0100050000  
Present Zoning C-1 (Neighborhood Commercial) Total Land Area 47,580 (Square Ft.) 1.09 (Acres)  
Present Land Use And Any Existing Improvements Retail use with vacant pharmacy and drive through

**Project Description (If applicable, proposed language to be added to or deleted from the Zoning Ordinance may be attached)**

Using the shell of an existing Rite Aid facility to develop the site into a Spotless Car Wash facility  
Petition as requested from applicable section of the West Goshen Township code: Amend Section 84-18.1 of the Township Zoning Ordinance  
to add the following subsection: (6) Car Wash

Fee Schedule	
Inter-Municipal transfer of Liquor License	\$ 50.00
Conditional Use	\$ 2,000.00
Amendment to Zoning Ordinance/Map Change	\$ 2,000.00
Curative Amendment	\$ 3,000.00
Special Encroachment Permit	\$ 1,000.00
Each Additional Hearings beyond (2)	\$ 300.00

Applicant: John R. Lombardo (Flagship Pennsylvania Propco, LLC)  
John R. Lombardo  
Signature  
Owner: Peter Kathopoulos  
Pete Kathopoulos  
Print  
Signature  
Date: 11/03/25

**Note: See Rules of Procedure as set forth in Section 84-70 through 84-75 of the West Goshen Township Zoning Code. All Plans and exhibits must be in a form that can be folded for placement in a file. They will not be accepted if pasted on poster board.**

**Attachment To Petition Before the Board of Supervisors  
Application Submittal Requirements**

All hearing requests shall comply with the following procedures:

**A. Conditional Use**

An application for conditional use approval shall be submitted on a form provided by the Township and shall be accompanied by the application fee.

Whenever a conditional use permit is required by this chapter for any use proposed or inherent in any proposed subdivision or land development or where a the following shall be submitted:

- \_\_\_ Application. The application must be complete, including the name and address of the applicant, the title owner, and the equitable owner of the property. ***The property owner must sign the application.***
- \_\_\_ (10) Ten copies of the site plan. *(Applicant may be required to submit an electronic submission of plan).*
- \_\_\_ (10) Ten copies of attachments and explanatory materials (to be filed contemporaneously with the filing of a plan for subdivision and/or land development, as applicable with the Chapter 72 of the West Goshen Township Code).
- \_\_\_ Application Fee (see Fee Schedule insert)

**B. Zoning Amendment/Map Change**

- Application. The application must be *complete*, including the name and address of the applicant, the title owner, and the equitable owner of the property. ***The property owner must sign the application.***
- (10) Ten copies of the site plan prepared by a Pennsylvania licensed professional engineer or land surveyor, showing the location and size of the lot with reference to adjoining properties and landmarks, which shall be identified by name, tax parcel number and description, as applicable, and with reference to existing street and right-of-way. Include the location of all existing and proposed buildings, streets, drives, curb-cut accesses, parking lots and facilities, screening, fences and walls, existing and proposed water wells, sewage waste facilities, floodplains, wetlands and steep slopes. Steep slopes shall be identified on the plan by shading, differentiating between precautionary and prohibitive steep slopes. Topographical contour lines shall be shown at two-foot intervals. Plans must show elevation of proposed buildings and structures, together with a description of the exterior construction finish materials. *(Applicant may be required to submit an electronic submission of plan).*
- Plans showing screening, landscaping, lighting, loading areas and other design criteria where the proposed zoning district imposes applicable regulations.
- A narrative description of the proposed sanitary sewage facilities and proposed domestic and fire-protection water sources.
- Application Fee (see Fee Schedule insert)

**C. Land Owner Curative Amendment**

- \_\_\_ Application
- \_\_\_ (10) Ten copies of the plan, attachments and explanatory materials describing the use or development proposed by the landowner in lieu of the permitted use. *(Applicant may be required to submit an electronic submission of plan).*
- \_\_\_ Application Fee (see Fee Schedule insert)



# MEMORANDUM

**DATE:** 10/31/2025

**ATTENTION:** Board of Supervisors

**PREPARED BY:** Lauren Baker

**EMAIL:** lbaker@blcompanies.com

**PROJECT NAME:** Spotless West Chester – Phoenixville Pike

**PROJECT NUMBER:** 2500670

**SUBJECT:** Water and Sewer Narrative

The following narrative describes the proposed sanitary sewage facilities and proposed domestic and fire-protection water sources.

**Proposed Domestic and Fire-Protection Water Sources:**

The proposed development will utilize the existing domestic and fire service lines located along the northern portion of the site. This line is understood to connect to a public water main within the Phoenixville Pike right-of-way. Further coordination is required to confirm the capacity of the existing water line to adequately serve the proposed car wash facility. The existing water services are anticipated to be adequate to service the proposed car wash.

**Proposed Sanitary Sewage Facilities:**

The proposed development will utilize the existing four-inch sanitary sewer service lateral located at the southeast corner of the site. This lateral connects directly to an existing eight-inch public sewer main, which is understood to be under the jurisdiction of the local municipal authority. The lateral is anticipated to be adequate for the projected sanitary flow from the proposed development.



2500 East High Street, Suite 650, Pottstown, PA 19464  
610.326.3100 | INFO@TPDINC.COM

WWW.TPDINC.COM

**November 4, 2025**

John Lombardo, P.E.  
Spotless Brands  
2 Mid America Plaza, Suite 650  
Oak Terrace, IL 60181



**RE: Traffic Evaluation**

Proposed Car Wash – 1307 Phoenixville Pike  
West Goshen Township, Chester County, PA  
TPD No. SPOT.00013

Dear John:

As requested, Traffic Planning and Design, Inc. (TPD) has prepared a traffic evaluation for the proposed Spotless Car Wash in West Goshen Township, Chester County, Pennsylvania. The project site is located on the northeast corner of Phoenixville Pike (SR 2011) intersection with Boot Road (SR 2020).

**PROJECT DESCRIPTION**

Based on correspondence with the Project Team and a review of the available site plan, it is TPD's understanding that:

- » The subject site consisted of a former ±11,160 square-foot (s.f.) Rite Aid with a drive-through.
- » The development proposal consists of using the existing building to provide an automated car wash. The car wash will have a wet tunnel and 2 drying/detailing tunnels. Vacuum stalls (10 stalls) are proposed and 7 parking spaces are proposed. The site plan is **attached**.
- » The site is currently served by two (2) existing access locations, a full-access driveway to Phoenixville Pike (SR 2011), and right-in/right-out/left-in only driveway Boot Road (SR 2020).
- » With the proposed redevelopment of the site, the access locations will be maintained, with no changes to the Phoenixville Pike access, and the Boot Road access proposed to be right-in/right-out.
- » The site plan shows a stacking area has been provided to accommodate 12 vehicles from the point of sale. In addition, there is staking area between the point of sale and the tunnel entrance to accommodate 5 vehicles.

**TRIP GENERATION**

The *Trip Generation Manual*, Twelfth Edition, 2025, an Institute of Transportation Engineers (ITE) Informational Report provides data related Automated Car Washes (Land Use Code #948). Per the ITE data, trip generation for a car wash can be estimated based on the size of the use. However, this data is based car washes ranging in size from approximately 1,800 to 6,200 s.f., with the average site being 4,000 s.f. during the weekday P.M. and 5,000 s.f. during the Saturday midday peak hours. ITE recommends using caution if extrapolating the ITE data beyond the size ranges, and recommends collecting local data to establish a local trip generation rate. In addition, Appendix A - Policies and Procedures for Transportation

Impact Studies Related to Highway Occupancy Permits of PennDOT *Publication 282*, dated June 2025, also provides the same recommendation to collect local data when the building size does not fall within the range of data. As such, since the proposed 11,160 s.f. Car Wash use is larger than those collected by ITE, user specific data was compiled. TPD collected trip generation data at four (4) existing Flagship Car Wash sites in Maryland and Virginia during the weekday evening (3:00-7:00 P.M.) and Saturday midday (10:00 A.M.-3:00 P.M.) time periods at each location. **Table 1** below shows the characteristics of the car wash sites.

TABLE 1 - SITE CHARACTERISTICS

Site ID	Location	Size (ksf)	# of queue lanes	# of wash tunnels	# of dry tunnels	# of vacuums
A	1956 Robert S. Crain Hwy, Bowie, MD 20716	12.871	3	1	2	14
B	155 St. Patrick's Drive, Waldorf, MD	15.842	2	1	2	0
C	14570 Lee Hwy, Gainesville, VA	11.255	3	1	2*	0
D	632 Grant Street, Herndon, VA	10.992	2	1	2	0

\*3 dry tunnels, but 2 were used.

**Table 2** summarizes the trip generation data of each site and calculates an average trip generation rate per building size. This data has been accepted by PennDOT and other municipalities to be used for Spotless car wash sites.

TABLE 2 - FLAGSHIP CAR WASH TRIP GENERATION

Site ID	Location	Size (ksf)	Weekday P.M. Peak Hour (between 4-6 PM)		Saturday Midday Peak Hour (between 11 AM- 2 PM)	
			Total Trips	Rate per ksf	Total Trips	Rate per ksf
A	Bowie, MD	12.871	88	6.84	143	11.11
B	Waldorf, MD	15.842	128	8.08	238	15.02
C	Gainesville, VA	11.255	88	7.82	158	14.04
D	Herndon, VA	10.992	73	6.64	146	13.28
<b>Total</b>		<b>50.96</b>	<b>377</b>	<b>7.40</b>	<b>685</b>	<b>13.44</b>

**Table 3** below utilizes the trip generation rates in **Table 2** to the proposed 11,160 s.f. car wash. Please note, TPD applied a factor of 10 to the number of trips generated by the weekday P.M. peak hour of the adjacent street to calculate the average weekday trip calculations.

In addition, according to the *Trip Generation Manual*, typically for retail or service establishments, not all of the trips generated by the proposed development will be new to the surrounding area. A distinction was made between "new" trips, which are trips made to/from the study area for the express purpose of visiting the site, and "pass-by" trips, which are trips made to the site by traffic passing the carwash on the adjacent roadways en route to another destination. The pass-by trips do not add any additional traffic to the surrounding intersections but will result in shifts in turning movement at the site driveway intersections.

Car Wash facilities are membership-heavy uses and attract customers in relatively close proximity to the

facility. With members' knowledge of not only the traffic patterns in the area but also of the specific traffic surges during particular times of day, it is anticipated that pass-by traffic would constitute a majority of trips during those time periods. Typically, members using the facility during the roadway peak hours would do so while commuting or while traveling to/from commercial facilities along the corridor and in the region. It is anticipated that new trips to the car wash will be more prevalent during off-peak hours.

TPD has reviewed and prepared various studies for car wash facilities during which the consensus is to utilize a pass-by rate of 50%. The justification is that this land use operates similarly to other car-related service land uses such as ITE LUC 944 (Gasoline/Service Station) and ITE LUC 945 (Convenience Store/Gas Station), which have higher pass-by rates.

**TABLE 3 - TRIP GENERATION SUMMARY**

Time Period	Total Trips	Pass-By Trips			New Trips		
		Total	Enter	Exit	Total	Enter	Exit
Weekday (24-hour period)	826	--	--	--	826	413	413
Weekday PM Peak Hour	83	41	21	20	42	21	21
Saturday Peak Hour	150	75	38	37	75	37	38

Based on the trip generation analysis summarized in **Table 3**, the proposed development is anticipated to generate approximately 42 new trips during the weekday P.M. peak hour and 75 new trips during the Saturday midday peak hour.

### Trip Generation Comparison to Former Use

As previously indicated, the subject site was formerly occupied by a Rite Aid ( $\pm 11,160$  s.f.) that generated traffic to the surrounding roadway network. For purposes of the comparison, ITE data for Land Use Code 881 (Pharmacy/Drugstore with Drive-Through) were utilized for the former use and the above summarized ITE car wash data were utilized for the proposed use.

A trip generation comparison between the former Rite Aid use and proposed car wash use is shown in **Table 4**.

**TABLE 4 – TRIP GENERATION COMPARISON**

Time Period	Scenario	Trips		
		New	Pass-By	Total
Weekday (24-hour period)	Proposed Car Wash <sup>1</sup>	--	--	826
	Former Rite Aid <sup>2</sup>	--	--	1196
	<i>Difference</i>	--	--	<b>-370</b>
Weekday PM Peak Hour	Proposed Car Wash <sup>1</sup>	42	41	83
	Former Rite Aid <sup>2</sup>	58	56	114
	<i>Difference</i>	<b>-16</b>	<b>-15</b>	<b>-31</b>
Saturday Peak Hour	Proposed Car Wash <sup>1</sup>	75	75	150
	Former Rite Aid <sup>2</sup>	61	39	100
	<i>Difference</i>	<b>+14</b>	<b>+36</b>	<b>+50</b>

<sup>1</sup> Based on Table 3 data

<sup>2</sup> ITE LUC 881 (Pharmacy/Drugstore with Drive-Through) based on ITE 12<sup>th</sup> Edition. 49% PM pass-by and 39% Saturday pass-by.

As shown in **Table 3**, the proposed car wash is anticipated to generate less traffic than the former Rite Aid use during a typical weekday and during the weekday P.M. peak hour. During the Saturday midday peak hours, the proposed car wash is anticipated to generate approximately 14 more new trips than the Rite Aid use, or approximately 1 additional new trip every 4 minutes during the Saturday peak hour.

## QUEUE ANALYSIS

Peak period queuing data was collected at four (4) existing Flagship Car Wash sites in Maryland and Virginia that have similar characteristics to the proposed site. The vehicle queuing approaching the pay station and queuing between the wash tunnel and the pay station were observed on 5-minute intervals during the weekday evening (3:00-7:00 P.M.) and Saturday midday (10:00 A.M.-3:00 P.M.) time periods. **Table 5** summarizes the peak queuing of each site and calculates an average queue.

**TABLE 5 - CAR WASH QUEUEING**

Location	Size (ksf)	Weekday PM Peak (between 3-7 PM)			Saturday Midday Peak (between 10 AM-3 PM)		
		Pay Station Queue	Pay to Tunnel Queue	Total Queue	Pay Station Queue	Pay to Tunnel Queue	Total Queue
Bowie, MD	12.871	4	2	6	16	3	19
Waldorf, MD	15.842	16	4	20	15	4	19
Gainesville, VA	11.255	7	3	10	10	3	13
Herndon, VA	10.992	2	2	4	5	5	10
<b>Average</b>	---	<b>7</b>	<b>3</b>	<b>10</b>	<b>12</b>	<b>4</b>	<b>16</b>

As shown in **Table 5**, the maximum total queue observed during the peak periods was 20 vehicles, with an average peak queue of 16 vehicles occurring during the Saturday midday peak.

Per the BL Companies site plan for the site, 12 vehicles are shown a stacking approaching the pay station. In addition, there is staking area between the pay station and the entrance for the car wash tunnel to accommodate 5 vehicles, or 17 total vehicles in the queue shown on the site plan. As such, based on the queue observations, the car wash stacking area can accommodate the average peak queue on-site.

## CONCLUSIONS

The following conclusions were reached as a result of this traffic statement:

- » The project site is located on the northeast corner of Phoenixville Pike (SR 2011) intersection with Boot Road (SR 2020).
- » The subject site consisted of a former ±11,160 square-foot (s.f.) Rite Aid with a drive-through.
- » The development proposal consists of using the existing building to provide an automated car wash. The car wash will have a wet tunnel and 2 drying/detailing tunnels. Vacuum stalls (10 stalls) are proposed and 7 parking spaces are proposed.
- » The site is currently served by two (2) existing access locations, a full-access driveway to Phoenixville Pike (SR 2011), and right-in/right-out/left-in only driveway Boot Road (SR 2020).

- » With the proposed redevelopment of the site, the access locations will be maintained, with no changes to the Phoenixville Pike access, and the Boot Road access proposed to be right-in/right-out.
- » PennDOT's review and approval will be required for any modifications to the Phoenixville Pike and Boot Road driveways, or any modifications within PennDOT's right-of-way.
- » Based on the trip generation analysis, the proposed development is anticipated to generate approximately 42 new trips during the weekday P.M. peak hour, and 75 new trips during the Saturday midday peak hour.
- » The proposed car wash is anticipated to generate less traffic than the former Rite Aid use during a typical weekday and during the weekday P.M. peak hour. During the Saturday midday peak hours, the proposed car wash is anticipated to generate approximately 14 more new trips than the Rite Aid use, or approximately 1 additional new trip every 4 minutes during the Saturday peak hour.
- » Based on queue data from other similar car wash facilities and the proposed site layout, the car wash stacking area can accommodate the average peak queue on-site.

If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,  
TPD



Guido W. DiMartino, P.E.

*Regional Leader – Transportation Planning*

**Attachment**

**SITE PLAN LEGEND**

	ROW/PROPERTY LINE
	PROPOSED CURB
	ZONE BOUNDARY
	PROPOSED CONCRETE
	PROPOSED VACUUM BOOM
	PROPOSED SIGN
	TRAFFIC FLOW ARROWS
	PARKING COUNT

**NOTES**

1. THE SITE LAYOUT SHOWN IS FOR CONCEPTUAL PURPOSES ONLY AND IS SUBJECT TO CHANGE PENDING FINAL SITE ENGINEERING AND PERMITTING APPROVALS. PLAN SHALL NOT BE USED FOR CONSTRUCTION.
2. FINAL LIGHTING, SCREENING, LANDSCAPING DESIGN WILL BE PROVIDED AS PART OF FINAL DESIGN DOCUMENTS.
3. FURTHER ZONING RELIEF TO BE DETERMINED UPON DESIGN DEVELOPMENT AFTER RESOLUTION OF TEXT AMENDMENT APPLICATION.

**ZONING INFORMATION**

LOCATION: WEST GOSHEN TOWNSHIP, CHESTER COUNTY, PENNSYLVANIA  
ZONE: C-1 (NEIGHBORHOOD COMMERCIAL)  
USE: CAR WASH (NOT SPECIFIED)

ITEM	REQUIREMENTS	EXISTING	PROPOSED	VARIANCE
MINIMUM LOT AREA	30,000 S.F.	±47,580 S.F. (1.09 AC.)	±47,580 S.F. (1.09 AC.)	NO
MINIMUM LOT WIDTH AT BUILDING	100 FEET	184 FEET	184 FEET	NO
MINIMUM LOT WIDTH AT ROW LINE	50 FEET	133 FEET	133 FEET	NO
MINIMUM BUILDING SETBACK LINE FROM ROW	40 FEET	70 FEET	2.4 FEET <sup>1</sup>	YES
MINIMUM SIDE YARD <sup>2,3,4</sup>	15 FEET	5 FEET	13 FEET	YES
MINIMUM REAR YARD <sup>2,3</sup>	50 FEET	N/A	N/A	NO
MAXIMUM BUILDING HEIGHT	30 FEET / 2 STORIES	23.3 FEET	23.3 FEET	NO
MINIMUM GREEN AREA, LANDSCAPED <sup>5</sup>	40 PERCENT	±15 PERCENT	±22 PERCENT	YES
MAXIMUM LOT COVERAGE	30 PERCENT	±23 PERCENT	±23 PERCENT	NO
MAXIMUM PAVED SURFACE AREA	55 PERCENT	±52 PERCENT	±55 PERCENT	NO
MAXIMUM IMPERVIOUS SURFACE COVERAGE ON PRECAUTIONARY STEEP SLOPES <sup>6</sup>	20 PERCENT	>20 PERCENT	>20 PERCENT	NO

1. WEST GOSHEN TOWNSHIP ORDINANCE SECTION 84-8 - CORNER LOT DEFINITION - "ON A CORNER LOT, EACH SUCH ADJACENT STREET LINE SHALL BE CONSIDERED TO BE A FRONT LOT LINE AND EACH YARD CONTIGUOUS TO THE STREET SHALL BE A FRONT YARD. ALL OF THE OTHER YARDS ON THE LOT SHALL BE CONSIDERED SIDE YARDS."
2. WEST GOSHEN TOWNSHIP ORDINANCE SECTION 84-8 - YARD DEFINITION - "THAT PORTION OF THE LOT WHICH IS UNOCCUPIED AND OPEN TO THE SKY AND EXTENDS FROM THE LOT LINE TO THE STRUCTURE."
3. WEST GOSHEN TOWNSHIP ORDINANCE SECTION 84-8 - STRUCTURE DEFINITION - "ANY MAN-MADE OBJECT HAVING ASCERTAINABLE STATIONARY LOCATION ON LAND OR WATER." PER THIS DEFINITION, IT IS ASSUMED THAT PAY STATIONS, VACUUM BOOMS, AND PRODUCER ARE DEFINED AS STRUCTURES.
4. EXISTING NON-COMFORMANCE THAT WILL NOT BE INCREASED A PART OF PROPOSED APPLICATION.
5. 2.4 FT SETBACK IS MEASURED TO THE VACUUM BOOM STRUCTURE.
6. NO BUILDING, STRUCTURE, ROAD, DRIVEWAY, PARKING AREA, OR OTHER SIMILAR STRUCTURE OR IMPERVIOUS SURFACE ON PROHIBITED STEEP SLOPES.

**PARKING INFORMATION**

ITEM	REQUIREMENTS	PROPOSED	VARIANCE
PARKING REQUIRED	CAR WASH: 6 SPACES PLUS 6 DRY-OFF SPACES	7 SPACES 11 VACUUM SPACES	NO
STACKING REQUIRED	15 SPACES	17 SPACES	NO
MINIMUM ADA PARKING SPACES REQUIRED	1 SPACE	1 SPACE	NO
MINIMUM PARKING DIMENSIONS	10 FEET X 18 FEET 16 FEET X 18 FEET (ADA)	10 FEET X 18 FEET	NO
MINIMUM AISLE WIDTH	24 FEET - ONE & TWO-WAYS	24 FEET - TWO-WAY 14 FEET - ONE-WAY	YES
MINIMUM FRONT LANDSCAPE STRIP <sup>1</sup>	5 FEET	1.7 FEET	YES
MINIMUM SIDE LANDSCAPE STRIP <sup>2</sup>	5 FEET	0 FEET	YES
MINIMUM SCREENING FROM RESIDENTIAL USE <sup>3</sup>	16 FEET	0 FEET	YES
LOADING SPACE <sup>4</sup>	ONE 12' BY 30' LOADING SPACE	0 LOADING SPACES	YES

1. EXISTING NON-COMFORMANCE
2. LANDSCAPE STRIP IS MEASURED TO PROPOSED RETAINING WALL.



**ADJACENT ZONING: R-4 RESIDENTIAL DISTRICT**

UPI 52-1P-180  
N/F  
Christopher A. Cardamone  
DB 6050 PG 1792  
#102 Longford Road

**ADJACENT ZONING: R-4 RESIDENTIAL DISTRICT**

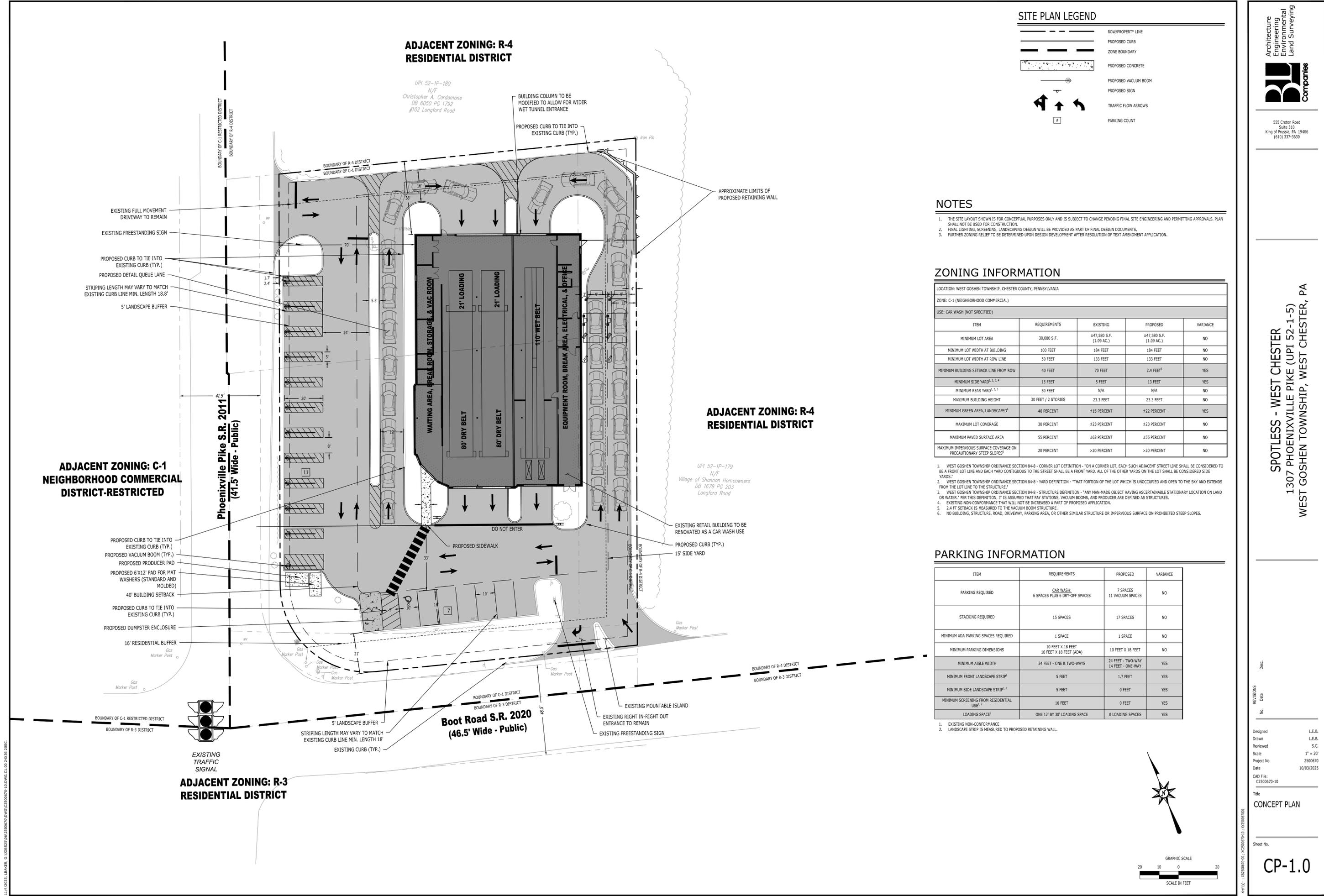
UPI 52-1P-179  
N/F  
Village of Shannon Homeowners  
DB 1679 PG 203  
Longford Road

**Boot Road S.R. 2020 (46.5' Wide - Public)**

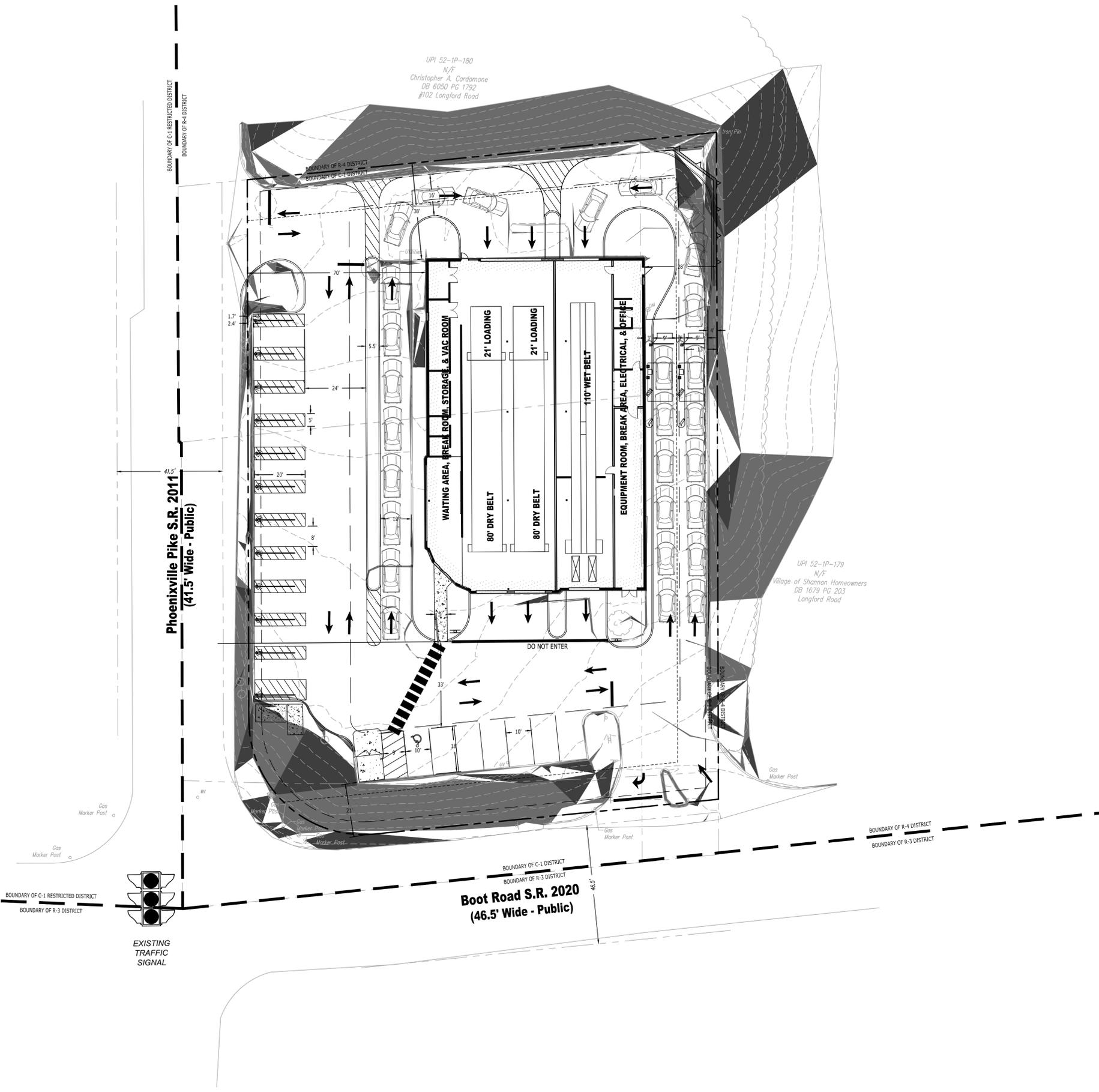
**ADJACENT ZONING: R-3 RESIDENTIAL DISTRICT**

**ADJACENT ZONING: C-1 NEIGHBORHOOD COMMERCIAL DISTRICT-RESTRICTED**

**Phoenixville Pike S.R. 2011 (41.5' Wide - Public)**



11/14/2025, 10:48:52 AM, G:\30852706\250670\DWG\C250670-10.DWG, C:\00\_44XW\_2025 (2)



**LEGEND**

PRECAUTIONARY STEEP SLOPES (15% TO 20%)

PROHIBITED STEEP SLOPES (OVER 20%)



**SPOTLESS - WEST CHESTER**  
1307 PHOENIXVILLE PIKE (UPI 52-1-5)  
WEST GOSHEN TOWNSHIP, WEST CHESTER, PA

REVISIONS	
No.	Date

Designed	L.E.B.
Drawn	L.E.B.
Reviewed	S.C.
Scale	1" = 20'
Project No.	2500670
Date	10/03/2025
CAD File:	C2500670-10
Title	
CONCEPT PLAN - EXISTING STEEP SLOPES	
Sheet No.	

CP-2.0

REVISIONS	
No.	Date

Designed: L.E.B.  
Drawn: L.E.B.  
Reviewed: S.C.  
Scale: 1" = 20'  
Project No: 2500670  
Date: 10/03/2025

CAD File: C2500670-10  
Title: CONCEPT PLAN  
TRUCK TURNING

Sheet No.

CP-3.0

