

February 21, 2024

Mr. Sean Halbom, Township Manager
1721 South Valley Forge Road
P.O. Box 767
Worcester, PA 19490

**RE: 1035 Tropper Road
APN# 67-00-01540-004**

Dear Sean,

This letter and attachment represent our formal submission of a Sketch Plan Application, request for a pre-application meeting with the Township and be placed on the 3/28/2024 Planning Commission agenda.

As depicted on the attached Sketch Plan, dated 02/19/2024, Sheet 1 Drawing SKP-1 (14 copies enclosed), this sketch plan proposes 48 for-sale townhouses to be located at 1035 Trooper Road in Worcester within the MR Zoning District.

Enclosed please find:

- 1) 14 copies of the Sketch Plan
- 2) 14 copies of signed Worcester Township Sketch Plan Review Request application.
- 3) \$200 application fee
- 4) \$1000 escrow fee

In addition, please note the following:

Subdivision Name: Trooper Ridge (tentative)

Applicant: Commerce Pursuit Capital, L.P.
1300 Virginia Drive, Fort Washington, PA 19034

Engineer: T&M Associates

Project Narrative: Project proposes to construct 48 townhouses and associated access roads, parking, stormwater management facilities, amenity spaces, etc. on the property located at 1035 Trooper Road in Worcester Township. The existing house and garage will be subdivided onto their own single family detached lot.

Post construction stormwater management will be designed to comply with Township and PADEP requirements and will utilize a combination of above and below ground stormwater manage basins. Stormwater infiltration testing will be conducted on site to determine infiltration rates and inform the design and location of the basins. Stormwater will be routed to the basins via a system of swales, storm inlets, and piping. It is anticipated that water from the basins will be directed offsite to the municipal storm system in Germantown Pike and Trooper Roads.

The property is located within the Pennsylvania America Water Company franchise area and will connect to public water via their main in either Germantown Pike or Trooper Road.

Sanitary sewer service will include a system gravity mains and laterals on the property leading to a proposed sewage pump station tentatively located at the northwest corner of the intersection of Germantown Pike and Trooper Road. From there a pressurized force main will pump effluent west in Germantown Pike to the Heritage Village pump station force main or to the pump station. The existing Heritage Village pump and force main will be evaluated to determine the best suited connection point.

As noted above, we request to be scheduled for the March 28, 2024, Planning Commission public meeting. Further, if desired, we welcome the opportunity to schedule a site visit with Planning Commission and other Township officials, as appropriate, prior to the March 28 Planning Commission.

Please advise as to when our pre-application meeting can occur.

Thank you,

Sincerely,



MICHAEL MAIER
VICE PRESIDENT, Approvals
Westrum Development Company



4259 W. Swamp Road
Suite 410
Doylestown, PA 18902

www.cksengineers.com
215.340.0600

March 25, 2024
Ref: # C0005084

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

Attention: Sean Halbom, Township Manager

Reference: 1035 Trooper Road
Parcel No. 67-00-01540-004
"Trooper Ridge" Sketch Plan Review

Dear Sean:

Our office is in receipt of your request for review of a Sketch Plan for the above-referenced site. The submission consists of one sheet prepared by T&M Associates dated February 19, 2024, with no revisions.

The applicant proposes subdivision of an existing 15.11 acre (gross) 13.32± acre (net) parcel to create two lots as follows: Lot 1, a 1.26-acre lot to contain an existing single-family detached dwelling with a detached garage located entirely in the R-100 Residential Zoning District and Multi-Residential Use Overlay district; Lot 2 will be a 12.06-acre lot to contain 48 townhouses in 12 clusters ranging from three to five units each with new roadway, overflow parking, stormwater management areas and amenity improvements including an internal trail located on a split-zoned lot in both the R-100 Residential, C-Commercial Zoning Districts, as well as the MR Multi-Residential Use Overlay District. Access to Lot 2 will be provided at two locations; one full-movement access at the southeasterly frontage along Trooper Road (State Route 3002), and one access to Germantown Pike (Montgomery County Route) will be via a right-in/right-out only at the southwesterly frontage. The three existing driveways serving Lot 1 will remain unchanged. All townhouses are proposed to be connected to public water and sewer service. Sewer service will require a sewer pump and force main, conceptually located at the southwest corner of the tract.

We offer the following comments for consideration by the Township:

1. Ordinance No. 285 adopted June 16, 2021 made the MR Multi-Residential Overlay District applicable to this property with underlying zoning districts to remain. The existing 15.11-acre lot consists of two zoning districts, approximately 21% C-Commercial and 79% R-100 Residential. Once subdivided, Lot 1 will be entirely R-100 and Lot 2 will be approximately 19% C-Commercial with the remainder being zoned R-100 Residential. For clarity, the applicant should define the zoning district boundary on future plan submissions.

2. The proposed use of Lot 1, single-family detached dwelling with a detached garage, is permitted by-right in the R-100 Zoning District and Multi-Residential Overlay. (150-67.B, 150-67.C and 150-83.A)
3. The proposed use of Lot 2, multi-family dwellings consisting of 48 townhouses, is permitted in the Multi-Residential District at a density of four units per developable acre. The plan notes a lot area of 12.06 acres; therefore, 48 townhouses is a permissible density only once the applicant provides a calculation demonstrating how the lot area was determined. The density may need to be reduced if the calculation returns a lesser lot area. (150-83.B and 150-89.E.1)
4. The applicant should confirm if the townhouses will be slab on grade or provide basements. All townhouses are limited to two stories and thirty feet in height. Due to the existing slope of the site, some units may have walk-out basements that could qualify as stories.
5. Two all-weather parking spaces are noted for each townhouse; the applicant should confirm if these spaces are to be located within a garage or if they will be located within the driveway area. If to be in the driveway, the typical paved driveway width must be dimensioned so that it may be confirmed two compliant spaces can be provided side-by-side. (150-9)
6. A tabulation of impervious surface types should be provided with future submissions. In concept, the plan will likely comply with the 50% impervious coverage limit of the MR Zoning District. (150-86.B)
7. A lighting plan will be required with future submissions. Adequate illumination must be provided between buildings and at overflow parking areas. Installation of luminaires at street intersections is recommended as well. (150-89.E.4)
8. The plans show the conceptual stormwater management basins located in front yard setbacks. For multi-family residential districts, no part of any detention basin shall occupy more than 35% of the required yard area of any district yard. Additionally, no detention basin shall be located closer to any building containing two or more multi-family dwelling units than the minimum distance required between buildings. We note that a required 30-ft. separation is required between the stormwater facility and the townhomes. (150-89.D and 150-203)
9. No part of any detention basin shall be located 25 feet from any property line. (150-203)
10. The 75-foot unbuilt upon buffer strip between Lots 1 and 2 is not achieved in the vicinity of units 19 through 21. A variance will be required to place these units as currently shown on the sketch plan. Additionally, where homebuyers opt for a 10-foot patio or deck, this installation as described in Plan Note 1, will be an encroachment of the 75-foot buffer yard requirement at numerous locations throughout Lot 2. (150-89.E.6.a)
11. A 20-foot-wide screen planting buffer shall be provided in the exterior 50 feet of the 75-foot buffer area. The extent of buffer screen plantings is not detailed in the sketch plan; therefore, we are unable to provide comment at this time. (150-89.E.6.b)

12. The required 130-foot sight triangle appears to be partially encroached by plantings. Clear sight triangles will need to be illustrated at intersections with Germantown Pike and Trooper Road on future submissions. (150-89.E.6.b.4)
13. We recommend the internal trail configuration be discussed with the Planning Commission as we have the following concerns:
 - a. The trail is looped and provides no connections to adjacent properties; provisions should be made for stubs at the intersection with Germantown Pike and Trooper Road which has existing pedestrian crossings on two legs, as well as at the northwest corner of the tract allowing for future extension along Germantown Pike.
 - b. The portion of trail to the rear of proposed Lot 1 has a slope of approximately 14.67% and will disturb an existing wooded area. The applicant should consider minimizing impacts to existing wooded areas by re-routing the trail elsewhere as such a steep slope is not recommended for such a long segment. Preservation of natural resources, such as woods, is required in the overlay district. (150-89.E.3)
 - c. The residents of the development may benefit from additional connections to the sidewalk network other than those shown at the internal road crossings. We recommend connections be explored to the conceptually planned amenity areas near units 8/43, 9/46 and 21/22.
 - d. Walking trails shall be 40 feet from property lines. The trail's proximity to the northwest corner of Lot 1 should be dimensioned. This narrow area may also prohibit the installation of a suitable landscape buffer between the remaining dwelling and new townhouses. (150-89.E.6.a)
 - e. The applicant should indicate the intended width and material for the walking trail. It appears to be eight feet in width, which is the minimum recommended; a bituminous wearing course would be ideal for use by walkers, joggers, and cyclists.
14. If to be operated under a homeowners association, the future association declaration and by-laws may need to include language prohibiting the keeping of recreational vehicles and travel trailers. (150-160)
15. We note that the front yard of proposed Lot 1 is an existing nonconformity, with the ultimate right-of-way encroached by the principal dwelling. While the subdivision line causes a small unbuildable building envelope for the site, all existing structures would likely still encroach the required 100-foot front yard depth unless relocated. We take no exception to the subdivision but recommend the configuration of the subdivision line be adjusted for maximum compliance possible with required yards and buffer areas for both lots. (150-85.A and 150-162)
16. The applicant should indicate if the new streets will be public or private.
17. The developer should indicate if they intend to provide amenities other than the trail, such as an outdoor meeting area or tot-lot. Centralized areas dedicated to parking are not consistent with the intent of the ordinance for the overlay district, which requires providing green space in a higher density development. Reconfiguration of the roadway network could allow for a central green to be an interior focal point and destination for residents.


The applicant may wish to consider providing a mail collection area at such a central location if cluster boxes are mandated by the Postmaster. (150-89.E.7)

18. All structures, buildings, parking areas, regraded slopes, and substantial improvements (with the exception of driveway and utility crossings when no other location is feasible) are prohibited on slopes of 25% or greater. It appears that construction of units 12 through 17 may impact steep slopes of 25% or greater; therefore, a variance would be necessary for their current location. (150-146.4.B.1)
19. The applicant should describe the proposed method of trash storage and collection for Lot 2. (150-89.E.5)
20. All buildings shall be designed as a single architectural scheme. The applicant must provide the Township with renderings of the intended building design scheme for the townhouses with future submissions. (150-89.E.2)
21. The applicant should clarify if existing well and septic service at Lot 1 will be maintained or abandoned and converted to public water and sewer connections.
22. We recommend access by fire apparatus and waste hauling vehicles be evaluated due to the narrow cartway width and radii of internal horizontal curves. The applicant should indicate if on-street parking will be prohibited on both sides of all streets.
23. Guest parking is provided at a rate of 0.52 spaces per dwelling unit. The Planning Commission should comment on provided overflow parking as parking along the frontage roadways of the tract is not feasible.
24. The driveway configuration at units 16/17 and 38/39 is not recommended as this may encourage parking in the shared center section of pavement which is too small to properly accommodate a vehicle. This design may also result in unnecessary conflict points between driveway users. These clusters of townhouses should be reduced to have one less unit.
25. No road improvements are proposed on Trooper Road or Germantown Pike. At a minimum, curbing and sidewalk must be provided.
26. Due to the limited driveway lengths (20') created by façade offsets, vehicle overhang on the sidewalk network is anticipated for larger vehicles and trucks. This may hinder pedestrian movements in the minimum width four-foot sidewalk.
27. We offer the following cursory comments on street trees and landscaped areas:
 - a. Depending on tree species, the on-center trunk-to-trunk spacing of 20 for street trees at some locations is not realistic and may compromise canopy development as trees mature.
 - b. Deck and patio areas, if constructed, may encroach areas denoted as "landscaped area".
 - c. Routing of utilities should be considered for clearance to root systems, particularly due to the limited spacing between townhouse unit driveways.

28. Two areas on the plan have been identified as “stormwater management basins” adjacent to Trooper Road. The applicant is advised that all stormwater generated by this project must conform to the requirements of the Township’s Stormwater Management Ordinance.
29. The Township may need to revise its Act 537 Plan in order to provide public sewer service to this project. The applicant will need to prepare proper planning module components.
30. The applicant must provide a written summary of requested waivers from the Subdivision and Land Development Ordinance with any future submissions. Based on the Sketch Plan, we anticipate waivers being necessary from the following:
 - a. Section 130-16.B.2.a for residential street alignment having curves less than 150 radii.
 - b. Section 130-16.C for inadequate verge width (4 ft. provided vs. 5 ft. required).
 - c. Section 130-17.D.2 to have perpendicular parking provided off of a street, not separated from the cartway by a curb barrier of at least 7 feet.
 - d. Section 130-18.A.3 for sidewalks located less than 5 ft. from the curb line.
 - e. Section 130-19.A for street blocks less than 500 feet in length.
 - f. Section 130-28.F.7 for tree removal and replacement; further data is required to evaluate compliance on future submissions.
 - g. Section 130-28 for street tree spacing less than 25 feet on-center and setback not five feet outside of the right-of-way.
 - h. Section 130-32.1 for regrading of steep slopes; further data is required to evaluate compliance on future submissions.
31. The applicant must be confirmed. The plans list Bristol Ridge Associates, LLC while the Application lists Commerce Pursuit Capital, L.P.
32. Note 5 under the site statistics must be revised to state R-100 zoning district.
33. The applicant will be required to go through the full subdivision and land development process subsequent to this sketch plan phase. All applicable sections of Township code must be adhered to, and the subsequent plans will be reviewed by the Township, the Township Engineer, Township Traffic Consultant, PennDOT, Montgomery County Road and Bridge Departments, PADEP, and Montgomery County Conservation District.

The above represents our initial comments on this Sketch Plan Submission. Please contact me if you have any questions or need additional assistance on this project.

Very truly yours,
CKS ENGINEERS
Township Engineers



John Evarts, P.E.

JWE/klk

cc: Christian Jones, Assistant Township Manager (via email)
Casey Moore, Township Traffic Engineer (via email)
Commerce Pursuit Capital, LP, Applicant
James O'Donnell, Owner
Michael Maier, Westrum Development Company (via email)
File



March 21, 2024

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

Attention: Christian R. Jones, Assistant Township Manager
Mr. Robert D'Hulster, Public Works Director

RE: **Traffic Review #1 – Sketch Plan**
1035 North Trooper Road (S.R. 3002) – 48 proposed townhouse units
Worcester Township, Montgomery County, PA
Project No. 314086-01-001

Dear Sean:

In response to the Township's request, Bowman Consulting Group (Bowman) has completed our initial traffic engineering review, which entailed the review of the Sketch Plan associated with the proposed development to be located at 1035 North Trooper Road (S.R. 3002) in Worcester Township, Montgomery County, PA. According to the sketch plan materials submitted to our office, the development is proposed to consist of 48 townhouse units with access being provided via a proposed right-in/right-out only access/local road to Germantown Pike and a full-movement access/local road to North Trooper Road (S.R. 3002). It should be noted that the existing single-family home and garage will remain on the northern end of the site on its own lot (lot 1).

The following document was reviewed in preparation of our comments:

- Sketch Plan – Trooper Ridge, prepared by T & M Associates, Inc., dated February 19, 2024.

Based on our review of the document listed above, Bowman offers the following comments for consideration by the Township and action by the applicant should the sketch plan continue to move forward for a submission for land development:

1. Based on information provided in Land Use Code 215 (Single-Family Attached Housing) in the Institute of Transportation Engineers publication, *Trip Generation, 11th Edition*, the proposed 48 townhouse units are expected to generate approximately 23 "new" trips during the weekday morning peak hour and approximately 27 "new" trips during the weekday afternoon peak hour, based on trip generation itself, a full transportation impact study (TIS) is not required for the proposed development. However, due to the site's location along the highly-trafficked roads of North Trooper Road (S.R. 3002) and Germantown Pike, as well as located adjacent to the intersection of North Trooper Road (S.R. 3002) and Germantown Pike which currently experiences congestion during the weekday commuter peak periods, the applicant should submit a transportation impact assessment (TIA) for the proposed development. The applicant should provide a TIS scoping meeting application to PennDOT, Montgomery County, and the Township so the TIA is scoped concurrently between all three agencies to obtain their guidance and concurrence on the scope of the proposed study. At a minimum, our office recommends that the TIS scoping meeting application should include the following, but may not be limited to upon official agency scoping:

- Analysis of the weekday morning and weekday afternoon commuter peak hours for existing traffic conditions, as well as opening-year conditions, both without and with the proposed development, at the intersections of North Trooper Road (S.R. 3002)/West Germantown Pike, Park Avenue (S.R. 0363)/West Germantown Pike, Trooper Road and Woodlyn Road/Woodland Road, as well as the proposed site accesses. *(Note: The proposed City View apartments by BET Investments at the SE quadrant of Germantown Pike and Park Avenue will be providing some intersection/signal improvements that should be captured in the traffic evaluations for the subject Westrum site.)*
 - Mitigation improvements, as applicable, to address levels-of-service and queuing issues, as well as degradation must be provided as recommendations in the traffic study and how they will be addressed by the applicant.
 - The full-movement driveway along North Trooper Road (S.R. 3002) as proposed may necessitate peak hour or full-time left-turn egress restrictions dependent upon on the impacts of Trooper Road queuing beyond the access location, as well as sight distance limitations or obstructions that may be caused by queued vehicles. Therefore, a gap study will be recommended to be conducted for the proposed driveway along North Trooper Road (S.R. 3002).
 - Provide sight distance analysis at the full-movement driveway along North Trooper Road (S.R. 3002) and the right-in/right-out only driveway to West Germantown Pike.
 - Conduct left-turn and right-turn auxiliary lane warrant analysis at the proposed full-movement driveway along North Trooper Road (S.R. 3002) and right-turn auxiliary lane warrant analysis at the proposed right-in/right-out only driveway along West Germantown Pike.
 - Provide a crash analysis at the study intersections, as well as along the North Trooper Road (S.R. 3002) and West Germantown Pike site frontages.
 - The applicant must include the electronic Synchro files with the TIA submission for review.
 - Additional comments on the scope will follow upon receipt of the formal TIA scoping application to PennDOT, Montgomery County, and Worcester Township.
2. The proposed development is located in the northwestern quadrant of the intersection of North Trooper Road (S.R. 3002) and West Germantown Pike, which currently experiences congestion, especially 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 along West Germantown Pike in the vicinity of the site, long-term roadway improvements along the site frontage of West Germantown Pike are necessary with any development of this property. Based on improvements identified in the **West Germantown Pike Corridor Study** completed for Montgomery County in the early 2000's, as well as the **Montco Pikes Study** recommendations (adding turn lanes, signal upgrades, adding bicycle/pedestrian facilities at the intersection and along the site frontages, consistent shoulder widths, etc.) the curb line along the West Germantown Pike site frontage should be setback with development of this site to accommodate two westbound through lanes, a left-turn lane (essentially a 5-lane cross-section for Germantown Pike) plus bike lanes/pedestrian ways that would continue through the North Trooper Road (S.R. 3002) intersection. The proper setbacks today will allow for the future corridor improvements.
 3. The applicant and their team should contact Montgomery County for additional information on the two studies mentioned in the previous comment, as well as Worcester and East Norriton Townships for access to their current Act 209 Roadway Sufficiency Analyses and Capital Improvement Programs.
 4. The cartway widths along the North Trooper Road (S.R. 3002) and West Germantown Pike site frontages should be clearly labeled on the plan and be in accordance with **Section 130-16.C** of the **Subdivision**

and Land Development Ordinance. Frontage widening improvements will be required to satisfy right-of-way and cartway requirements for the classification of the roadway, as well as the provision of curbing and sidewalk unless waivers are requested and granted by the Township.

5. A note must be added to the plan stating that the area between legal right-of-way line and ultimate right-of-way line along North Trooper Road (S.R. 3002) and West Germantown Pike 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**.
6. Adequate sight distance measurements will need to be provided on the land development plans for the proposed driveways along North Trooper Road (S.R. 3002) and West Germantown Pike as required by **Section 130-16.E(5)** of the **Subdivision and Land Development Ordinance**, and to satisfy PennDOT and Montgomery County highway occupancy permits.
7. According to **Section 130-18.A** of the **Subdivision and Land Development Ordinance**, sidewalk should be provided along the site frontages of North Trooper Road (S.R. 3002) and West Germantown Pike. The plan currently does not show any sidewalk along the North Trooper Road (S.R. 3002) and West Germantown Pike site frontages, thereby not satisfying the ordinance requirement. 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 North Trooper Road (S.R. 3002) and West Germantown Pike. Otherwise, a waiver must be requested from this ordinance section. We do note that there is currently a multi-purpose trail provided around the perimeter of the townhouse units internal to the site. In addition, we also note to the Township at this time that no sidewalk currently exists along either side of North Trooper Road (S.R. 3002) and West Germantown Pike in the vicinity of the site. While again we recommend the provision of sidewalk and/or a multi-purpose trail on the plan, the Board of Supervisors may also consider deferring this obligation that is required of the applicant until such a time as may be required by the PennDOT, Montgomery County, or the Township 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 sidewalk to be kept in escrow for future sidewalk installations in the Township and/or area of these properties.
8. According to **Section 130-18.B** of the **Subdivision and Land Development Ordinance**, curbing should be provided along the site frontages of North Trooper Road (S.R. 3002) and West Germantown Pike. The plan currently does not show any curbing along the North Trooper Road (S.R. 3002) and West Germantown Pike site frontages, thereby not satisfying the ordinance requirement. We recommend that the plan be revised to show curbing along the entire site frontages of North Trooper Road (S.R. 3002) and West Germantown Pike, or a waiver must be requested from this ordinance section. We do note to the Township that there is currently no curbing along either side of North Trooper Road (S.R. 3002) and West Germantown Pike in the immediate vicinity of the site. Alternatively, the Board of Supervisors may also consider deferring this obligation that is required of the applicant until such a time as may be required by the PennDOT, Montgomery County, or the Township 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.
9. The curb radii should be labeled on the plan at the proposed driveway intersections with North Trooper Road (S.R. 3002) and West Germantown Pike and be in accordance with **Section 130-17.B(3)** of the **Subdivision and Land Development Ordinance**.

10. The designer should ensure sufficient sight distance is provided for the proposed driveways along the internal road in accordance with **Section 130-17** of the **Subdivision and Land Development Ordinance**.
11. Horizontal curvature information should be provided on the plans for the internal roadway and be in accordance with **Section 130-16.(2)** of the **Subdivision and Land Development Ordinance**.
12. Parking along the internal roadway curblines based on the site design, road widths and location of driveways should be prohibited by signing. The amount of guest parking spaces must be confirmed with the ordinance so that sufficient spaces are provided without the ability to park along the roadways. The applicant and designer may consider widening the western side of the internal road between lot 45 and lot 48 to a minimum of 28 feet to allow parallel parking along that section of road only.
13. Turning templates must be provided demonstrating the ability of emergency vehicles, trash trucks, and the largest expected delivery vehicle to maneuver into and out of the full-movement driveway along North Trooper Road (S.R. 3002) and the right-in/right-out only driveway along West Germantown Pike, as well as entirely through the site.
14. The Township Fire Marshal should review the emergency vehicle turning templates for accessibility and circulation needs of emergency apparatus. Ensure that any correspondence, including any review comments and/or approvals, is included in subsequent submissions.
15. The plan(s) must be signed and sealed by a Professional Engineer licensed to practice in the Commonwealth of Pennsylvania.
16. All proposed signs should be clearly labeled on the plan in subsequent submissions.
17. According to the Township's Roadway Sufficiency Analysis, the proposed development is located in Transportation Service Area South, which has a corresponding impact fee of \$3,125 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. If the information provided in Land Use Code 215 (Single-Family Attached Housing) in the Institute of Transportation Engineers publication, *Trip Generation, 11th Edition* for proposed 48 townhouse units is the proper land use description for this development, then with the sketch plan it is preliminarily expected the site would generate 27 "new" trips during the weekday afternoon peak hour resulting in a **transportation impact fee of \$84,375**.
18. A Highway Occupancy Permit (HOP) is required for this project from **both** PennDOT and Montgomery County for the proposed site accesses and work that may be completed within the legal right of way on North Trooper Road and West Germantown Pike since North Trooper Road (S.R. 3002) is a State Roadway and West Germantown Pike is a County Roadway. Furthermore, since the site and/or the intersections in the study border the adjacent municipality of East Norriton Township, and the site adjacent traffic signal at the intersection of West Germantown Pike and North Trooper Road (S.R. 3002) is owned and maintained by East Norriton Township, any roadway/signal improvements extending into that jurisdiction will require the review and approval of that municipality, as well. The Township and our office must be copied on all TIA and HOP submissions, as well as correspondence between the applicant, PennDOT, and Montgomery County, and invited to any and all meetings among these parties. **If it would be beneficial to all parties involved with this application, the applicant and their team may**

desire to schedule a (virtual) technical meeting with Worcester Township, PennDOT, and Montgomery County representatives to go over the project since all three will be involved with permitting for this project. Upon determination of study area roadway and signal improvements that will be required for the mitigation and development of the subject site, it may be beneficial and/or necessary to include East Norriton Township in future discussions.

19. A more detailed review of the site and all transportation-related engineering elements on the plan will be conducted, as the Township deems necessary, if and as the application advances into and through the land development process at the Township. Additional comments may be raised at that point, as well as how the comments herein are satisfied.
20. Upon resubmission, our office will evaluate the information in concert with PennDOT and Montgomery County and will provide additional reviews of engineering and supplemental submission details as we receive them.
21. A response letter **must be provided** with the resubmission detailing how each comment below has been addressed, and where each can be found in the resubmission materials (i.e., page number(s)) to assist in the re-review process.

We trust that this review letter responds to your request. If you or the Township have any questions, or require clarification, please contact me, Michelle Eve, P.E., or Brian Jones, PTP, TOPS.

Sincerely,

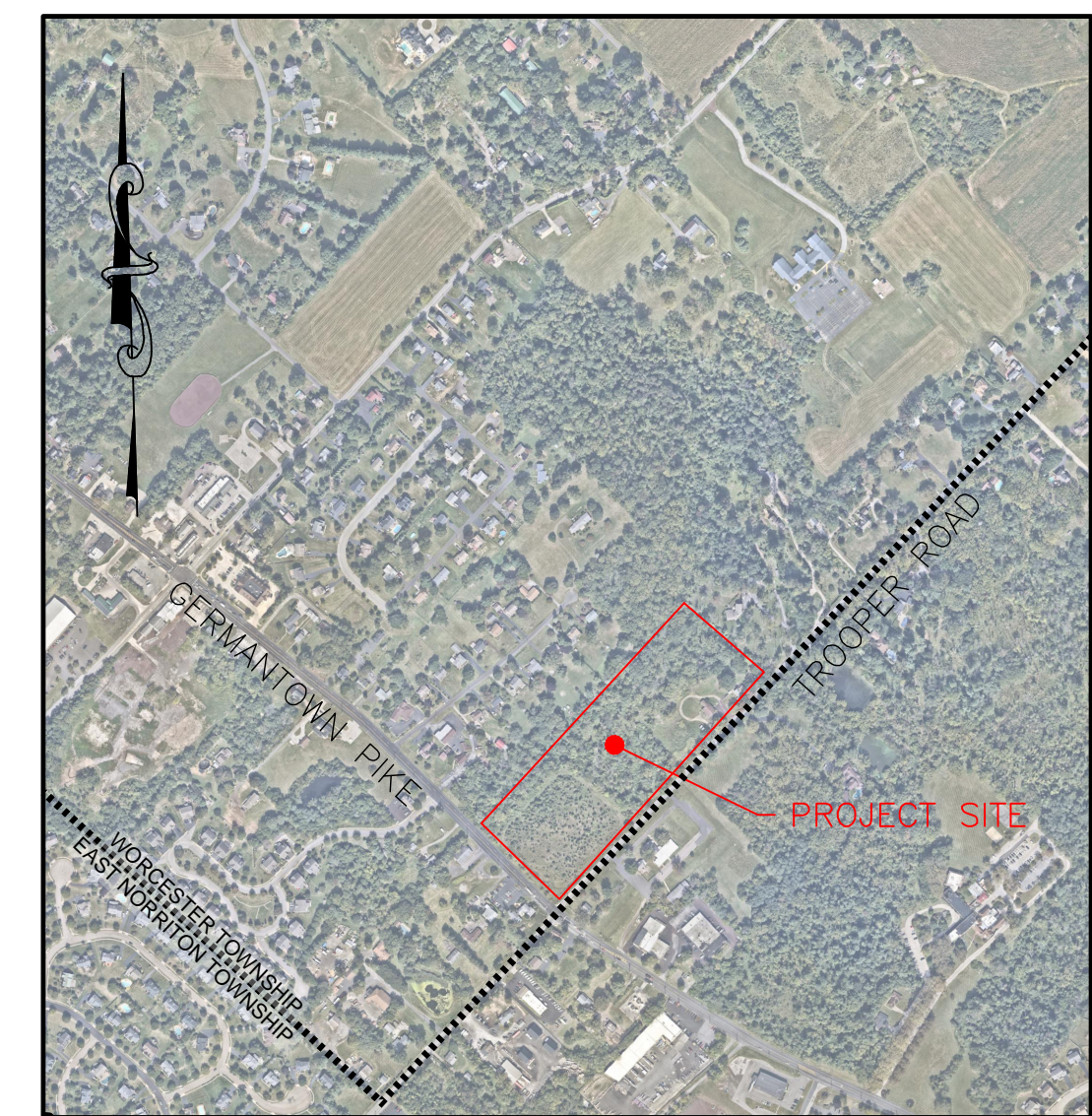


Casey A. Moore, P.E.
EVP/Regional Manager - Transportation

BMJ/MEE/CAM

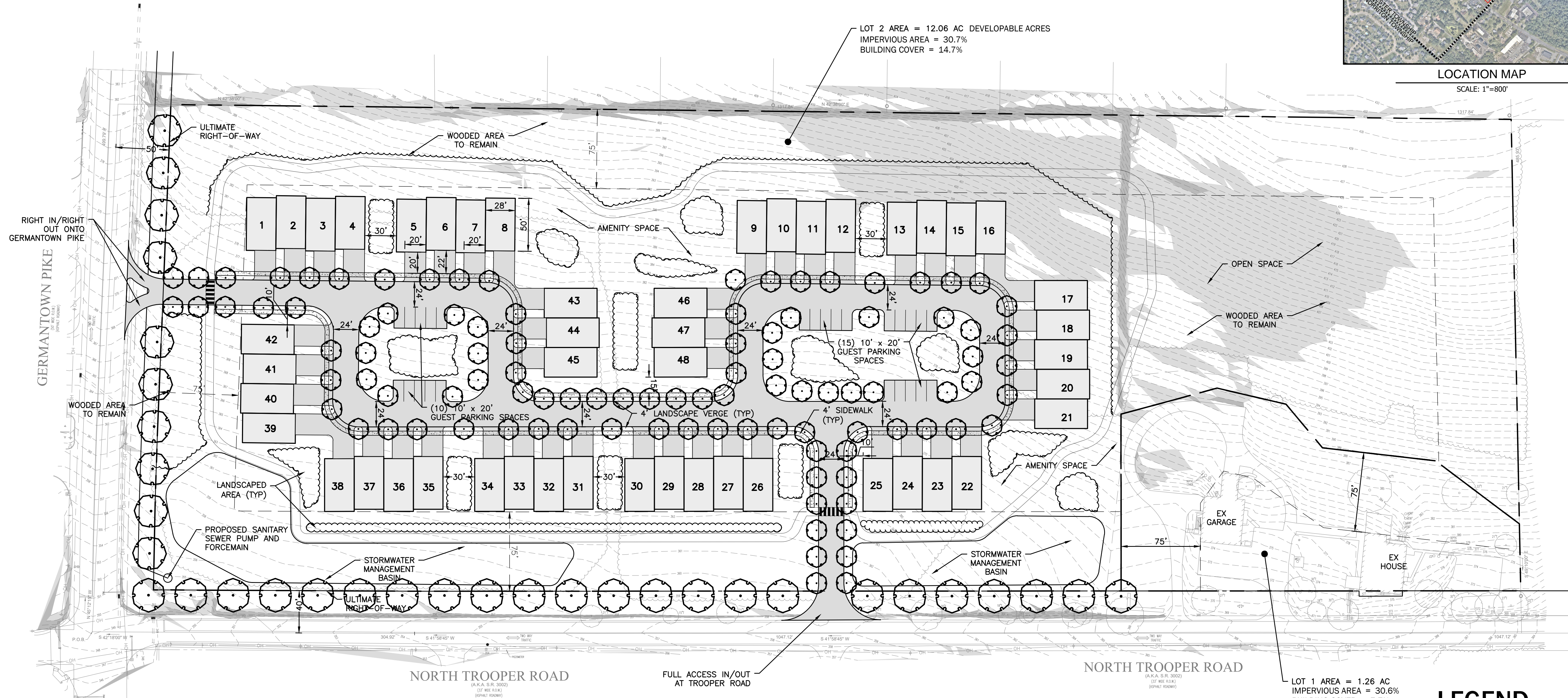
cc: John Evarts, P.E., CKS Engineers (Township Engineer)
Devin Ralph, Esq. (Township Solicitor)
Robert Hart, East Norriton Township Manager
Scott Burton, PennDOT
Paul Lutz, PennDOT
Andy Parker, McCormick Taylor (PennDOT and Montgomery County Review Consultant)
Susan M. Guisinger-Colon, P.E., LEED AP (Montgomery County consultant)
Michael Maier, Westrum Development Company (Applicant)
T&M Associates (Applicant's Site Civil Engineer)

Q:\PA-FTWA-MC\MCM\eng\WORCETO1\314086-01-001 - 1035 Trooper Road\Submissions\2024-03-12 Sketch Plan\Review\2024-03-21 Review Letter #1 - 1035 North Trooper Road (finalized).docx



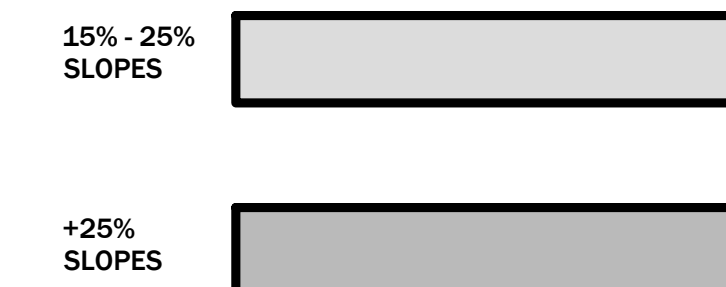
LOCATION MAP
SCALE: 1"=800'

LOT 2 AREA = 12.06 AC DEVELOPABLE ACRES
IMPERVIOUS AREA = 30.7%
BUILDING COVER = 14.7%



LOT 1 AREA = 1.26 AC
IMPERVIOUS AREA = 30.6%
BUILDING COVER = 7.7%

LEGEND



SITE STATISTICS

- APPLICANT: BRISTOL RIDGE ASSOCIATES, LLC
1300 VIRGINIA DRIVE #215
FORT WASHINGTON, PA 19034
- LEGAL OWNER: JAMES O'DONNELL
1035 TROOPER ROAD
NORRISTOWN, PA 19043
- EXISTING PROPERTY IDENTIFICATION:
APN #: 67-00-01540-004
TRACT LOCATION:
1035 TROOPER ROAD,
NORRISTOWN, PA 19034
WORCESTER TOWNSHIP, MONTGOMERY COUNTY, PA
- GROSS TRACT AREA:
15.11 ACRES
- ZONING DISTRICT: C AND R-11 WITH MULTI RESIDENTIAL USE OVERLAY

ZONING DATA - MR MULTI RESIDENTIAL DISTRICT (TOWNHOMES)

MIN. LOT AREA: 5 ACRES
MIN. LOT WIDTH: 300 FEET
MAX. BUILDING COVERAGE: 20% ON LAND WITHIN THE LOT LINES OF PROPERTY EXCLUSIVE OF ULTIMATE RIGHTS OF WAY
MAX. IMPERVIOUS COVERAGE: 50% ON LAND WITHIN THE LOT LINES OF PROPERTY EXCLUSIVE OF ULTIMATE RIGHTS OF WAY
MAX. BUILDING HEIGHT: 30 FEET NOT EXCEEDING TWO STORIES FOR ANY BUILDING OTHER THAN HOUSE/GARDEN APARTMENTS
BUILDING SIZE: 200 FEET MAXIMUM LENGTH FOR ANY MULTIFAMILY DWELLING
DENSITY: 4 UNITS PER DEVELOPABLE ACRE FOR MULTIFAMILY DWELLINGS EXCEPT FOR HOUSE/GARDEN APARTMENTS
DISTANCE BETWEEN UNITS: 30 FEET
BUFFER AREA: 75 FEET OF UNBUILT BUFFER STRIP FREE OF PARKING OR RECREATIONAL AREAS EXCEPT FOR TRAILS
SCREENING: 20 FEET (WIDTH) LOCATED WITHIN THE EXTERIOR 50 FEET OF BUFFER AREA
AMENITIES: COMMUNITY AMENITIES REQUIRED, OR FEE IN LIEU AT THE DISCRETION OF THE BOARD OF SUPERVISORS
PARKING: 2 ALL WEATHER PARKING SPACES PER RESIDENTIAL UNIT
PARKING SETBACKS: 75 FEET FOR ANY PARKING, LOADING, OR ACCESS DRIVE EXCEPT FOR NORMAL INGRESS/EGRESS

SINGLE FAMILY DETACHED DWELLING YARD REGULATIONS

FRONT YARD: 100 FEET
REAR YARD: 75 FEET, INCLUDES GARAGES
SIDE YARD: 75 FEET, INCLUDES GARAGES
BUILDING COVER: 20% MAXIMUM
IMPERVIOUS COVER: 40% MAXIMUM

PLAN NOTES

- THE MAXIMUM DEPTH OF THE REAR DECK/PATIOS IS TEN FEET OFF THE BACKS OF THE UNITS.
- ROADS AND OPEN SPACE TO BE OWNED AND MAINTAINED BY THE PLANNED COMMUNITY ASSOCIATION.
- DENSITY CALCULATION: 12.06 DEVELOPABLE ACRES x 4 UNITS/ACRE = 48 UNITS. 48 UNITS ARE PROPOSED.
- PROPOSED WATER AND SEWER SERVICE: PUBLIC

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| NO. | DATE | REVISIONS | BY | CHKD |
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BRISTOL RIDGE ASSOCIATES, LLC
APN #67-00-01540-004
GERMANTOWN PIKE & N TROOPER ROAD, WORCESTER TOWNSHIP,
MONTGOMERY COUNTY, COMMONWEALTH OF PENNSYLVANIA

TROOPER RIDGE
SKETCH PLAN EXHIBIT



| | | | |
|-------------|------------|-----------|------------|
| DESIGNED BY | BGS | DRAWING | SKP-1 |
| CHECKED BY | BGS | SHEET | 1 |
| DRAWN BY | CKS | DATE | 02/19/2024 |
| DATE | 02/19/2024 | SCALE | 1"=50' |
| SCALE | 1"=50' | PROJ. NO. | N/A |