

3. Meadowood Senior Living – 3205 Skippack Pike – (LD 2020-03) – Mr. Andorn commented on the parking spaced proposed to be added, the building design, and the proposed elevations.

Chair Sherr commented on the stormwater management and the best management practices (BMPs) for the project. Joe Nolan commented on the proposed stormwater structures.

Mr. Andorn commented on the parking lot construction and related stormwater management.

Tim Woodrow provided an overview of the proposed stormwater management structures for the proposed parking area.

Mr. Andorn commented on the pervious trail connection.

Joe Nolan commented on the existing force main shown on the plans. Tim Woodrow noted the existing Victory Garden sheds do not have a restroom.

Mr. Koch motioned to recommend preliminary plan approval to the Board of Supervisors of LD 2020-03. There was no public comment. Mr. Holsonback seconded the motion. By unanimous vote the motion was approved.

4. September 22, Planning Commission Meeting Agenda – At its September 22 meeting the Planning Commission may review the Palmer Village Sketch Plan (SK 2020-A).

Chair Sherr commented on reviewing special projects as assigned by the Board of Supervisors, Zoning Districts, and conservation ordinances.

Mr. Andorn commented on projects assigned from the Board of Supervisors.

Joe Nolan commented on the Zoning Districts and the conservation ordinances.

Mr. Andorn commented on the Zoning Hearing Board applications in recent years and conservation subdivisions.

Ms. Greenawalt commented on improvements to homes in conservation subdivisions.

Andrew Raquet, Asst. Zoning Officer, provided an overview of the agenda for the September 22 planning commission meeting.

PUBLIC COMMENT

- There was no public comment.

ADJOURNMENT

There being no further business before the Planning Commission, Chair Sherr adjourned the meeting at 8:22 PM.

Respectfully Submitted:

Andrew R. Raquet
Asst. Zoning Officer; Codes Clerk

DRAFT

ERECTED INTO A TOWNSHIP IN 1733
TOWNSHIP OF WORCESTER
AT THE CENTER POINT OF MONTGOMERY COUNTY
PENNSYLVANIA

1721 Valley Forge Road
P.O. Box 767
Worcester, PA 19490

Phone (610) 584-1410
Fax (610) 584-8901

THIS SECTION COMPLETED ONLY BY TOWNSHIP:

APPEAL NO.: 2020-02 DATE FILED: 8/11, 20 20

APPLICATION:

- BOARD OF SUPERVISORS** conditional
 ZONING HEARING BOARD

1. Date of Application: 8/11/20

2. Classification of Appeal (Check one or more, if applicable):

- a. Appeal from the Zoning Officer's Determination
 b. Request for Variance
 c. Request for Special Exception
 d. Challenges to the Validity of Zoning Ordinance or Map
 e. Request for Conditional Use Hearing
 f. Request for Amendment to Zoning Map
 g. Request for Zoning Ordinance Amendment
 h. Request for a Curative Amendment
 i. Request for other relief within the Jurisdiction of the Zoning Hearing Board as established in Section 909.1(a) of the Pennsylvania Municipalities Code

3. Applicant:

- a. Name: John & Amy Coughlin
b. Mailing address: PO Box 462 3125 Doe Brook Rd.
Worcester PA 19490
c. Telephone number: 215 778 3908
d. State whether owner of legal title, owner of equitable title, or tenant with the permission of owner legal title: (REQUIRED)

Please attach Deed to prove ownership, an Agreement of Sale to prove equitable ownership, or an Affidavit allowing Tenant to apply for necessary relief.

4. Applicant's attorney, if any:

- a. Name: Marc Davis Fox Rothschild
b. Address: 10 Sentry Parkway
Blue Bell PA 19422
c. Telephone number: 610.397.6504

5. Property Details:

- a. Present Zoning Classification: "AGR"
- b. Present Land Use: Residential, farming
- c. Location (Street Address): 1631 Kriebel Mill Rd, Collegerille PA 19426
- d. Parcel #: 67.00, 02038.00.1
- e. Lot Dimensions:
 - (1) Area: 25 acres
 - (2) Frontage: 50' - 487.9'
 - (3) Depth: 786'
- f. Circle all that apply in regards to the above specified property:
 - Public Water
 - Public Sewer
 - Private Well
 - Private Septic
- g. Size, construction, and use of existing improvements; use of land, if unimproved: **(Please submit as an attachment)**

6. Proposed Use(s):

- a. Proposed use(s) and construction: Please provide size, construction and proposed use(s). **(Please submit as an attachment)**

7. Legal grounds for appeal (Cite specific sections of Pennsylvania Municipalities Planning Code, Zoning Ordinance, Subdivision Regulations, and/ or other Acts or Ordinances). All sections that apply must be listed in which relief is required and an explanation provided. **(Please submit as an attachment)**

8. Has any previous appeal been filed concerning the subject matter of this appeal?
 Yes No

If yes: specify: **(Please submit as an attachment)**

9. Challenges please list requested issues of fact or interpretation:
(Please submit as an attachment)

Worcester Township to provide the list of names and addresses of properties situated in the vicinity of the subject property as per Township Code Section 150-224

CERTIFICATION

I (We) hereby certify that the above information is true and correct to the best of my (our) knowledge, information or belief.


Signature

John Coughlin
Printed Name


Signature

Amy Coughlin
Printed Name

COMMONWEALTH OF PENNSYLVANIA:

COUNTY OF Montgomery : SS

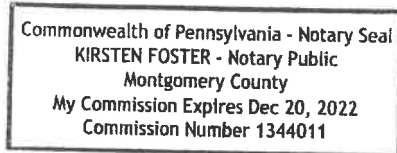
The undersigned, being duly sworn according to law, deposes and says the he/she is the above names applicant, that he/she is authorized to and does take this affidavit on behalf of the owner, and foregoing facts are true and correct.

[Signature]
Applicant

[Signature]
Applicant

Sworn to and subscribed before me this 6 day of AUGUST, 2020

[Signature]
Notary Public



Date Received: 8/11/20

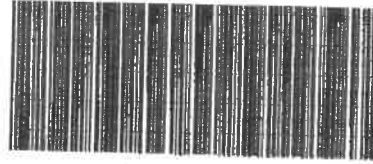
[Signature]
Zoning Officer



RECORDER OF DEEDS
MONTGOMERY COUNTY
Nancy J. Becker

One Montgomery Plaza
 Swede and Airy Streets ~ Suite 303
 P.O. Box 311 ~ Norristown, PA 19404
 Office: (610) 278-3289 ~ Fax: (610) 278-3869

DEED BK 5967 PG 01518 to 01522
INSTRUMENT # : 2015063588
RECORDED DATE: 08/24/2015 12:08:41 PM



3241644-0012K

MONTGOMERY COUNTY ROD

OFFICIAL RECORDING COVER PAGE

Page 1 of 5

Document Type: Deed
Document Date: 08/20/2015
Reference Info:

Transaction #: 3254633 - 1 Doc(s)
Document Page Count: 4
Operator Id: dcane

RETURN TO: (Simplifile)
 Evans Abstract
 272 Hunsberger Lane
 Harleysville, PA 19438
 (215) 513-1770

PAID BY:
 EVANS ABSTRACT

*** PROPERTY DATA:**

Parcel ID #: 67-00-02038-00-1
Address: 1631 KRIEBEL MILL RD

COLLEGEVILLE PA
 19426

Municipality: Worcester Township (100%)
School District: Methacton

*** ASSOCIATED DOCUMENT(S):**

CONSIDERATION/SECURED AMT:	\$840,000.00
TAXABLE AMOUNT:	\$840,000.00
FEES / TAXES:	
Recording Fee:Deed	\$95.00
State RTT	\$8,400.00
Worcester Township RTT	\$4,200.00
Methacton School District RTT	\$4,200.00
Total:	\$16,895.00

DEED BK 5967 PG 01518 to 01522
 Recorded Date: 08/24/2015 12:08:41 PM

I hereby CERTIFY that
 this document is
 recorded in the
 Recorder of Deeds
 Office in Montgomery
 County, Pennsylvania.



Nancy J. Becker
 Recorder of Deeds

PLEASE DO NOT DETACH

THIS PAGE IS NOW PART OF THIS LEGAL DOCUMENT

NOTE: If document data differs from cover sheet, document data always supersedes.
 *COVER PAGE DOES NOT INCLUDE ALL DATA, PLEASE SEE INDEX AND DOCUMENT FOR ANY ADDITIONAL INFORMATION.

D E E D

Rosemary L. Camponovo

TO

John Coughlin and Amy Coughlin

Premises:

**1631 Kriebel Mill Road, Collegeville, PA 19426
Worcester Township
Montgomery County, Pennsylvania**

**The address of the above-named Grantees is:
3125 Doebrook Road, P.O. Box 462, Worcester, PA 19490**

On behalf of the Grantees



Prepared by:
Evans Abstract, LLC
272 Hunsberger Lane
Harleysville, PA 19438

Record and Return to:
Evans Abstract, LLC
272 Hunsberger Lane
Harleysville, PA 19438
File No. 54906

Parcel ID No. 67-00-02038-00-1

1631 Kriebel Mill Road,
Collegeville, PA 19426
Worcester Township
Montgomery County, Pennsylvania

MONTGOMERY COUNTY COMMISSIONERS REGISTRY
67-00-02038-00-1 WORCESTER TOWNSHIP
1631 KRIEBEL MILL RD
CAMPONOVO EZIO J & ROSEMARY L \$15.00
B 011 L U 031 0319 08/24/2015 JG

This Indenture, made the 26 day of August, 2015,

Between

ROSEMARY L. CAMPONOVO

(hereinafter called the Grantor), of the one part, and

JOHN COUGHLIN and AMY COUGHLIN, husband and wife

(hereinafter called the Grantees), of the other part,

Witnesseth, that the said Grantor for and in consideration of the sum of **Eight Hundred Forty Thousand and 00/100 Dollars (\$840,000.00)** lawful money of the United States of America, unto her well and truly paid by the said Grantees, at or before the sealing and delivery hereof, the receipt whereof is hereby acknowledged, has granted, bargained and sold, released and confirmed, and by these presents does grant, bargain and sell, release and confirm unto the said Grantees, their heirs and assigns, as Tenants by the Entirety, their assigns, the survivor of them and the survivor's personal representatives and assigns

ALL THAT CERTAIN tract or piece of land, with the buildings and improvements to be erected thereon, situate in the Township of Worcester, County of Montgomery and Commonwealth of Pennsylvania, bounded and described in accordance with a survey thereof, made by George C. Heilman, Registered Surveyor of Norristown, Pennsylvania, on 4/14/1964, as follows, viz:

BEGINNING at a point in the middle line of Kriebel Mill Road (33 feet wide) in line of land now or late of John M. Steffen; thence extending along the center line of said Kriebel Mill Road, South 49 degrees 24 minutes West, 600 feet to a point in line of other land of Matej Stefkovic, et ux; thence extending along the same, the 2 following courses and distances, viz: (1) North 32 degrees 13 minutes 20 seconds West, 670.31 feet to a point; and (2) North 40 degrees 48 minutes West, 670 feet to a point; thence extending North 49 degrees 09 minutes East, 500 feet to a stone, a corner in line of lands now or late of George A. Rogers; thence extending along the same and land now or late of said John M. Steffen, South 40 degrees 48 minutes East, 1,335.35 feet to the first mentioned point and place of beginning.

ALL THAT CERTAIN lot or piece of ground, situate in the Township of Worcester, County of Montgomery and Commonwealth of Pennsylvania, described in accordance with a subdivision plan of property of George A. Rogers, made by Donald H. Schurr, Civil Engineer and Surveyor, Norristown, Pennsylvania, dated 5/1/1968, as follows, to wit:

BEGINNING at an interior point on the line dividing the premises herein described and other lands of Ezio J. Camponovo, said point also being a corner of land of John M. Steffen; thence along other land of Ezio J. Camponovo, North 47 degrees West, 967.49 feet to a point; thence by land of John M. Otter, North 43 degrees 14 minutes East, 625 feet to an iron pin, a corner of Parcel No. 1 on said plan; thence along Parcel No. 1 and Parcel No. 2, South 46 degrees 46 minutes East, 1,009.44 feet to a point in line of land of Robert Hilderbrand; thence along said land, South 43 degrees 09 minutes West, 270.89 feet to a point in line of land of John M. Steffen; thence along said land, the 2 following courses and distances: (1) North 47 degrees West, 42.86 feet to a point; (2) South 43 degrees 09 minutes West, 350 feet to the first mentioned point and place of beginning.

BEING Parcel No. 3 on said plan.

Parcel No: 67-00-02038-00-1

Being the same premises which Matej Stefkovic and Veronica Stefkovic, his wife by Deed dated 5/26/1964 and recorded 5/27/1964 in Montgomery County in Deed Book 3330 Page 871 conveyed unto Ezio J. Camponovo and Rosemary L. Camponovo, his wife, in fee.

Being the same premises which George A. Rogers and Elinor J. Rogers, his wife by Deed dated 6/3/1968 and recorded 6/4/1968 in Montgomery County in Deed Book 3512 Page 1022 conveyed unto Ezio J. Camponovo and Rosemary L. Camponovo, his wife, in fee.

And the said Ezio J. Camponovo departed this life on or about November 19, 1992 whereby title vested solely into Rosemary L. Camponovo by rights of survivorship.

This Deed is being transferred unto the Grantees on August 24, 2015 and not the date of its notary acknowledgment.

Together with all and singular the buildings and improvements, ways, streets, alleys, driveways, passages, waters, water-courses, rights, liberties, privileges, hereditaments and appurtenances, whatsoever unto the hereby granted premises belonging, or in anywise appertaining, and the reversions and remainders, rents, issues, and profits thereof; and all the estate, right, title, interest, property, claim and demand whatsoever of her, the said grantor, as well at law as in equity, of, in and to the same.

To have and to hold the said lot or piece of ground described above, with the buildings and improvements thereon erected, hereditaments and premises hereby granted, or mentioned and intended so to be, with the appurtenances, unto the said Grantees, their heirs and assigns, to and for the only proper use and behoof of the said Grantees, their heirs and assigns, forever.

And the said Grantor, for herself and her heirs, executors and administrators, does, by these presents, covenant, grant and agree, to and with the said Grantees, their heirs and assigns, that she, the said Grantor, and her heirs, all and singular the hereditaments and premises herein described and granted, or mentioned and intended so to be, with the appurtenances, unto the said Grantees, their heirs and assigns, against her, the said Grantor, and her heirs, and against all and every other person and persons whosoever lawfully claiming or to claim the same or any part thereof, by, from or under him, her, it, or any of them, shall and will

Warrant and Foreber Defend.

In Witness Whereof, the party of the first part has hereunto set her hand and seal. Dated the day and year first above written.

Sealed and Delivered
IN THE PRESENCE OF US:

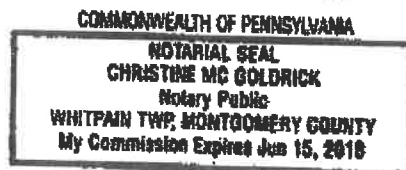
Rosemary L. Camponovo {SEAL}
Rosemary L. Camponovo

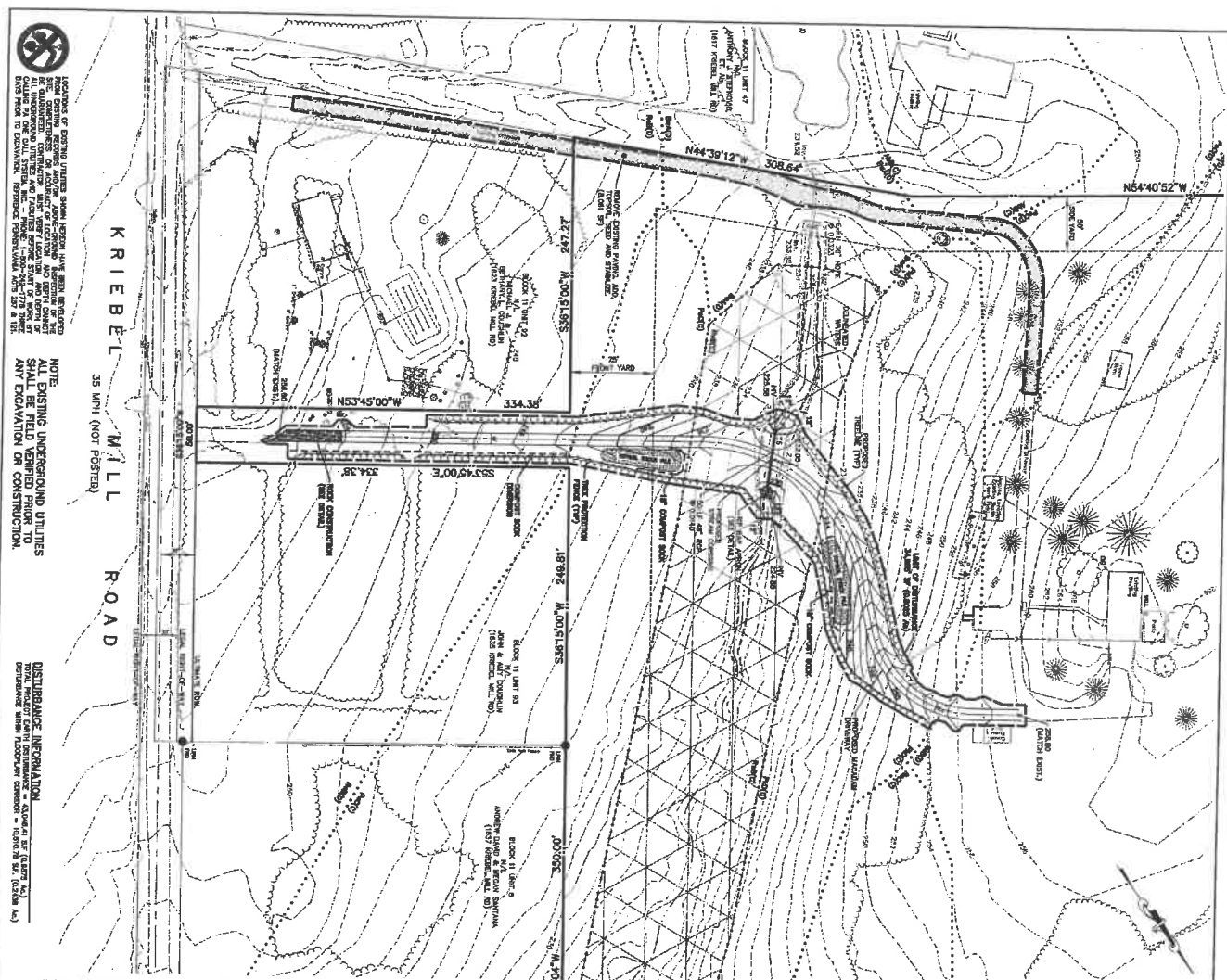
Commonwealth of Pennsylvania :
County of Montgomery : ss

On this the 26th day of August, 2015, before me, a Notary Public for the Commonwealth of Pennsylvania, residing in the County of Montgomery, the undersigned Officer, personally appeared Rosemary L. Camponovo, known to me (satisfactorily proven) to be the person whose name is subscribed to the within instrument, and acknowledged that she executed the same for the purposes therein contained.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

Christine Mc Goldrick
Notary Public
My commission expires June 15, 2018





LOCATIONS OF EXISTING UTILITIES SHOWN HEREON HAVE BEEN DEVELOPED FROM RECORD DRAWINGS AND FIELD SURVEY. THE LOCATION OF ANY UNDETERMINED UTILITIES AND FACILITIES SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. THE LOCATION OF ANY UNDETERMINED UTILITIES AND FACILITIES SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. THE LOCATION OF ANY UNDETERMINED UTILITIES AND FACILITIES SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION.

NOTE: EXISTING UTILITIES UNDERGROUND UTILITIES SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. THE LOCATION OF ANY UNDETERMINED UTILITIES AND FACILITIES SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. THE LOCATION OF ANY UNDETERMINED UTILITIES AND FACILITIES SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION.

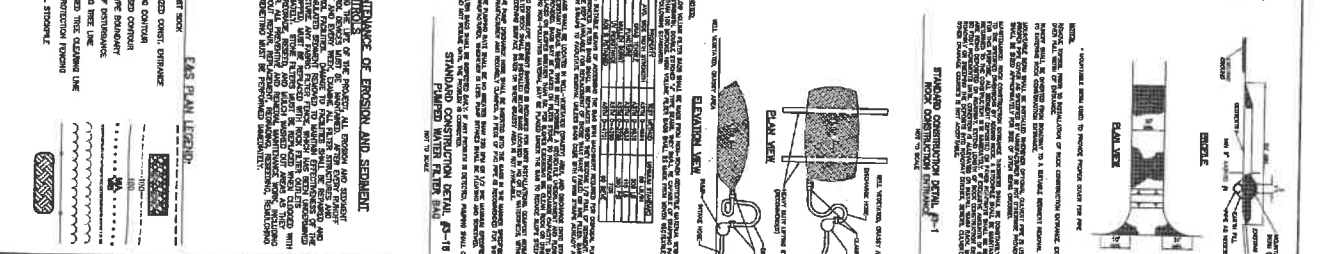
DISTURBANCE INFORMATION: DISTURBANCE SHALL BE RESTORED TO ORIGINAL OR BETTER CONDITION. DISTURBANCE SHALL BE RESTORED TO ORIGINAL OR BETTER CONDITION. DISTURBANCE SHALL BE RESTORED TO ORIGINAL OR BETTER CONDITION.

A. OPERATION AND MAINTENANCE PROCEDURES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE OPERATION AND MAINTENANCE OF ALL UTILITIES AND FACILITIES SHOWN ON THIS PLAN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE OPERATION AND MAINTENANCE OF ALL UTILITIES AND FACILITIES SHOWN ON THIS PLAN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE OPERATION AND MAINTENANCE OF ALL UTILITIES AND FACILITIES SHOWN ON THIS PLAN.

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MAINTENANCE OF EROSION AND SEDIMENT CONTROL

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THIS PLAN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THIS PLAN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THIS PLAN.

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LEGEND

CONCRETE CURB, CURBING
 EROSION CONTROL
 PAVED WATER FILTER WALL
 EXPOSED TREE LINE
 EXPOSED TREE LINE
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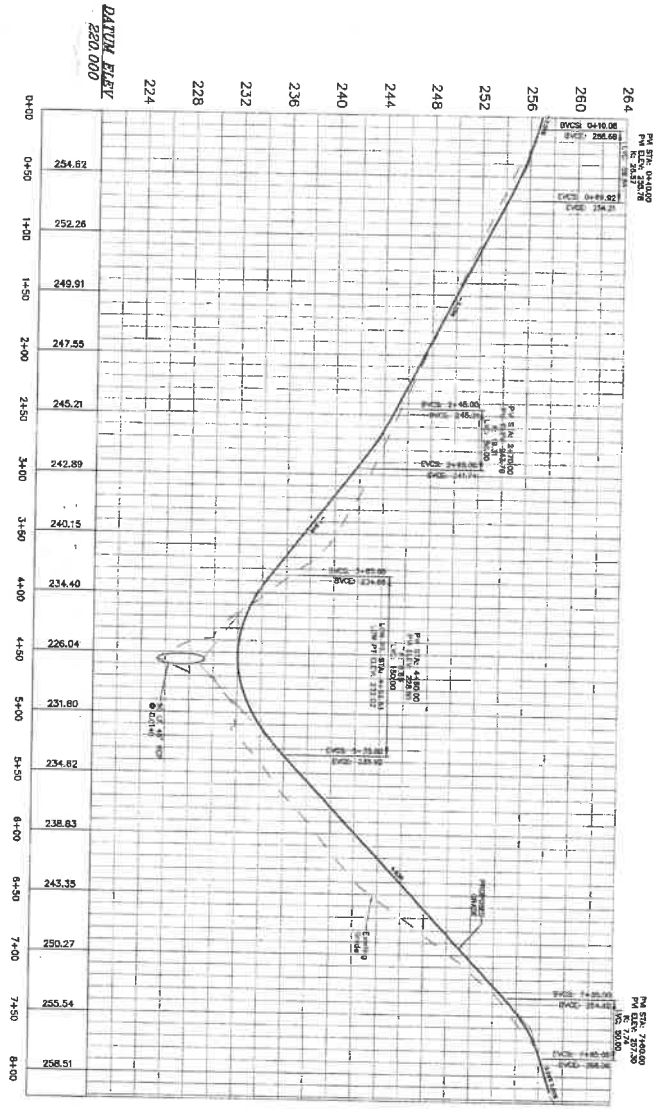
E & S CONTROL AND DETAILS

COUGHLIN TRACT

SCHLOSSER & CLAT CONSULTING ENGINEERS, INC.
 21 EAST LAMAR AVE. SUITE 200
 PHOENIX, ARIZONA 85004-3000
 PHONE: 602-955-3000 FAX: 602-955-3000

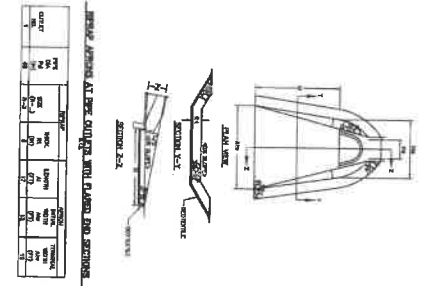
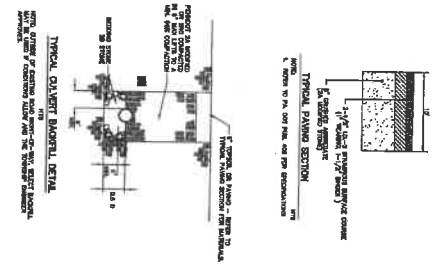
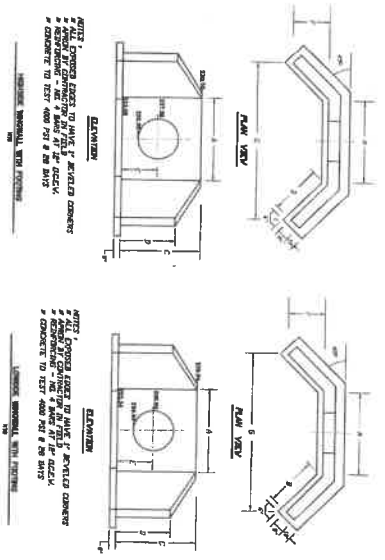
SCALE: 1" = 50'

DRAWN BY: BMC DATE: 07-24-
 CHECKED BY: KWC DATE: 08-15-02
 JOB NO.: 15052 SHEET 3 OF



MANHOLE SCHEDULE

PIPE DIA.	A	B	C	D	E	F	G	H	I	J
48"	84'	48'	50'	65'	54'	55'	150'	125'	125'	125'



REV.	DATE	DESCRIPTION

DRIVEWAY PROFILE & DETAILS

COUGHLIN TRACT

SCHLOSSER & CIAI
CONSULTING ENGINEERS, INC.
21 WATKINS ST. SUITE 200
WATKINSVILLE, GA 30677
PHONE: 706-335-2000 FAX: 706-335-2000

SCALE: 1" = 50'

DRAWN BY: BWC DATE: 07-24-
CHECKED BY: KWC DATE: 07-24-
JOB NO: 15052 SHEET: 4 OF 4



4259 W. Swamp Road
Suite 410
Doylestown, PA 18902

www.cksengineers.com
215.340.0600

September 16, 2020
Ref:# 7201-159

Worcester Township
1721 Valley Forge Road
PO Box 767
Worcester, PA 19490-0767

Attention: Tommy Ryan, Township Manager

Reference: 1631 Kreibel Mill Road
Conditional Use for Driveway Crossing of Riparian Corridor

Dear Mr. Ryan:

I am in receipt of a copy of a Conditional Use Application in conjunction with a proposed stream crossing with a driveway at 1631 Kreibel Mill Road. The application includes a four (4) sheet plan set prepared by Schlosser and Clauss for the property owners, John and Amy Coughlin. The plans are dated July 24, 2020 with no revisions. The plans propose the construction of a new driveway from Kreibel Mill Road to the rear of the existing property to serve an existing house. This driveway will replace an existing driveway which exists at the south boundary of the property, and through a lot owned by Michael J. and Bethany L. Coughlin. The existing driveway which runs adjacent to the side yard property lines will be removed, and replaced with topsoil and seed. The net increase in impervious area created by the new driveway will be zero, since the existing driveway and the proposed driveway are both 8,061 sq. ft. in area. Construction of the new driveway will require the crossing of the existing stream which passes in a south to north direction through the property. The proposed crossing will be made with 50 linear feet of 48" RCP piping and appropriate endwalls, with stabilization.

The subject property is densely wooded and the driveway from Kreibel Mill Road will require the removal of existing vegetation through the site. Attached to this letter is an ariel view of the proposed driveway location from the roadway to the stream crossing as taken from Google Earth. The redline represents the direction of the driveway to the stream crossing and the yellow pin represents the exact location of the stream crossing. Crossing of the riparian corridor and/or floodplain requires Conditional Use approval from the Board of Supervisors. Under separate application, the applicant has submitted a Zoning Hearing Board application to Worcester Township in conjunction with installing a driveway crossing through the Flood Plain Conservation District. Both Zoning Approval and Conditional Use approval are required for the construction of the crossing.

Article XXB, Riparian Corridor Conservation District, sets forth the requirements for any crossing or disturbance of the riparian corridor. Section 150-146.5 is entitled "Legislative Intent", and sets forth the goals of the district. Section 150-146.12 is entitled "Management of District", and this section outlines the requirements of a Corridor Management Plan which is required with any riparian corridor disturbance or encroachment. Sheet 2 of the plan set is entitled "Corridor Management Plan". This sheet sets forth many of the requirements of the Corridor Management Plan and shows the limits of disturbance of the project. I have reviewed the plan set, and the Corridor Management Plan to determine conformance with the requirements of Worcester township Zoning Code. Based on my review of these requirements, I offer the following comments:

September 16, 2020

Ref:# 7201-159

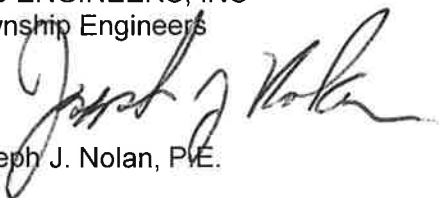
Page 2

1. The management plan should be revised to include the boundaries of Zones 1 and 2 of the riparian corridor. (Section 150-146.12.A.(1))
2. The Corridor Management Plan should be revised to included the goals established in Section 150-146.5 of Township Code and describe how this crossing will impact the goals set forth in that section for this property.
3. The existing crossing utilized in conjunction with the existing driveway is also within the riparian corridor. The boundary of the riparian corridor should be extended to the property line to determine the corridor width in conjunction with the existing crossing. Also, it should be clearly defined if the existing crossing is to remain, or if it will be removed.
4. The Corridor Management Plan lists numerous plant species that are compatible with planting in a riparian corridor. However, there is no indication of where these plantings would be located in conjunction with the proposed plan. It is suggested that the area within the riparian corridor be drawn to a larger scale, and proposed landscaping should be located on that plan.
5. The Corridor Management Plan should provide additional information on how the disturbance, and impact of the crossing will be mitigated on the site. As a suggestion, the applicant's engineer should look at the existing crossing that is to be abandoned with the existing driveway. It may be beneficial to place additional riparian plantings at that location to offset the disturbance created by the new driveway.

The applicant's consultant should refer to Section 150-146.5, and 150-146.12 to determine the specific requirements of the plan. It may be advisable to submit a supplemental written report in conjunction with the plan sheet. In addition, the applicant's consultant should provide the Township with the calculations for the sizing of the new stream crossing. The plans show a 48" diameter pipe, but the calculations for determining that pipe size should be provided for review.

The above represents all comments on the conditional use plan submission. Please contact this office if you have any questions or need any additional assistance on this project.

Very truly yours,
CKS ENGINEERS, INC
Township Engineers



Joseph J. Nolan, P.E.

JJN/paf
Enclosure

cc: Robert Brant, Esq., Township Solicitor
John and Amy Coughlin
Kirk Clauss, P.E., Schlosser and Clauss
File

1631 Kriebel Mill Road

Driveway Stream Crossing Location

Legend

Driveway Stream Crossing Location



300 ft

Google Earth

© 2020 Google





CONCEPT PLAN GENERAL NOTES

1) THIS PLAN REFERENCES DOCUMENTS AND INFORMATION BY:

A) BOUNDARY & TOPOGRAPHIC SURVEY
 PREPARED FOR PALMER PROPERTY
 PREPARED BY CONTROL POINT ASSOCIATES, INC.
 REVISED 7-28-2017

2) THIS CONCEPT WAS PREPARED STRICTLY BASED UPON INFORMATION IDENTIFIED ABOVE.

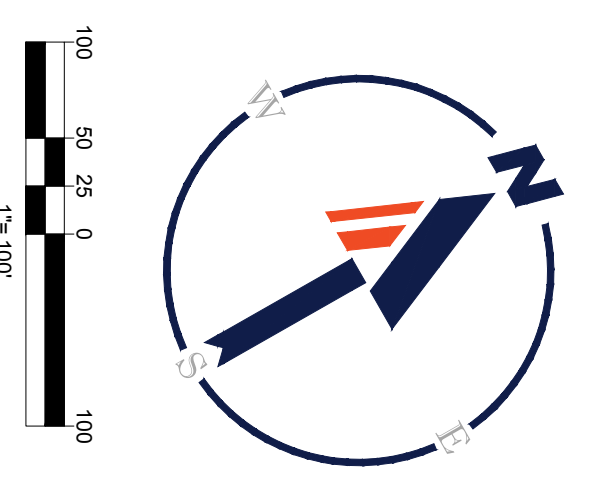
3) THE CONCEPT REPRESENTED HEREIN IDENTIFIES A DESIGN CONCEPT RESULTING FROM LAYOUT PREFERENCES IDENTIFIED BY THE OWNER COUPLED WITH A PRELIMINARY REVIEW OF ZONING AND LAND DEVELOPMENT REGULATIONS. THIS CONCEPT IS NOT A GUARANTEE OF ANY KIND AND DOES NOT REPRESENT ANY OTHER APPLICABLE APPROVALS ARE NOT WARRANTED AND CAN ONLY BE ASSESSED AFTER FURTHER EXAMINATION AND VERIFICATION OF SAME REQUIREMENTS AND PROCUREMENT OF JURISDICTIONAL APPROVALS.

4) THIS CONCEPT PLAN IS PREPARED FOR CONCEPTUAL PRESENTATION PURPOSES ONLY AND IS NOT INTENDED FOR UTILIZATION AS A ZONING AND/OR CONSTRUCTION DOCUMENT. THE EXISTING CONDITIONS SHOWN HEREON ARE BASED UPON INFORMATION THAT WAS SUPPLIED TO OUR OFFICE AT THE TIME OF PLAN PREPARATION AND MAY BE SUBJECT TO CHANGE AND MUST BE OBTAINED UPON THE OCCASION OF ADDITIONAL DUE DILIGENCE.

LEGEND

EXISTING WETLANDS

EXISTING STEEP SLOPES (15-25%)



BOHLER

SITE CIVIL AND CONSULTING ENGINEERING

PROGRAM MANAGEMENT
 LAND SURVEYING
 LANDSCAPE ARCHITECTURE
 SUSTAINABLE DESIGN
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REVISIONS

REV	DATE	COMMENT	SHEET

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REVISIONS AND COMMENTS TO BE MADE TO THE ORIGINAL CONCEPT PLAN SHALL BE MADE TO THE ORIGINAL CONCEPT PLAN AND NOT TO THIS CONCEPT PLAN.

PROJECT NO.: PC181098
 DRAWN BY: JMF
 CHECKED BY: JMF
 CADD: PC181098 CPF-0

CONCEPT PLAN

FOR _____

PALMER VILLAGE, LLC

PROPOSED
 PALMER
 PADDocks

S. VALLEY FORGE ROAD &
 W. SKIPPACK PIKE
 WORCESTER TOWNSHIP
 MONTGOMERY COUNTY, PA

BOHLER

1800 MANOR DRIVE, SUITE 200
 CHALFONT, PA 18914
 Phone: (215) 995-9100
 Fax: (215) 995-9102
 www.BohlerEngineering.com

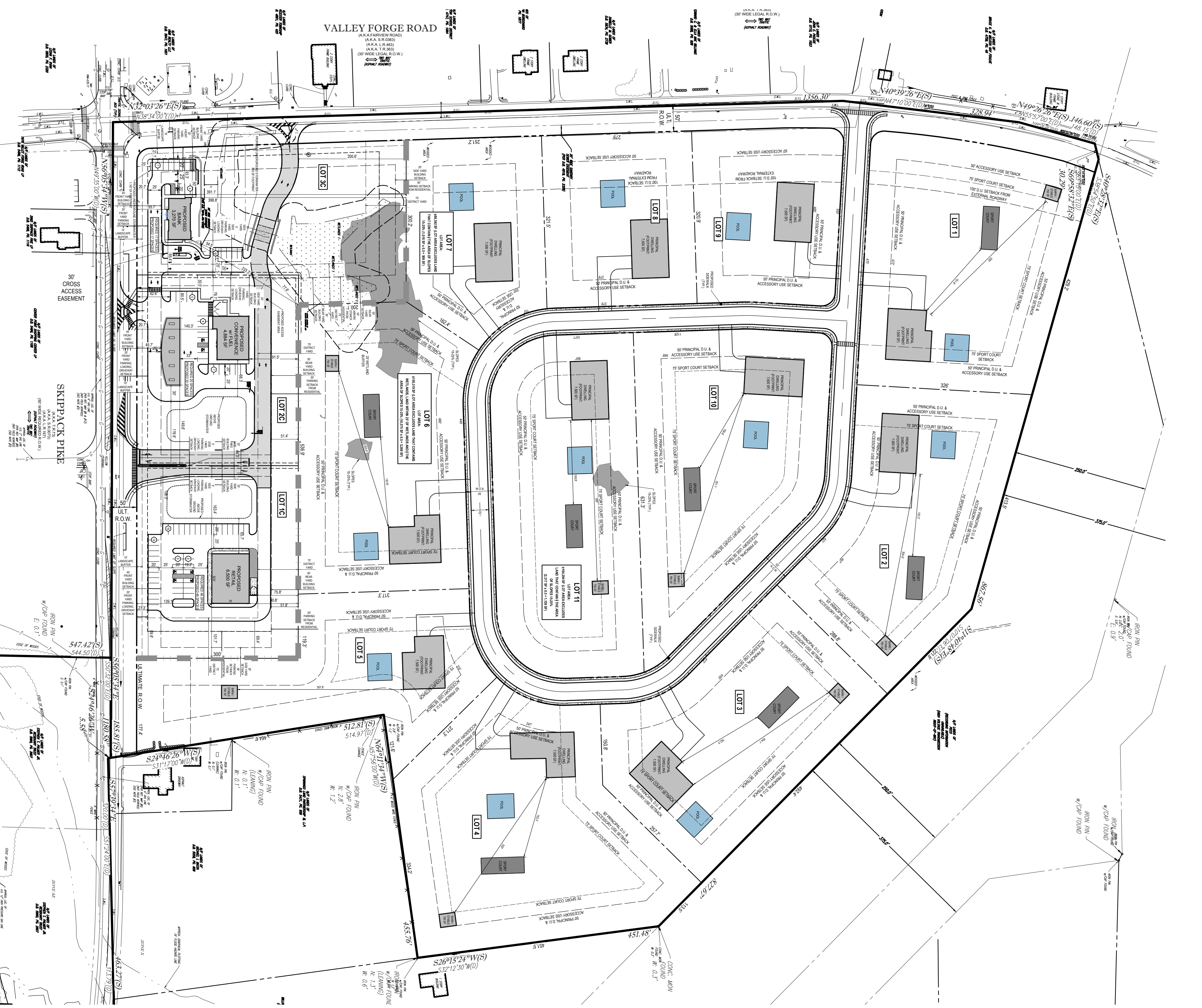
W.R. REARDEN

PROFESSIONAL ENGINEER
 PENNSYLVANIA LICENSE NO. 0000042
 NEW JERSEY LICENSE NO. 362828000

EXISTING CONDITIONS

SHEET NUMBER: 1

ORG. DATE - 2020-07-31



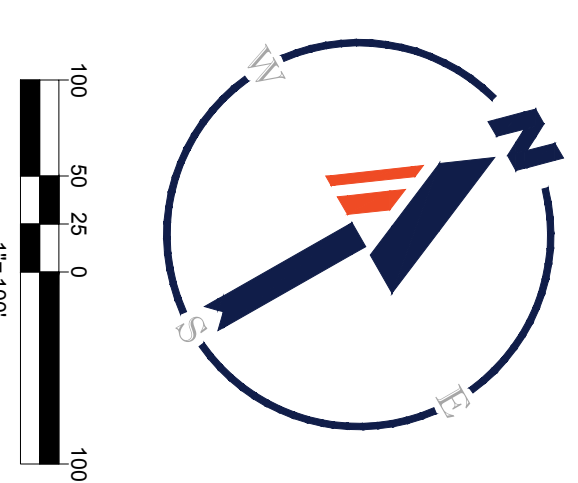
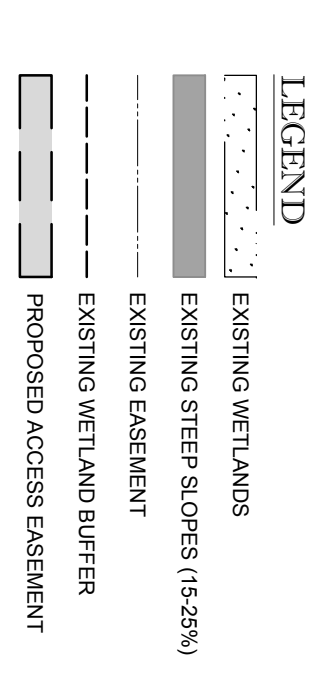
CONCEPT PLAN GENERAL NOTES

1.) THIS PLAN REFERENCES DOCUMENTS AND INFORMATION BY:
 A.) BOUNDARY & TOPOGRAPHIC SURVEY
 PREPARED FOR PALMER PROPERTY
 PREPARED BY CONTROL POINT ASSOCIATES, INC.
 REVISED 7-28-2017

2.) THIS CONCEPT WAS PREPARED STRICTLY BASED UPON INFORMATION IDENTIFIED ABOVE.

3.) THE CONCEPT REPRESENTS A DESIGN CONCEPT RESULTING FROM LANDSCAPE PREFERENCES IDENTIFIED BY THE OWNER COUPLED WITH A PRELIMINARY REVIEW OF ZONING AND DEVELOPMENT REGULATIONS. THIS CONCEPT IS NOT A GUARANTEE OF ANY KIND AND DOES NOT CONSTITUTE AN APPLICABLE APPROVALS ARE NOT WARRANTED AND CAN ONLY BE ASSESSED AFTER FURTHER EXAMINATION AND VERIFICATION OF SAME REQUIREMENTS AND PROCUREMENT OF JURISDICTIONAL APPROVALS.

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FOR CONCEPT PURPOSES ONLY

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PROJECT NO.: PC181098
 DRAWN BY: JMF
 CHECKED BY: JMF
 CAD.D.: PC181098.CPF-0

CONCEPT PLAN

FOR _____

PALMER VILLAGE, LLC

PROPOSED PALMER PADDOCKS

S. VALLEY FORGE ROAD & W. SKIPPACK PIKE
 WOODBURY TOWNSHIP
 MONTGOMERY COUNTY, PA

BOHLER

1600 MANOR DRIVE, SUITE 200
 CHALFONTE, PA 18914
 Phone: (215) 998-9100
 Fax: (215) 998-9102
 www.BohlerEngineering.com

W.R. REARDEN

PROFESSIONAL ENGINEER
 PENNSYLVANIA LICENSE NO. 000234
 NEW JERSEY LICENSE NO. 360288880

CONCEPT PLAN

SHEET NUMBER: **2**

ORG. DATE - 2020-07-01

REVISIONS

REV	DATE	COMMENT	SHEET

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PROJECT NO.: PC181088
DRAWN BY: JCF
CHECKED BY: JMB
DATE: 2020-07-18
C.O.D.: PC181088-CFD-0

CONCEPT PLAN

FOR ———
PALMER VILLAGE, LLC
PROPOSED
PALMER
PADDOCKS

S. VALLEY FORGE ROAD &
W. SKIPPACK PIKE
WONGCISTER TOWNSHIP
MONTGOMERY COUNTY, PA

BOHLER

1800 MANOR DRIVE, SUITE 200
CHAFFONT, PA 18914
Phone: (215) 995-9100
Fax: (215) 995-9102
www.BohlerEngineering.com

W.R. REARDEN
PROFESSIONAL ENGINEER
PENNSYLVANIA LICENSE NO. 0000000000
NEW JERSEY LICENSE NO. 0000000000

CONCEPT PLAN
"F" NOTES

SHEET NUMBER: 3

ZONING

EXISTING ZONING: C COMMERCIAL DISTRICT
PROPOSED USE: COMMERCIAL DISTRICT
A RETAIL USE (PERMITTED BY VARIATION)

LDD PORTION OF THE SITE
150-110.2(A1) SINGLE FAMILY DETACHED IN ACCORDANCE WITH REGULATIONS OF AGR DISTRICT 150-118

150-118 REMAINS SINGLE FAMILY DETACHED ON TRACTS LARGER THAN 8 ACRES PER ARTICLE XVII.A AND
150-119 AND 150-117 WITH ARTICLE XVII.A SUPERSEDED
ARTICLE XVII.A 150-110.2(A1) OPTION 2

NOTES

1. OVERALL SERVICE STRIP FROM MAINWAY TO STREET AND CUSTOMER SHALL BE MAINTAINED AND REPAIRED BY THE PROPERTY OWNER. THE SERVICE STRIP SHALL BE MAINTAINED AND REPAIRED BY THE PROPERTY OWNER. THE SERVICE STRIP SHALL BE MAINTAINED AND REPAIRED BY THE PROPERTY OWNER.
2. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED BY THE PROPERTY OWNER.
3. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED BY THE PROPERTY OWNER.

OVERALL SITE AREA TO TITLE LINES:
- LUT. R.O.W. DEDICATION ALONG VALLEY FORGE ROAD AND SPURWAY: 141,030 SF
- LUT. R.O.W. DEDICATION ALONG VALLEY FORGE ROAD AND SPURWAY: 88,827 SF
- LUT. 2 TO BE SUBDIVIDED FROM OVERALL: 82,487 SF
- LUT. 2 TO BE SUBDIVIDED FROM OVERALL: 133,941 SF
REMAINING PORTION OF OVERALL FOR RESIDENTIAL TRACT: 1,686,120 SF

ARTICLE XVII C COMMERCIAL DISTRICT REQUIREMENTS

	REQUIRED	LOT 1C	LOT 2C	LOT 3C
150-113.A	MIN. LOT AREA	25,000 SF	107,370 SF	108,223 SF
150-113.B	MIN. LOT WIDTH	100 FEET	367.9 FEET	354.1 FEET
150-114.A	MIN. FRONT YARD	45.0 FEET	139.1 FEET	45.7 FEET
150-114.B	MIN. SIDE YARD	20.0 FEET	10.7 FEET & 15.0 FEET	78.4 FEET & 15.0 FEET
150-114.C	MIN. REAR YARD	50.0 FEET	50.0 FEET	50.0 FEET
150-114.D	MIN. DISTRICT YARD, IF ANY SIDE OR REAR YARD IS ADJACENT TO A DISTRICT, MIN. YARD SHALL BE	75.0 FEET	90.8 FEET & 15.0 FEET	91.5 FEET
150-115.A	MAX. BUILDING COVERAGE	30.0%	6.1% (6,520 SF)	4.8% (4,884 SF)
150-115.B	MAX. IMPERVIOUS COVERAGE	50.0%	43.1% (44,248 SF)	49.9% (53,004 SF)
150-116.A	MAX. BUILDING HEIGHT	30.0 FEET, NOT EXCEEDING TWO STORIES	<30.0 FEET	<30.0 FEET
150-116.B	MAX. SIGN HEIGHT	20.0 FEET	<20.0 FEET	<20.0 FEET
150-117.B(1)	MIN. PARKING LOADING OR UNLOADING FROM SIDE PROPERTY LINE	5.0 FEET	108.3 FEET & 69.4 FEET	30.5 FEET & 200.0 FEET
150-117.B(1)	MIN. PARKING LOADING OR UNLOADING FROM FRONT OR REAR PROPERTY LINE	20.0 FEET	21.3 FEET (FRONT) 51.8 FEET (REAR)	20.7 FEET (FRONT) 51.4 FEET (REAR)
150-118.B(1)	MIN. PARKING LOADING OR UNLOADING FROM AN ADJACENT SINGLE-FAMILY DISTRICT	50.0 FEET	51.8 FEET & 69.4 FEET	51.4 FEET
150-118.B(1)	MAX. GROSS BUILDING AREA	6,500 SF	6,500 SF	4,884 SF
150-118.C(2)	MIN. LANDSCAPE STRIP ADJACENT TO ANY STREET	10.0 FEET	21.3 FEET	20.0 FEET

ARTICLE XXIII PARKING REQUIREMENTS

	REQUIRED	PROVIDED
150-153.B(6)	RETAIL STORE, AS AN INDIVIDUAL ESTABLISHMENT AND NOT A DEPARTMENT STORE OR SUPERMARKET	1 SPACE / 100 SF OF SALES AREA
	RETAIL STORE	ASSUME 70%: 6,500 x 0.70 = 4,550 / 100 = 45.5 or 46 SPACES
	BANK	ASSUME 50%: 6,500 x 0.50 = 3,250 / 100 = 32.5 or 33 SPACES
	CONVENIENCE STORE	ASSUME 40%: 4,884 x 0.40 = 1,954 / 100 = 19.5 or 20 SPACES

ARTICLE XVIIA CONSERVATION SUBDIVISION DISTRICT REQUIREMENTS

	REQUIRED	TYPICAL LOT
150-110.4.B	MIN. OPEN SPACE	NONE
150-110.6	OPTION 2 ESTATE LOTS	N/A
	MIN. LOT AREA	40,000 SF
	MIN. LOT WIDTH	100.0 FT STREET LINE
	MIN. FRONT YARD	200.0 FEET AT BUILDING LINE
	MIN. REAR YARD	50.0 FEET
	MIN. SIDE YARD	50.0 FEET
	MIN. DISTRICT YARD, IF ANY SIDE OR REAR YARD IS ADJACENT TO A DISTRICT, MIN. YARD SHALL BE	75.0 FEET
150-110.7	MAX. IMPERVIOUS COVERAGE	SET INDIVIDUAL LOT CHART
150-110.8	MAX. PRINCIPAL BUILDING HEIGHT	2.5 STORIES
150-110.9	MAX. ACCESSORY BUILDING HEIGHT	20.0 FEET
150-110.9.B(2)(i)	MIN. NEW DWELLING SETBACK FROM EXTERNAL ROAD R.O.W.	100.0 FEET
150-110.9.B(2)(i)	MIN. NEW DWELLING SETBACK FROM OTHER TRACT'S SUBDIVISIONS	50.0 FEET
150-110.9.B(2)(i)	MIN. NEW DWELLING SETBACK FROM CROPLAND OR PASTURE LAND	100.0 FEET
150-110.9.B(2)(i)	MIN. NEW DWELLING SETBACK FROM BUILDINGS FOR LIVESTOCK	300.0 FEET
150-110.9.B(2)(i)	MIN. NEW DWELLING SETBACK FROM SPORT COURTS	150.0 FEET
150-117.A(9)	MAX. STABLE HEIGHT	35.0 FEET

RESIDENTIAL OVERALL TRACT CALCULATION

REMAINING PORTION OF OVERALL FOR RESIDENTIAL TRACT:
1,686,120 SF
1 D.U. / 160,000 SF OF THE GROSS TRACT
1,686,120 / 160,000 = 10.5 OR 11 D.U. PERMITTED
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DENSITY DETERMINATION FOR OPTION 2:



4259 W. Swamp Road
Suite 410
Doylestown, PA 18902

www.cksengineers.com
215.340.0600

August 12, 2020
Ref: # 7515

Worcester Township
1721 Valley Forge Road
PO Box 767
Worcester, PA 19490-0767

Attention: Tommy Ryan, Township Manager

Reference: Palmer Village, LLC
Review of Sketch Plan

Dear Mr. Ryan:

I am in receipt of a new sketch plan submission titled "Sketch Plan - Proposed Palmer Paddocks", as prepared for Palmer Village, LLC, by Bohler Engineering. This plan consists of three (3) sheets, and is dated July 16, 2020 with no revisions. This plan shows a proposed subdivision and land development plan for the 50 acre tract at the northeast corner of Skippack Pike and Valley Forge Road. It should be noted that a preliminary subdivision plan was previously submitted for this same parcel and reviewed by the Township. The latest engineering review letters for that preliminary subdivision plan are dated October, 2017. Also, Sketch-Concept Plans D and E were recently submitted to the Township and my review comments for those sketch plans were included in letters dated April 30, 2020 and May 12, 2020. This latest sketch plan is different from the preliminary subdivision plan submitted in 2017 and also the recently submitted Sketch-Concept Plans D and E. Based on my review of this latest sketch plan, I offer the following comments:

ZONING/CONDITIONAL USE

1. The plans show a new entrance to the property from Valley Forge Road which will cross over and through wetlands. In addition, the plans indicate that there will be water and sewer lines crossing through this area as well. Conditional use approval will be required for these wetland crossings in accordance with Section 150-204 of Township Code.
2. The proposed convenience store is shown with fueling stations. The plans include a note (Sheet 3, Zoning Table) that states a gasoline service station is permitted by special exception. The Township Zoning Officer should review the proposed use and determine if gasoline/fueling stations are permitted in conjunction with a convenience store use. Section 150-112.1.(5).
3. The overall subdivision plan consists of three (3) commercial lots and eleven (11) residential lots. The commercial lots are numbered 1C, 2C, and 3C and then the residential lots are number 1 through 11. This is confusing. All of the lots should be renumbered 1

- through 14. Sheet No. 3 includes an overall lot calculation table which references lot 1, 2, and 3, but they are in fact the commercial lots (1C, 2C, and 3C). Renumbering the lots from 1 to 14 and revising the tables as required will avoid confusion in reviewing the plans and subsequent recording of the lots.
4. The three (3) commercial lots have been subdivided in accordance with the requirements of Article XVII, which is the "C" - Commercial District. A table of these three lots and the zoning requirements are shown on Sheet 3. The commercial lots are identified as 1C, 2C, and 3C, and as mentioned above, the lot numbering should be revised.
 5. The residential portion of the lot is 1,696,120 sq. ft, as determined by the "overall lot area calculations" table on Sheet 3. This property is in the LPD zoning district, however, the residential portion must be developed in accordance with Article XVIA-Conservation Subdivision District. The applicant has chosen Option 2 to determine the allowable density on the residential property. Using Option 2, the total number of allowable building lots is 11. The layout plan for the residential portion was based on 11 lots and the specific dimensional information on each lot is contained on Sheet No. 3. Again, residential lots are labeled lots 1 through 11 and the lot numbering should be revised the new lot numbering for the overall plan. Based on my review of the Zoning Ordinance requirements and the calculation provided on Sheet 3, the applicant has accurately determined the number of residential dwelling units permitted on the residential portion of the property. It should be noted that there is no open space requirement associated with Option 2 in the Conservation Subdivision District.
 6. One of the commercial lots is shown as a "Proposed Convenience with Fuel Use". The building is 4,884 sq. feet. This site also shows five (5) fueling stations as part of the convenience store. The parking requirements were based on the assumption that 40% of the building area would be "Retail Space" and that was used to calculate 20 parking spaces for this site. I believe that the number of parking spaces proposed on this site is significantly less than what is actually required. First, the site as proposed is a hybrid between a convenience store and gas station. The Township would first need to determine if this combined use is allowed under current zoning. Secondly, utilizing the parking requirements for a "retail store or shop" is not adequate for the proposed use. The proposed use is similar to a Wawa or Royal Farm store and has higher parking requirements than a regular retail store. Wawa's website actually has the site requirements that they utilize when looking for new stores. Attached is a copy of these requirements. Their "ideal" site requires parking for 50 to 60 cars and their scaled down version requires parking for 40 cars. The site as proposed does not meet these requirements. The Township's traffic consultant should also provide input on this issue.

SUBDIVISION ISSUES

7. Sheet No. 1 is entitled "Existing Conditions". This plan shows the location of a sanitary force main, which passes through the property, crosses Skippack Pike, and eventually works its way to the Valley Green Wastewater Treatment Plant. This force main connects to the Meadowood pumping station, and is owned by the Township. The pumping station

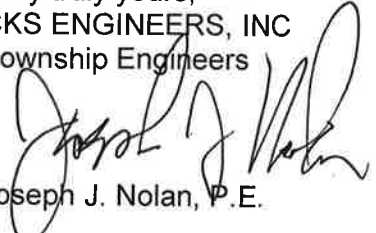
serves the Meadowood Development and also the Methacton Elementary School. An easement should have been provided through the Palmer Property in conjunction with the location and construction of this sewage force main. This easement is not shown on the plan. This easement should be shown not only on the existing conditions plan but also the sketch plan, as there are potential concerns with conflicts with the existing force main.

8. There is an air release chamber on the Meadowood force main on the Palmer Property. This chamber is approximately 930 ft. from Skippack Pike (See Attached Exhibit). This should be added to the plans. This will also verify the location of the pipe.
9. The force main enters the Palmer Property at the exact location where the new access road to the residential development is proposed. This could be problematic, since there will be grading in that area to lower the current grade to match the elevation of Valley Forge Road. This construction will be directly over the existing force main and there is concern that the minimum depth requirement will not be met with the new construction. Also, the construction activity directly over the force main at this location could adversely impact the force main. There is also concern where the force main will loop around the proposed bank. The force main will be very close to the proposed underground stormwater facility, and also to the proposed bank building. Again, any grade reduction in the vicinity of the force main is a concern, in order to maintain the minimum cover over the pipe. This will need to be evaluated further during the land development and subdivision planning process as there is the potential that certain sections of the force main will need to be either relocated, to make the force main deeper, or re-routed through a portion of the property.
10. The plans do not show any road improvements along the Valley Forge Road frontage. The new road entering the site from Valley Forge is not shown with acceleration and deceleration lanes. The Township should determine what improvements, if any, should be made to the frontage of the property along Valley Forge Road. It is anticipated that the Township's Traffic consultant will have additional comments on this issue. There are also improvements shown along Skippack Pike frontage and the Township's Traffic consultant should review and comment on what is proposed on the plan and what is actually required.
11. The plan shows underground stormwater facilities proposed for the proposed bank (currently labeled Lot 1C) and it shows two (2) above-ground stormwater facilities on Lots 2C and 1C. The plans do not show any stormwater facilities for the residential portion of the property. It is unclear whether the above-ground stormwater facilities on the commercial properties will also handle stormwater from the residential development. If that were to be the case, then there would be potential issues with ownership and maintenance of these facilities and in handling the stormwater from off-site properties. If the above ground stormwater facilities on the commercial sites are not to serve the residential portion, then the applicant's engineer should identify what stormwater facilities would be proposed.
12. The plans show two entrance roads into the site through the commercial properties. The plans show this road as being contained within easements. For the plan to be constructed as shown, there would need to be cross easements for traffic flow on these roads through all three properties.

13. From the notes on the plan, it is anticipated that this development will be provided with public sewer and public water service. Sewer service will be would be provided at the Valley Green Wastewater Treatment Plant which is owned and operated by Worcester Township. The applicant would need to request information on the availability of sanitary sewer capacity at the treatment plant in conjunction with this project moving forward. Also, water to this site would need to provided by North Penn Water Authority and they would also need to be contacted for availability of water service to this property.
14. If this sketch plan were to move forward, the applicant would need to go through the full preliminary/final Subdivision and Land Development process and comply with all requirements of Township code.

The above represents all comments on this sketch plans submission. Please contact me if you have any questions or need any additional assistance at this time.

Very truly yours,
CKS ENGINEERS, INC
Township Engineers



Joseph J. Nolan, P.E.

JJN/paf
Enclosure

cc: Robert Brant, Esq., Township Solicitor
Bohler Engineering
Casey Moore, McMahon Associates
File

Worcester Township

Meadowood Pump Station Force Main- Air Release Chamber- Palmer Property.

Legend

Force Main Air Release Chamber

S Valley Forge Rd

Google Earth

© 2020 Google

300 ft



Site Submission

Please note the required and supplemental information to have at hand before completing the Site Submission Form:

Required Information

- Your contact information (including email address)
- Your Wawa Department or Store number (Wawa Employees only)
- The address and nearest intersection of the site

Supplemental Information

- Owner and Real Estate Broker Contact Information
- Lot Number
- Block Number
- Zoning Information
- Lot Size
- Building Size (if applicable)
- Year Constructed
- Utility Information
- Annual Real Estate Taxes
- Requested Sales Price

Site Selection Criteria

Please consider the following when submitting a site for consideration:

Ideal Trade Area Characteristics

- Adequate nearby residential population to support retail sales at proposed location
- Nearby daytime population including employment centers, retail, office and commercial traffic generators
- Minimum Traffic Count of at least 25,000 vehicles per day having access to site

Ideal Location Characteristics

- Wawa prefers freestanding location
 - Corner location at signalized intersection
 - Signalized "T" intersections may be considered

- Out-parcels and pads of shopping centers or portions of mixed developments

- Sites should be located on a high-volume intersection
 - Visibility must be good, at the posted speed limit, from each approaching direction of travel
 - Frontage must be adequate to permit convenient and safe access to site

- Zoning
 - Wawa prefers properties that are zoned to permit use and operation by right, of a 24 hour Wawa Food Market, with gasoline sales
 - Wawa may consider properties, which require zoning relief (such as special exception, variance or re-zoning), on a case-by-case basis, depending on the local jurisdiction

- Availability
 - Wawa will consider purchasing or leasing the property
 - Site acquisition will be contingent upon receipt of all approvals to construct and operate the proposed Wawa Food Market and gasoline facility

Ideal Site and Building Characteristics

- Preferred
 - Lot size of approximately 2 acres, sufficient for standard prototype layout
 - Building size of approximately 4,000-6,000 square feet
 - Parking for 50-60 cars
 - Accommodates 8 multiproduct fuel dispensers (MPDs).

- Other size sites may be considered
 - Lot size of no less than 1 acre
 - Building size of a minimum of 4,000 square feet
 - Parking for 40 cars
 - Accommodates 6 multiproduct fuel dispensers (MPDs)

- Site should be at grade with front and intersecting roads

- Exceptions to the following may be considered in certain areas – Contact the area Real Estate Manager for site specific discussion.

Please submit any site that matches these criteria by using our online form.

The Regional Real Estate Manager for the area in which the site is located will contact you within two weeks of receipt of the information referenced above.

***Note:** The criteria set forth herein are subject to change from time to time by Wawa, Inc., at its sole discretion, without notice. Criteria may be relaxed or restricted on a case by case basis, if in the sole discretion of Wawa, Inc., circumstances exist which warrant such relaxation or restriction.*

[Continue to Submit a Site](#)

**MONTGOMERY COUNTY
BOARD OF COMMISSIONERS**
VALERIE A. ARKOOSH, MD, MPH, CHAIR
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**MONTGOMERY COUNTY
PLANNING COMMISSION**
MONTGOMERY COUNTY COURTHOUSE • PO Box 311
NORRISTOWN, PA 19404-0311
610-278-3722
FAX: 610-278-3941 • TDD: 610-631-1211
WWW.MONTCOPA.ORG

SCOTT FRANCE, AICP
EXECUTIVE DIRECTOR

September 14, 2020

Mr. Tommy Ryan, Manager
Worcester Township
1721 Valley Forge Road—Box 767
Worcester, Pennsylvania 19490

Re: MCPC #17-0144-003
Plan Name: Palmer Paddocks
(1 lot comprising approx. 55.16 acres)
Situate: W. Skippack Pike and S. Valley Forge Road
Worcester Township

Dear Mr. Ryan:

We have reviewed the above-referenced sketch plan as you requested on August 6, 2020. We forward this letter as a report of our ideas and recommendations.

BACKGROUND

The Applicant, Palmer Village LLC, is proposing to develop 11 single-family detached units and three commercial buildings on a 55.16-acre property at the corner of W. Skippack Pike and S. Valley Forge Road. The property is currently split-zoned between the C Commercial District (at and adjacent to the street intersection) and the LPD Land Preservation District, which occupies the majority of the site. A total of 14,654 square feet of new commercial space is proposed within three buildings, each on its own separate lot, which include a bank, a convenience store with fueling stations, and a retail store. It is not clear whether the development will be served with public water or sewer.

We submitted comments on a previous submission of this plan in which 16 single-family units were proposed, instead of the current 11 units. Pursuant to the standards of the LPD district, the development of single-family dwellings is only permitted pursuant to the regulations of the AGR Agricultural District and requires existing lots over 10 acres in size to be developed as Conservation Subdivisions (Article XVIA). It appears that in this resubmission, the applicant proposes to develop as an Option 2 Conservation Subdivision, in which no open space is required.



RECOMMENDATION

As this application is a tentative sketch plan, the Montgomery County Planning Commission (MCPC) generally does not issue a formal recommendation. We acknowledge that a number of changes which have been made to the plan will impact the relevance of some of our previous comments. However, we may restate previous comments which continue to be relevant in this current plan. In the course of our review we have also identified new issues which the Township may wish to consider prior to final approval. Our comments are as follows:

REVIEW COMMENTS

A. SITE PLANNING

1. Cluster. As stated above, the Applicant is proposing to develop the residential portion of the tract as an "Option 2" conservation subdivision, which is a by-right use of the land. While this development type is permissible on this land, we would like to reiterate our previous recommendation that the Applicant consider clustering the residential development instead, which would consume less land. The Township Open Space Plan indicates that there are significant scenic views of the property which can be seen traveling north on Valley Forge Road from the intersection with W. Skippack Pike; clustering houses to the east would preserve the scenic views and the underlying ground as open space.
2. Vision Plan. We would also like to reiterate our comment from our previous letter. Should the adopted Center Point Vision Plan remain a priority, the Township may wish to work with the applicant further to ensure these priorities are met.

B. TRANSPORTATION

1. Commercial Driveway Access from Skippack. We would like to reiterate our comment from our previous letter by recommending the removal of the RIRO access on Skippack Pike. We believe that it would eliminate a redundant driveway in proximity to another driveway, as well as improve the walkability and pedestrian-friendliness of the area by minimizing unnecessary pedestrian/vehicle conflict points.
2. Access to Valley Forge Road. In our previous letter, we commented upon how several units were proposed to take direct access from Valley Forge Road. In this resubmission, we acknowledge the changes several units' orientation to Valley Forge Road, which now front and take access from an internal road on the site.
3. Sidewalks. We acknowledge the provision of sidewalks within the residential development. However, we would recommend that the sidewalks in the commercial development extend the entire frontage of the tract in question.
4. Off-Site Connectivity. We would like to reiterate our comment from our previous letter by recommending the Township work with the Applicant to develop this property in a manner accommodating off-site connectivity from within this development.

CONCLUSION

Please note that the review comments contained in this report are advisory to the municipality and final disposition for the approval of any proposal will be made by the municipality.

Sincerely,



Brian J. Olszak, Senior Planner
bolszak@montcopa.org - 610-278-3737

c: Palmer Village LLC, Applicant
J Edmund Mullin, Esq, Applicant's Representative
Andrew R. Raquet, Asst. Township Zoning Officer

Attachments: 1. Reduced copy of plan
2. Aerial Map

Attachment 2: Aerial Map





McMAHON ASSOCIATES, INC.
425 Commerce Drive, Suite 200
Fort Washington, PA 19034
p 215-283-9444 | f 215-283-9446

PRINCIPALS

Joseph J. DeSantis, P.E., PTOE
John S. DePalma
Casey A. Moore, P.E.
Gary R. McNaughton, P.E., PTOE
Christopher J. Williams, P.E.

ASSOCIATES

John J. Mitchell, P.E.
R. Trent Ebersole, P.E.
Matthew M. Kozsuch, P.E.
Maureen Chlebek, P.E., PTOE
Dean A. Carr, P.E.
Jason T. Adams, P.E., PTOE
Christopher K. Bauer, P.E., PTOE

FOUNDER

Joseph W. McMahon, P.E.

May 18, 2020

Mr. Tommy Ryan
Township Manager
Worcester Township
1721 Valley Forge Road
P.O. Box 767
Worcester, PA 19490

RE: **Traffic Review #1 – Sketch Plan Review**
Palmer Tract Mixed-Use Development
Worcester Township, Montgomery County, PA
McMahon Project No. 820377.11

Dear Tommy:

Per the request of the Township, McMahon Associates, Inc. (McMahon) has prepared this comment letter, which summarizes our initial review of the proposed mixed-use development to be located in the northeast corner of the intersection of Skippack Pike (S.R. 0073) and Valley Forge Road (S.R. 0363) in Worcester Township, Montgomery County, PA. We had completed a review of the subdivision plan in the past, but there had been no defined land uses. The development is proposed to consist of 16 single-family homes, 6,500 square feet of retail space, a 4,884 square-foot convenience store with 10 fueling positions, and a 3,270 square-foot bank with drive through. Access to the development is currently proposed to be provided via a full-movement driveway to Skippack Pike (S.R. 0073), a right-in/right-out only driveway to Skippack Pike (S.R. 0073), and a right-in/right-out only driveway to Valley Forge Road (S.R. 0363).

The following documents were reviewed and/or referenced in preparation of our traffic review:

1. Sketch Plan (Concept Plan E-O and E-O Notes) for Palmer Village, LLC, prepared by Bohler Engineering, dated November 15, 2019.
2. Transportation Impact Study Scoping Application for the Palmer Village Retail & Residential, prepared by Pennoni Associates, dated April 20, 2018.
3. PennDOT Review Letter of the Transportation Impact Study Scoping Application for Palmer Village, LLC – Retail & Residential, dated May 30, 2018.

Upon review of the documents listed above for anticipated or existing transportation access, impacts, and mobility, McMahon offers the following comments for consideration by the Township and action by the applicant.

1. The proposed development is in close proximity to the intersection of Skippack Pike (S.R. 0073) and Valley Forge Road (S.R. 0363), which currently experiences congestion during the weekday morning and weekday afternoon commuter peak periods. The applicant should be aware that in order to alleviate the congestion currently experienced by vehicles at this intersection, long-term roadway improvements at this intersection are likely necessary with any development of these properties. These improvements may include an additional through lane on one or more approaches, as well as optimizing, improving, or adding auxiliary turn lanes, as stated in the Township Roadway Sufficiency Analysis (Act 209). All proposed improvements along the site frontages of Skippack Pike (S.R. 0073) and Valley Forge Road (S.R. 0363) should be consistent with the improvements outlined in the Township Roadway Sufficiency Analysis (Act 209). Also, the applicant must consider the potential roadway improvements along both Skippack Pike (S.R. 0073) and Valley Forge Road (S.R. 0363) from the Township Roadway Sufficiency Analysis (Act 209) study when designing the site to ensure that the proposed buildings are setback far enough from any potential future roadway widening, and that the ultimate right-of-way necessary for improvements not provided at this time is available for such future improvements to occur.
2. Since the transportation impact study (TIS) scoping application is now over two years old, and the uses/sizes of the proposed development have changed from what was assumed in the scoping application, the applicant must provide an updated transportation impact study scoping application for the development as it is proposed at this time. Since access to the development is proposed via two state roadways, the updated scoping application must also be submitted to PennDOT for their concurrent review and concurrence. We recommend that a meeting be held among the parties to finalize the scope, if PennDOT feels that will be helpful.
3. The updated transportation impact study (TIS) scoping application should document that the transportation impact study will include an analysis of existing, as well as opening year (i.e. 2022 – to be confirmed) and full build year (i.e. 2027 – or five years after opening year) conditions both without and with the proposed development, at every proposed site access intersection and at the following off-site intersections that we recommend be evaluated at a minimum:
 - Skippack Pike (S.R. 0073) and Valley Forge Road (S.R. 0363)
 - Skippack Pike (S.R. 0073) and Shearer Road
 - Skippack Pike (S.R. 0073) and Worcester Elementary School Driveway
 - Skippack Pike (S.R. 0073) and 2960 Skippack Pike (S.R. 0073) Driveway
 - Valley Forge Road (S.R. 0363) and Center Point Shopping Center Driveway
 - Valley Forge Road (S.R. 0363) and Defford Way

Both levels-of-service and queuing should be addressed in the traffic study, and traffic impacts mitigated. Also, the applicant should conduct auxiliary turn lane warrant analysis at all proposed

site access intersections. An alternative transportation plan (ATP) must be completed for the provision of improvements that cannot be made due to constraints at the study locations, and must be acceptable to PennDOT, as well.

4. The eastbound approach of Skippack Pike (S.R. 0073) at its intersection with the proposed full-movement driveway/2960 Skippack Pike (S.R. 0073) driveway should be restriped to provide a dedicated left-turn lane into the proposed development. This lane should be long enough to accommodate the longest expected 95th percentile queue and designed with the appropriate bay taper length.
5. The applicant must investigate the potential of restricting the right-in/right-out only driveway along Skippack Pike (S.R. 0073) to right-out only in order to improve traffic operations in the immediate vicinity of this access. Of concern is the potential for vehicular conflicts with vehicles entering the site at this access and vehicles traveling along the drive aisle between the bank and convenience store and vehicles using the fueling stations.
6. The applicant should redesign the site so that access to residential lots 1 through 4 can be provided via the residential road system **internal to the site** as opposed to via individual driveway connections to Valley Forge Road (S.R. 0363) in order to improve access management along this congested section of Valley Forge Road (S.R. 0363). In all subsequent submissions, the driveway locations for all residential lots should be shown on the plan.
7. The right-in/right-out access design on Valley Forge Road (S.R. 0363) should be redesigned and flared more with the room available to provide a deceleration lane that is channelized into the ingress, and an accel lane that is channelized out from the egress in order to help prevent restricted left-turn in and out movements.
8. The applicant should design the cul-de-sac road to account for a future potential roadway connection to the adjacent property to the north by extending the ultimate right-of-way along the proposed cul-de-sac road to the northern property line. Designing the applicant's roadway portion to account for this potential connection now will ensure that roadway connection to the adjacent property to the north can more easily be accomplished in the future with minimal impact to Lots 9 and 10. Furthermore, the right of way for the roadway should be noted on the plan so future taking is not needed from the adjacent lots.
9. A note should be added to the plan providing information on whether the proposed residential roads will be dedicated to the Township or will be maintained through a homeowner's association.
10. According to **Section 150-153.B(6)** of the **Zoning Ordinance**, one space per every 100 square feet of sales area is the required amount of parking for the convenience store portion of the site. The total square footage for the convenience store is 4,884 square feet, however, based on information provided on Sheet E-O Notes, the parking for the convenience store has been calculated using

1,953 square feet of sales area, which equates to 20 parking spaces for the convenience store portion of the site. Based on our experience with similar convenience stores with fueling station facilities, the proposed parking shown on the plan does not appear to be adequate to accommodate the expected peak parking demand of the convenience store with gas, especially since the user is not identified and the type of store and services it provides will be important to the design of the site for this use and the major roads it will serve. The applicant must provide parking supply and demand information from similar area facilities. If data collection is necessary to complete this task, it must occur under normal store operating conditions after the COVID-19 restrictions have been lifted.

11. The applicant should investigate the possibility of relocating the drive-through area of the bank to another side of the building and/or revising this layout. Of concern is the ability of the drive-through in its current location to adequately accommodate queues without backing into the drive aisle to the east of the bank, and that vehicles exiting the drive-through area will need to make an unsafe U-Turn in order to travel to the Valley Forge Road (S.R. 0363) access.
12. Adequate sight distance measurements must be provided for the proposed full-movement and right-in/right-out only driveway to Skippack Pike (S.R. 0073) and the proposed right-in/right-out only driveway to Valley Forge Road (S.R. 0363).
13. A note must be added to the plan stating the area between legal right-of-way line and ultimate right-of-way line should be offered for dedication to the authority having jurisdiction over the road as required by **Section 130-16.C(2)(c)** of the **Subdivision and Land Development Ordinance**.
14. According to **Section 130-18.A** of the **Subdivision and Land Development Ordinance**, sidewalk is required along the site frontages of Skippack Pike (S.R. 0073) and Valley Forge Road (S.R. 0363). The plan currently shows sidewalk along only a portion of the Skippack Pike (S.R. 0073) site frontage and does not show any sidewalk along the Valley Forge Road (S.R. 0363) site frontage. We recommend that the plan be revised to show sidewalk along the entire site frontages of Skippack Pike (S.R. 0073) and Valley Forge Road (S.R. 0363) that connects to the intersection crosswalks of S.R. 0073/S.R. 0363, or a waiver must be requested from this ordinance section. We do note that there is currently no sidewalk along either side of Skippack Pike (S.R. 0073) in the vicinity of the site, however the applicant's plan shows a small portion of sidewalk connectivity only in the vicinity of the two access points along S.R. 0073. Sidewalk is currently provided along a portion of the western side of Valley Forge Road (S.R. 0363) near Skippack Pike (S.R. 0073). While again we recommend the provision of sidewalk on the plans (and minimally along the commercially-zoned parcels), the Board of Supervisors may desire to consider deferring this requirement of the applicant/land owner of record to complete them at a future time and at no cost to the Township, and/or a fee in lieu of sidewalks may be requested to be kept in escrow for future sidewalk installations in the Township and/or area of these properties.

15. According to **Section 130-18.B** of the **Subdivision and Land Development Ordinance**, curbing is required along the site frontages of Skippack Pike (S.R. 0073) and Valley Forge Road (S.R. 0363). The plan currently does not show any curbing along the Skippack Pike (S.R. 0073) and Valley Forge Road (S.R. 0363) site frontages. The plan should either be revised to show curbing along the site frontages of Skippack Pike (S.R. 0073) and Valley Forge Road (S.R. 0363), or a waiver must be requested from this ordinance section. It should be noted that there is currently curbing along the southern side of Skippack Pike (S.R. 0073) and along a portion of the western side of Valley Forge Road (S.R. 0363) near Skippack Pike (S.R. 0073), and therefore we suggest it may be appropriate around this development. Alternatively, the Board of Supervisors may consider deferring this obligation that is required of the applicant until such a time as may be required by the Township or PennDOT for this property, whether under present or future land ownership, and at no cost to Worcester Township, or may desire to consider a fee in lieu of curb to be kept in escrow for future curb installations in the Township and/or area of these properties.
16. The curb radii should be shown on the plan at all Skippack Pike (S.R. 0073) and Valley Forge Road (S.R. 0363) driveways and be in accordance with **Section 130-17.B(3)** of the **Subdivision and Land Development Ordinance**.
17. The curb radii throughout the parking areas in the commercial portion of the site should be shown on the plan as required in **Section 130-17.D(10)** of the **Subdivision and Land Development Ordinance**.
18. The curb radii should be labeled on the plan at all intersections throughout the residential portion of the site and be in accordance with **Section 130-16.E(8)** of the **Subdivision and Land Development Ordinance**.
19. Sidewalk along both sides of the proposed residential roads is required in **Section 130-18.A** of the **Subdivision and Land Development Ordinance**.
20. Turning templates should be provided demonstrating the ability of trash trucks and fire/emergency vehicles specific to Worcester Township to maneuver into and out of all site driveways and entirely through both the residential and commercial portions of the site. The Township Fire Marshall shall also review and approve these plans.
21. ADA ramps should be shown on the plan at all locations where the sidewalk meets the drive aisles/parking lots, as well as in the immediate vicinity of all proposed ADA parking spaces.
22. The stop bar on the northbound left-turn lane on the drive aisle leading to/from Skippack Pike (S.R. 0073) at its intersection with the drive aisle leading to/from the retail and convenience store portions of the site should be removed.
23. A stop sign should be shown on the plan at the following locations:

- On the full-movement and right-in/right-out only driveway approaches at their intersection with Skippack Pike (S.R. 0073) and on the right-in/right-out only driveway approach at its intersection with Valley Forge Road (S.R. 0363).
 - On the westbound approach of the drive aisle leading from the retail portion of the site at its intersection with the drive aisle leading to/from the full-movement driveway with Skippack Pike (S.R. 0073).
 - On the eastbound and westbound approaches of the driveway connection between the convenience store and the bank to the north of the right-in/right-out only driveway along Skippack Pike (S.R. 0073). The stop signs in this area should be located as to not interfere with the crosswalk shown on the plan.
 - On the southbound drive-through egress approach at its intersection with the drive aisle to the south of the bank.
 - On the northbound approach of the drive aisle between the convenience store and bank at its intersection with the drive aisle to the north of the bank and convenience store.
 - On the westbound approaches of the residential road serving units 11 through 13 at both its intersections with the main road leading to/from Skippack Pike (S.R. 0073) and the commercial portion of the site.
24. A stop bar should be shown on the plan at all proposed stop sign locations throughout the site.
25. "No Outlet" signs should be posted on the residential road approach at its intersection with the main drive aisle to the north of the commercial portion of the site facing Skippack Pike (S.R. 0073).
26. "Do Not Enter" signs should be shown on both sides of the southern end of the bank drive through.
27. Provisions should be made to accommodate a public transit stop along the site frontage(s). The applicant's engineer should discuss this aspect with SEPTA during the planning phase, involving the Township in any meetings and correspondence, and appropriately design the bus stop and provide adequate pedestrian connectivity to/from the adjacent site.
28. Since Skippack Pike (S.R. 0073) and Valley Forge Road (S.R. 0363) are State roadways, a PennDOT Highway Occupancy Permit (HOP) will be required for any modifications/improvements within the legal and ultimate right-of-way along Skippack Pike (S.R. 0073) and Valley Forge Road (S.R. 0363). The Township and our office must be copied on all plan submissions and correspondence between the applicant and PennDOT and invited to any and all meetings between these parties.
29. According to the Township's Roadway Sufficiency Analysis, the proposed development is located in Transportation Service Area North, which has a corresponding impact fee of \$3,977 per "new" weekday afternoon peak hour trip and the applicant will be required to pay a Transportation Impact Fee in accordance with the Township's Transportation Impact Fee Ordinance. The transportation impact fee for the proposed development will be calculated upon our review of the transportation impact study. It should be noted that in order to accurately

calculate the transportation impact fee for the proposed development, the applicant must provide information on the existing use(s) of the site.

30. A more detailed review of the site and all transportation-related elements on the plan will be conducted as the development advances to land development. Additional comments are expected to be raised at that point upon submission of the TIS and land development plans and materials. The applicant/property owner(s) are encouraged to meet with Township staff and consultants in advance of any formal submissions to gain guidance and inputs on what will be needed for review and approvals.
31. In all subsequent submissions, the applicant's engineer must provide a response letter that describes how each specific review comment has been addressed, where each can be found in the revised study, plan sheets, or other materials, as opposed to providing general responses. This will aid in the detailed review and subsequent review timeframes.

We trust that this review letter responds to your request. If you or the Township have any questions or require clarification, please contact McMahon's project manager, Chad Dixon, AICP, PP or myself.

Sincerely,



Casey A. Moore, P.E.
Executive Vice President – Corporate Operations

BMJ/CD/CAM

Joseph Nolan, P.E., CKS Engineers (Township Engineer)
Robert Brant, Esquire (Township Solicitor)
Fran Hanney, PennDOT
Susan LaPenta, PennDOT
William R Reardon, P.E., Bohler Engineering
J. Edmund Mullin, Esquire, HRMML
John Zaharchuk, Summit Realty Advisors (applicant)



McMAHON ASSOCIATES, INC.
425 Commerce Drive, Suite 200
Fort Washington, PA 19034
p 215-283-9444 | f 215-283-9446

PRINCIPALS

Joseph J. DeSantis, P.E., PTOE
John S. DePalma
Casey A. Moore, P.E.
Gary R. McNaughton, P.E., PTOE
Christopher J. Williams, P.E.

ASSOCIATES

John J. Mitchell, P.E.
R. Trent Ebersole, P.E.
Matthew M. Kozsuch, P.E.
Maureen Chlebek, P.E., PTOE
Dean A. Carr, P.E.
Jason T. Adams, P.E., PTOE
Christopher K. Bauer, P.E., PTOE
Mark A. Roth, P.E.
John R. Wichner, P.E., PTOE

FOUNDER

Joseph W. McMahon, P.E.

August 20, 2020

Mr. Tommy Ryan
Township Manager
Worcester Township
1721 Valley Forge Road
P.O. Box 767
Worcester, PA 19490

RE: **Traffic Review #2 –Sketch Plan (Concept ‘F’) Review**
Palmer Tract Mixed-Use Development
Worcester Township, Montgomery County, PA
McMahon Project No. 820377.11

Dear Tommy:

Per the request of the Township, McMahon Associates, Inc. (McMahon) has prepared this comment letter, which summarizes our second (2nd) review of the proposed mixed-use development to be located in the northeast corner of the intersection of Skippack Pike (S.R. 0073) and Valley Forge Road (S.R. 0363) in Worcester Township, Montgomery County, PA. The development is currently proposed under this revised concept to consist of 11 large-lot, single-family homes, 6,500 square feet of retail space, a 4,884 square-foot convenience store with 10 fueling positions, and a 3,270 square-foot bank with drive through. Access to the commercial portion of the development is currently proposed to be provided via a full-movement driveway to Skippack Pike (S.R. 0073) that is located directly opposite the Center Point Shopping Center access and proposed to be signalized, a right-in/right-out only driveway to Skippack Pike (S.R. 0073), and a right-in/right-out only driveway to Valley Forge Road (S.R. 0363). Access to the residential portion of the development is proposed to be provided via a separate full-movement driveway to Valley Forge Road (S.R. 0363) located about 400 feet south of the property's northern property line.

The following document was reviewed and/or referenced in preparation of our traffic review:

1. Sketch Plan (Concept Plan F) for Palmer Village, LLC, prepared by Bohler Engineering, dated July 1, 2020.

A previous review of an alternative concept plan (sketch plan) was completed for this property and our review is dated May 18, 2020. Our office had a subsequent meeting on May 29, 2020 with the applicant

and their project team, Township representatives and PennDOT to go over technical review questions of the applicant team of the Township and PennDOT.

Upon review of the document listed above for anticipated or existing transportation access, impacts, and mobility, McMahan offers the following comments for consideration by the Township and action by the applicant. It should be noted that this review letter pertains only to the submitted sketch (concept) plan, and **the applicant must still address our comments pertaining to the transportation impact study scoping application contained in our May 18, 2020 review letter and submission of the study.**

1. The proposed development is in close proximity to the intersection of Skippack Pike (S.R. 0073) and Valley Forge Road (S.R. 0363), which currently experiences congestion during the weekday morning and weekday afternoon commuter peak periods. The applicant should be aware that in order to alleviate the congestion currently experienced by vehicles at this intersection, long-term roadway improvements at this intersection are likely necessary with any development of these properties. These improvements may include an additional through lane on one or more approaches, as well as optimizing, improving, or adding auxiliary turn lanes, as stated in the Township Roadway Sufficiency Analysis (Act 209). All proposed improvements along the site frontages of Skippack Pike (S.R. 0073) and Valley Forge Road (S.R. 0363) should be consistent with the improvements outlined in the Township Roadway Sufficiency Analysis (Act 209). Also, the applicant must consider the potential roadway improvements along both Skippack Pike (S.R. 0073) and Valley Forge Road (S.R. 0363) from the Township Roadway Sufficiency Analysis (Act 209) study when designing the site to ensure that the proposed buildings are setback far enough from any potential future roadway widening, and that the ultimate right-of-way necessary for improvements not provided at this time is available for such future improvements to occur.
2. The eastbound approach of Skippack Pike (S.R. 0073) at its intersection with the proposed full-movement driveway/2960 Skippack Pike (S.R. 0073) driveway should be restriped to provide a dedicated left-turn lane into the proposed development. This lane should be long enough to accommodate the longest expected 95th percentile queue and designed with the appropriate bay taper length. It should be designed back-to-back with the westbound left-turn lane at S.R. 0363, which should be lengthened the maximum amount.
3. The applicant must investigate the potential of restricting the right-in/right-out only driveway along Skippack Pike (S.R. 0073) to right-in only in order to improve traffic operations in the immediate vicinity of this access. Of concern is the potential for vehicular conflicts with vehicles entering back onto S.R. 0073 into a right turn lane widening that extends from the intersection of S.R. 0363, as well as vehicles merging across two lanes of traffic to get into the westbound left-turn lane to go south on S.R. 0363. Vehicles can more safely exit at the proposed signalized access, and turn right onto Skippack Pike (S.R. 0073) to approach the intersection of S.R. 0363.
4. The right-in/right-out access on Valley Forge Road should be evaluated for a left-in/right-in/right-out design with left-turn egress prohibited. Widening should be considered and extend from the southbound left-turn lane on Valley Forge Road (S.R. 0363) northerly to the northern property line of the residential portion of the tract to create a three-lane cross-section on Valley Forge Road

(S.R. 0363), thus providing for left-turn lanes for the new commercial driveway, the new residential road to the subdivision and a center left-turn area for the properties in between and on the west side of S.R. 0363. The channelization island for the commercial area right-turn egress movement should be enlarged and flared to better restrict left-turn egress movements.

5. If the traffic study analyses conclude that the S.R. 0363 access for the commercial portion of the project will operate safely and efficiently with allowing an left-turn ingress, and is also supported by PennDOT, then the applicant's site engineer should re-examine the internal roadway between S.R. 0363 and the proposed signal at S.R. 0073 to design it with traffic calming features so as not to become a desired short-cut for drivers to divert their planned route along the state highways to avoid the signal at the S.R.0073/S.R.0363 intersection.
6. It is recommended that an emergency-only access connection be provided to the residential portion of the site from Skippack Pike (S.R. 0073). This can be accomplished by providing an emergency-only access easement from the drive aisle to the north of the commercial portion of the site to the residential road between lots 5 and 6, and the provision of a paved trail connection that could function as pedestrian access, as well to/from the neighborhood. The trail should be of stabilized materials that would allow vehicle support if used for an emergency.
7. A note should be added to the plan providing information on whether the proposed residential roads will be dedicated to the Township or will be maintained through a homeowner's association.
8. According to **Section 150-153.B(6) of the Zoning Ordinance**, one space per every 100 square feet of sales area is the required amount of parking for the convenience store portion of the site. The total square footage for the convenience store is 4,884 square feet; however, based on information provided on Sheet 3, the parking for the convenience store has been calculated using 1,953 square feet of sales area, which equates to 20 parking spaces for the convenience store portion of the site. Based on our experience with similar convenience stores with fueling station facilities, the proposed parking shown on the plan does not appear to be adequate to accommodate the expected peak parking demand of a convenience store with gas, especially since the user is not identified and the type of store and services it provides will be important to the design of the site for this use and the major roads it will serve. The applicant must provide ample parking supply and demand information from similar area facilities, or for a specific tenant of this parcel if one is identified. The site plan must be designed accordingly. If data collection is necessary to complete this task, it must have occurred in a parking study before COVID-19 or occur under normal store operating conditions after the COVID-19 restrictions have been lifted. Furthermore, due to the impact of COVID-19, some retailers are considering pick-up windows for these types of uses, and that should be considered into the design of the plan if it is permissible by the Township.
9. The alignment of the left-turn lanes at the newly-proposed commercial area site driveway onto S.R. 0073 and the Centre Point Shopping Center onto S.R. 0073 must be modified to align more directly opposite one another. The PennDOT Signals and HOP section is also expected to

comment that this be designed this way. This will necessitate shifting the site access further to the east. The traffic engineer for the project, upon analyzing the best lane designations for the minor road approaches, should assist with the alignment.

10. The applicant should investigate the possibility of relocating the drive-through area of the bank to another side of the building and/or revising this layout. Of concern is the ability of the drive-through in its current location to adequately accommodate queues without backing into the drive aisle to the east of the bank, and that vehicles exiting the drive-through area will need to make an unsafe U-Turn in order to travel to the Valley Forge Road (S.R. 0363) or Skippack Pike (S.R. 0073) accesses.
11. Adequate sight distance measurements must be provided for the proposed full-movement and right-in/right-out only driveways to Skippack Pike (S.R. 0073) and the proposed full-movement and right-in/right-out only driveways to Valley Forge Road (S.R. 0363).
12. A note must be added to the plan stating the area between legal right-of-way line and ultimate right-of-way line should be offered for dedication to the authority having jurisdiction over the road as required by **Section 130-16.C(2)(c)** of the **Subdivision and Land Development Ordinance**.
13. According to **Section 130-18.A** of the **Subdivision and Land Development Ordinance**, sidewalk is required along the site frontages of Skippack Pike (S.R. 0073) and Valley Forge Road (S.R. 0363). The plan currently shows sidewalk along only a portion of the Skippack Pike (S.R. 0073) site frontage and does not show any sidewalk along the Valley Forge Road (S.R. 0363) site frontage. We recommend that the plan be revised to show sidewalk (or multi-purpose trail if preferred by the Township) along the entire site frontages of Skippack Pike (S.R. 0073) and Valley Forge Road (S.R. 0363) that connects to the intersection crosswalks of S.R. 0073/S.R. 0363 especially to connect the residential and commercial portions of the project and to initiate multimodal connectivity in this area. Otherwise, a waiver must be requested from this ordinance section. We do note that there is currently no sidewalk along either side of Skippack Pike (S.R. 0073) in the vicinity of the site, however the applicant's plan shows a small portion of sidewalk connectivity only in the vicinity of the two access points along S.R. 0073. Sidewalk is currently provided along a portion of the western side of Valley Forge Road (S.R. 0363) near Skippack Pike (S.R. 0073). While again we recommend the provision of sidewalk and/or a multi-purpose trail on the plans, the Board of Supervisors may consider deferring this requirement of the applicant/land owner of record to complete them at a future time and at no cost to the Township, and/or a fee in lieu of sidewalks may be requested to be kept in escrow for future sidewalk installations in the Township and/or area of these properties.
14. According to **Section 130-18.B** of the **Subdivision and Land Development Ordinance**, curbing is required along the site frontages of Skippack Pike (S.R. 0073) and Valley Forge Road (S.R. 0363). The plan currently does not show any curbing along the Valley Forge Road (S.R. 0363) site frontage and curbing along only a portion of the Skippack Pike (S.R. 0073) site frontage. The plan should either be revised to show curbing along the entire site frontages of Skippack Pike (S.R.

0073) and Valley Forge Road (S.R. 0363), or a waiver must be requested from this ordinance section. It should be noted that there is currently curbing along the southern side of Skippack Pike (S.R. 0073) and along a portion of the western side of Valley Forge Road (S.R. 0363) near Skippack Pike (S.R. 0073), and therefore we suggest it may be appropriate on the frontages of this development. Alternatively, the Board of Supervisors may consider deferring this obligation that is required of the applicant until such a time as may be required by the Township or PennDOT for this property, whether under present or future land ownership, and at no cost to Worcester Township, or may desire to consider a fee in lieu of curb to be kept in escrow for future curb installations in the Township and/or area of these properties.

15. The curb radii should be shown on the plan at all Skippack Pike (S.R. 0073) and Valley Forge Road (S.R. 0363) driveways and be in accordance with **Section 130-17.B(3)** of the **Subdivision and Land Development Ordinance**.
16. The curb radii throughout the parking areas in the commercial portion of the site should be shown on the plan as required in **Section 130-17.D(10)** of the **Subdivision and Land Development Ordinance**.
17. The curb radii should be labeled on the plan at the internal intersection located in the residential portion of the site and be in accordance with **Section 130-16.E(8)** of the **Subdivision and Land Development Ordinance**.
18. Turning templates should be provided demonstrating the ability of trash trucks and fire/emergency vehicles specific to Worcester Township to maneuver into and out of all site driveways and entirely through both the residential and commercial portions of the site. The Township Fire Marshal shall also review and approve these plans.
19. ADA ramps should be shown on the plan at all locations where the sidewalk meets the drive aisles/parking lots, as well as in the immediate vicinity of all proposed ADA parking spaces.
20. A crosswalk should be shown on the plans across the northbound approach of the residential road adjacent to lot 10 at its intersection with the residential road leading to/from Valley Forge Road (S.R. 0363). ADA ramps should be shown on the plans on both sides of this residential road where the crosswalk meets the sidewalk.
21. The stop bar on the northbound left-turn lane on the drive aisle leading to/from Skippack Pike (S.R. 0073) at its intersection with the drive aisle leading to/from the retail and convenience store portions of the site should be removed.
22. A stop sign should be shown on the plan at the following locations. It should be noted that a stop bar should be shown on the plan at all proposed stop sign locations throughout the site.
 - On the full-movement and right-in/right-out only driveway approaches at their intersections with Skippack Pike (S.R. 0073) and Valley Forge Road (S.R. 0363).

- On the eastbound and westbound approaches of the drive aisle leading to/from the retail and convenience store portions of the site at their intersection with the drive aisle leading to/from the full-movement driveway with Skippack Pike (S.R. 0073).
 - On the eastbound and westbound approaches of the driveway connection between the convenience store and the bank to the north of the right-in/right-out only driveway along Skippack Pike (S.R. 0073). The stop signs in this area should be located as to not interfere with the crosswalk shown on the plan.
 - On the southbound drive-through egress approach at its intersection with the drive aisle to the south of the bank.
 - On the northbound approach of the drive aisle between the convenience store and bank at its intersection with the drive aisle to the north of the bank and convenience store.
 - On the northbound approach of the residential road adjacent to lot 10 at its intersection with the residential road leading to/from Valley Forge Road (S.R. 0363).
23. "No Outlet" signs should be posted on the residential road approach at its intersection with Valley Forge Road (S.R. 0363) facing Valley Forge Road (S.R. 0363).
24. "Do Not Enter" signs should be shown on both sides of the southern end of the bank drive through.
25. "Pedestrian Crossing" signs should be shown on the plan on both sides of the proposed crosswalk to the east of the internal intersection in the residential portion of the site.
26. All proposed signs should be labeled on the plan, with sign designations and sizes listed.
27. Provisions should be made to accommodate a public transit stop along the site frontage(s). The applicant's engineer should discuss this aspect with SEPTA during the planning phase, involving the Township in any meetings and correspondence, and appropriately design the bus stop with consideration of a bus shelter and provide adequate pedestrian connectivity to/from the adjacent commercial site.
28. Since Skippack Pike (S.R. 0073) and Valley Forge Road (S.R. 0363) are State roadways, a PennDOT Highway Occupancy Permit (HOP) will be required for any modifications/improvements within the legal and ultimate right-of-way along Skippack Pike (S.R. 0073) and Valley Forge Road (S.R. 0363). The Township and our office must be copied on all plan submissions and correspondence between the applicant and PennDOT and invited to any and all meetings between these parties.
29. All relevant comments and action items from the May 29, 2020 Zoom call involving PennDOT, the Township representatives and the applicant's project team that pertain to the new concept as well as the prior one should be addressed in the plan submission and traffic study to be submitted for the project. Copies of those minutes should be provided to the Township.
30. According to the Township's Roadway Sufficiency Analysis, the proposed development is located in Transportation Service Area North, which has a corresponding impact fee of \$3,977 per

“new” weekday afternoon peak hour trip and the applicant will be required to pay a Transportation Impact Fee in accordance with the Township’s Transportation Impact Fee Ordinance. The transportation impact fee for the proposed development will be calculated upon our review of the transportation impact study. It should be noted that in order to accurately calculate the transportation impact fee for the proposed development, the applicant must provide information on the existing use(s) of the site.

31. A more detailed review of the site and all transportation-related elements on the plan will be conducted as the development advances to land development. Additional comments are expected to be raised at that point upon submission of the TIS and formal land development plans and materials. The applicant/property owner(s) may consider meeting with Township staff and consultants in advance of any formal submissions to gain technical guidance and inputs on the comments herein and what will be needed for review and approval considerations.
32. In all subsequent submissions, the applicant's engineer must provide a response letter that describes how each specific review comment has been addressed, where each can be found in the revised study, plan sheets, or other materials, as opposed to providing general responses. This will aid in the detailed review and subsequent review timeframes.

We trust that this review letter responds to your request. If you or the Township have any questions or require clarification, please contact McMahon’s project manager, Chad Dixon, AICP, PP or myself.

Sincerely,



Casey A. Moore, P.E.

Executive Vice President – Corporate Operations

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