

RESOLUTION NO. 2017 - 14

A RESOLUTION OF THE LOWER PROVIDENCE TOWNSHIP BOARD OF SUPERVISORS, MONTGOMERY COUNTY, PENNSYLVANIA, APPROVING THE PRELIMINARY LAND DEVELOPMENT PLAN OF STONERIDGE ACQUISITIONS, LP FOR CONSTRUCTION OF 139 TOWNHOMES AT GERMANTOWN PIKE AND RIVER ROAD WITHIN THE TOWNSHIP

WHEREAS, Stoneridge Acquisition LP (“Applicant”) filed its preliminary plan of subdivision (S-16-04) for the Courts at Brynwood on or about March 25, 2016; and

WHEREAS, Applicant’s proposed subdivision plan consists of seventy-nine (79) sheets prepared by Bohler Engineering, Chalfont, Pennsylvania, with a last revision date of February 22, 2017 (“Plan”); and

WHEREAS, the subject property consists of approximately 35 acres and includes T.M.P. Nos. 43-00-05419-02-8, 43-00-05419-03-7, 43-00-05419-04-6 and 43-00-05419-05-5; and

WHEREAS, both the Montgomery County Planning Commission and the Lower Providence Township Planning Commission have reviewed and made recommendations regarding the Plan; and

WHEREAS, the Board of Supervisors now intends to grant preliminary plan approval to the Applicant.

NOW, THEREFORE, it is hereby **RESOLVED** that the Lower Providence Township Board of Supervisors hereby approves the preliminary plan of subdivision prepared by Bohler Engineering, consisting of seventy-nine (79) sheets, last revised February 22, 2017 subject to the following conditions:

1. Compliance with the March 8, 2017 Woodrow and Associates review letter, a copy of which is attached hereto and incorporated herein as **Exhibit “A”**.
2. Compliance with the March 13, 2017 McMahon Associates, Inc. review letter, a copy of which is attached hereto and incorporated herein as **Exhibit “B”**, with respect to those requirements set forth in paragraphs 9, 10, 11, 12, 13 & 14 of the McMahon letter.
3. That the Applicant shall pay the required traffic impact fee of \$143,938.00 as calculated by McMahon Associates, Inc., payable on a prorated basis as each building permit application is submitted to the Township.
4. Compliance with the Thomas Comitta Associates, Inc. correspondence of January 6, 2017, a copy of which is attached hereto and incorporated herein as **Exhibit “C”**, as modified by the approved SLDO waivers set forth below.

5. Compliance with all other Township, County, State and Federal rules, regulations and statutes.

6. Execution of Development and Financial Security Agreements in a form and manner to be approved by the Township Solicitor. Additionally, the Applicant shall execute a Stormwater Management agreement and Residential Disclosure agreement in a form and manner approved by the Township Solicitor.

7. Compliance with the Conditional Use Adjudication and Order of August 6, 2015(CU-15-01). With respect to the Conditional Use Adjudication finding of fact no. 4, the proposed plan shall be modified to permit 23 basements in Phase I of the project and 12 basements in Phase II of the project for a total of 35 basements. Additionally, with respect to finding of fact no. 8 the mix of townhomes shall be modified to permit 70 two story units and 69 three story units in order to provide a more even distribution of the two different unit types.

8. Payment of the required park and recreation fee in the amount of \$161,240.00 contemporaneously with execution of Development Agreements.

9. In consideration of the approved waivers granted and in accordance with Township Resolution 17-09, the Applicant shall contribute \$168,214.32 to the Township's West End Capital Improvement Fund. The foregoing funds shall be made in two prorated payments, the first payment being made at the time that the Phase I record plan is filed for 88 lots and the second payment made at the time that the Phase II record plan is filed for the remaining 51 lots.

In addition to the foregoing conditions of Preliminary Plan Approval the following Subdivision and Land Development ordinance waivers are resolved as follows.

a. Section 123-18.A. (1) to permit aerial plan data in lieu of survey data 200 feet from the tract.

<u> x </u>	Approved	<u> </u>	Denied
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b. Sections 123-28 to grant a partial waiver permitting the distance between curb and sidewalk to be 4 feet instead of the required 5 feet.

<u> x </u>	Approved	<u> </u>	Denied
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c. Section 123-31 permitting River Road to be widened to 15 feet half width and Germantown Pike to be widened to 26 feet half width.

<u> x </u>	Approved	<u> </u>	Denied
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d. Section 123-32 as to storm drainage and curbing along existing roadway frontages.

<u> x </u>	Approved	<u> </u>	Denied
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e. Section 123-33 as to sidewalks along existing roadway frontages provided that the path along Germantown Pike is widened to 8 feet and that the sidewalk on the western half of the property be constructed in accordance with the recommendation of the Montgomery County Planning Commission.

 x Approved Denied

f. Section 123-34.E. to permit street intersection distances to be less than 200 feet for internal streets only.

 x Approved Denied

g. Section 123-34.H. to allow curb radii less than 25 feet at intersections, subject to final review and approval by McMahon Associates with respect to fire truck movements.

 x Approved Denied

h. Section 123-35.B. to permit a roadway center line radius less than 150 feet.

 x Approved Denied

i. Section 123-146.A. to permit a natural resource plant in lieu of a tree count.

 x Approved Denied

j. Section 123-146.B. as to tree replacement.

 x Approved Denied

SO RESOLVED, at a duly convened meeting of the Board of Supervisors conducted on this 20th day of April, 2017.

**LOWER PROVIDENCE TOWNSHIP
BOARD OF SUPERVISORS**

Colleen Eckman

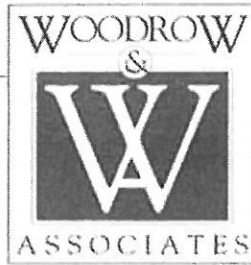
Jason Sorgini

Patrick T. Duffy

Jill Zimmerman

Peter MacFarland

ATTEST: _____



March 7, 2017
Revised March 8, 2017

Michael Mrozinski, Director of Community Development
Lower Providence Township
100 Parklane Drive
Eagleville, PA 19403

Reference: The Courts at Brynwood/Superior Tube Property

Dear Mike:

W.B. homes has submitted revised plans for their Courts at Brynwood project. Recall that these plans have been prepared by Bohler engineering of Chalfont, PA. The original plan date is March 18, 2016, and the most recent revision date is February 22, 2017. As you are aware, this application appeared before our planning commission last month. I believe a lot of good feedback was received by the applicant. Also recall that we have been working in cooperation with both Montgomery County Roads and Bridges and PennDOT with the cooperation of the Montgomery County Planning Commission with regard to the scope and extent of improvements to Germantown Pike. This revised set of plans goes a long way to address all of those outstanding issues and comments. At this time, I am comfortable from my engineering review perspective in suggesting the plan is worthy of a recommendation of preliminary plan approval. Of course that approval should be conditioned upon the following:

Threshold issues:

1. Pedestrian Connectivity – The site plan has been revised to address pedestrian connections running from the property boundary to the east all the way to River Road. An internal sidewalk connection scheme also provides a pedestrian link to River Road and eventually crossing into our public park space along River Road. Additional stamped asphalt crosswalks have been added to the plan. We may want to take one final look at the details and connections at the final plan stage. However, at this writing pedestrians seem to be well accommodated.
2. Road Intersections and Improvements – At this writing McMahon and Associates, PennDOT and Montgomery County Roads and Bridges have drawn specific conclusions as to the scope of improvement.
3. Site Amenities – The open space areas within the project have been supplemented with hardscape features. Again, I would like to hold this comment open until final plan discussions for more permanent conclusion to this topic.

Approval/permit/reviews – Any way of a checklist, any approval the board may grant this application should be conditioned upon the applicant securing the following approval/permit/reviews.

Municipal/Civil Consulting Engineers
Suite 5 • 1108 North Bethlehem Pike • Lower Gwynedd, PA 19002
Phone: 215-542-5648 • Fax 215-542-5679
Established 1996

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March 7, 2017

Revised March 8, 2017

Michael Mrozinski, Director of Community Development

Lower Providence Township

Reference: The Courts at Brynwood/Superior Tube Property

1. Lower Providence Township Board of Supervisors – Conditional use approval allowing the townhouse dwelling style to be built within the industrial district.
2. PA DEP sewage facilities planning.
3. PA DEP - NPDES permit for construction and stormwater activities.
4. PA DEP storm sewer outfalls.
5. Public water supply approval.
6. Montgomery County Roads and Bridges – Improvements on and access to Germantown Pike.
7. PennDOT – Improvements on and access to River Road
8. Lower Providence Township Sewer Authority
9. Escrow and development agreements with the Lower Providence Township Board of Supervisors
10. Utility easement agreements with the Superior Tube property.
11. PA DEP general permits for stormwater outfalls.

Waivers – The applicant has requested the following waivers from our subdivision and land development ordinance. We have reviewed each of these waivers with the Township team and take no exception to the granting of these waivers if they are consistent with the vision of the Board of Supervisors.

1. Waiver from Section 120-28 to allow distance between curb and sidewalk to be four (4) feet in lieu of five (5) feet required.
2. Waiver from Section 123-18.A.1 – To allow the aerial plan in lieu of providing survey data 200 feet from the tract.
3. Waiver from section 123-31 which requires River Road to be widened to 15' half cartway width and Germantown Pike to be widened to 26' half cartway width.
4. Waiver from Section 123-32 which requires storm drainage and curbing along existing roadway frontages.
5. Waiver from Section 123-33 which requires sidewalk along existing roadway frontages.
6. Waiver from Section 123-34.E – To allow street intersection distance to be less than 200 feet.
7. Waiver from Section 123-34.H – To allow a curb radii less than 25 feet at intersections.

March 7, 2017

Revised March 8, 2017

Michael Mrozinski, Director of Community Development

Lower Providence Township

Reference: The Courts at Brynwood/Superior Tube Property

8. Waiver from Section 123.35.B – To allow a roadway center line radius less than 150 feet.
9. Waiver from Section 123-146.A – To allow a natural resource plan to determine a tree count.
10. Waiver from Section 123-146.B – To allow tree protection and preservation determined through tree count.

Zoning Ordinance Review:

1. Section 143-133.D(2)(3) – This citation is the component of the revised text which describes an obligation to have architectural design standards as an obligation of a land development approval. In conjunction with this task, improvements to the public spaces including gazebos, arbors, seating areas and low retaining walls should be laid out for enhanced community use of the common greens. The Township should consider who and how the architectural standards are approved, details, and compliance during construction assured. – This obligation remains.

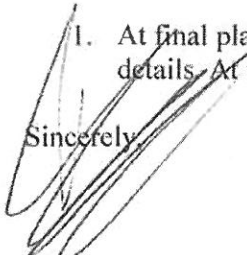
Subdivision ordinance review:

1. Section 123-31 – A waiver has been requested from full compliance with the code based upon McMahon and Associates discussions. A fee in lieu of improvement must be defined.

Gen. comments:

1. At final plan submission, we will do a cursory review of pipe inverts, slopes and construction details. At this writing, the plans appear to be in good preliminary plan threshold compliance.

Sincerely,


Timothy P. Woodrow, P.E.
Township Engineer
Woodrow & Associates, Inc.

TPW/del

cc: John Rice, Esq., Township Solicitor – Lower Providence Township
Chris Canavan – WB Homes
Ron Klos, P.E. – Bohler Engineering
Casey Moore, P.E., McMahon Associates



McMAHON ASSOCIATES, INC.
425 Commerce Drive, Suite 200
Fort Washington, PA 19034
p 215-283-9444 | f 215-283-9447

PRINCIPALS

Joseph W. McMahon, P.E.
Joseph J. DeSantis, P.E., PTOE
John S. DePalma
William T. Steffens
Casey A. Moore, P.E.
Gary R. McNaughton, P.E., PTOE

ASSOCIATES

John J. Mitchell, P.E.
Christopher J. Williams, P.E.
R. Trent Ebersole, P.E.
Matthew M. Kozsuch, P.E.
Maureen Chlebek, P.E., PTOE
Dean A. Carr, P.E.

March 13, 2017

Mr. Michael Mrozinski
Director of Community Development
Lower Providence Township
100 Parkland Drive
Eagleville, PA 19403

RE: **Traffic Review #6**
The Courts at Brynwood
Germantown Pike and River Road
Lower Providence, Montgomery County, PA
McMahon Project No. 815309.11

Dear Mike:

Per the request of the Township, McMahon has prepared this comment letter, which summarizes our sixth traffic engineering review of the proposed Courts at Brynwood Townhome Land Development Plans and our second traffic engineering review of the Highway Occupancy Plans. The development is proposed by Stonebridge Acquisitions, L.P., and will consist of 139 townhomes located along Germantown Pike between River Road and Crosskeys Road in Lower Providence Township. Access to the proposed development will be provided via a full-movement driveway to Germantown Pike and a full-movement driveway to River Road.

The project has been discussed with Township staff, the County, PennDOT and the applicant's engineering consultants to coordinate the transportation elements of the site development layout. The primary goal of the project access design is to allow the flexibility of relocating the Germantown Pike access further to the west of its initial location, which has been designed to initially occur at the far east end of the Germantown Pike property frontage. A future relocation may be necessary based on a planned PennDOT project. A project is underway to study and preliminarily design a new connector road from Germantown Pike to Ridge Pike (Phase 1) further to the east from its current intersection. This Phase 1 project will anticipate and plan for a future project (Phase 2), to design and build a road from Ridge Pike that will lead to/from a new, second Perkiomen Creek bridge crossing, as has been discussed for years. That project is on the Decade of Investments list for PennDOT to complete. **Note:** The applicant, Township and County have been made aware that PennDOT advertised a project for Statements of Interest to complete traffic evaluations and some preliminary engineering on both sides of the existing Perkiomen Creek Bridge on Ridge Pike, with particular emphasis on providing



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solutions to improve the operations of the Ridge Pike/Germantown Pike intersection. Furthermore, McMahon is completing a TCDI Transportation Mobility and Connectivity Study along Ridge Pike between Evansburg Pike and Collegeville Borough.

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

1. Response to Comments Letter – The Courts at Brynwood, prepared by Bohler Engineering, dated February 22, 2017.
2. Preliminary Land Development Plans – The Courts at Brynwood, prepared by Bohler Engineering, last revised February 22, 2017.
3. Stormwater Management Calculations – The Courts at Brynwood, prepared by Bohler Engineering, last revised February 22, 2017.

The following items have not been re-submitted to the Township to date:

4. Response to Township Comments Letter – The Courts at Brynwood, prepared by Traffic Planning and Design, dated December 12, 2016.
5. Highway Occupancy Permit Plans – The Courts at Brynwood, prepared by Traffic Planning and Design, last revised November 23, 2016.

Based on our review of the documents listed above by Bohler Engineering for the site itself, McMahon offers the following comments for consideration by the Township and action by the applicant:

Waiver Requests

1. Sheet 1 of the plan set requests a waiver from **Section 123-28** of the **Subdivision and Land Development Ordinance** to allow for a distance between the curb and sidewalk of four feet in lieu of the five feet that is required.
 - McMahon is not opposed to the granting of this waiver if the proposed layout is agreeable to the County and all of the proposed curb ramps are constructed to meet current Federal and PennDOT ADA standards.
2. Sheet 1 of the plan set requests a waiver from **Section 123-31** of the **Subdivision and Land Development Ordinance** which requires River Road to be widened to a 15' half cartway width and Germantown Pike to be widened to a 26' half cartway width.
 - McMahon recommends that the Township consider granting this waiver conditioned upon an agreement that the design and construction dollars for this requirement are held in escrow and/or used for the Lower Providence Township West Ridge Pike Traffic Improvement Fund. Coordination between the Township Engineer, Township

Traffic Engineer, and the applicant has occurred, and the applicant has provided an estimate for the design and construction costs of the facilities that are the subject of this waiver request. The amount of funds to be held in escrow totals approximately \$168,214.32 and equates to approximately \$1,210.17/unit, and we consider this satisfactory. This amount is in addition to the transportation impact fee.

3. Sheet 1 of the plan set requests a waiver from **Section 123-31.E** of the **Subdivision and Land Development Ordinance** to allow for a cartway width of less than 30' for Brynwood Drive, Parkview Court, and Rock Creek Court.
 - McMahon's preference is to widen the roadways to a minimum of 28' in order to provide parking on one side of the street and maintain a 20' cartway, however we understand that this minor widening from the currently proposed 26' would increase the amount of impervious pavement proposed on the site and affects other things. Therefore, McMahon is not opposed to the granting of this waiver as long as the Board of Supervisors is agreeable to the design proposed by the applicant's engineer and the "No Parking This Side Anytime" signs are located along one side of Brynwood Drive.
4. Sheet 1 of the plan set requests a waiver from **Section 123-32** of the **Subdivision and Land Development Ordinance** which requires storm drainage and curbing along existing roadway frontages. As previously noted, it is anticipated that this uncurbed section of roadway is due to coordination with the future project along Germantown Pike.
 - McMahon recommends that the Township consider granting this waiver conditioned upon an agreement that the design and construction dollars for this requirement are held in escrow and/or used for the Lower Providence Township West Ridge Pike Traffic Improvement Fund. Coordination between the Township Engineer, Township Traffic Engineer, and the applicant has occurred, and the applicant has provided an estimate for the design and construction costs of the facilities that are the subject of this waiver request. The amount of funds to be held in escrow totals approximately \$168,214.32 and equates to approximately \$1,210.17/unit, and we consider this satisfactory. This amount is in addition to the transportation impact fee.
5. Sheet 1 of the plan set requests a waiver from **Section 123-33** of the **Subdivision and Land Development Ordinance** which requires sidewalk be installed along all existing roadway frontages. In lieu of the sidewalk, the applicant has provided a 6' wide pedestrian path along the Germantown Pike frontage that provides access to River Road. In addition, sidewalk is proposed to extend from Brynwood Drive (1) north along River Road (SR 4009) and provide a connection to the proposed trail on the west side of River Road (SR 4009).

- McMahon recommends that the width of the proposed pedestrian path along the frontage of Germantown Pike be increased from 6' to 8' in order to meet the minimum width requirement for a two-directional shared use path as noted in Section 5.2.1 of the AASHTO Guide for the Development of Bicycle Facilities, Fourth Edition. The county should also weigh in on the path width. Given the steep proposed grades of the path, additional width is necessary to provide path users unable to traverse the steep grades a place to disembark from bicycles and walk.
6. Sheet 1 of the plan set requests a waiver from **Section 123-34.E** of the **Subdivision and Land Development Ordinance** to allow for the distance between street intersections to be less than 200' as required. The note should be updated to specifically address which roadways this request is for, and if only internal to the site, the Township Engineer should be consulted on this request.
- Based on the nature of the site, McMahon is not opposed to this waiver request.
7. Sheet 1 of the plan set requests a waiver from **Section 123-34.H** of the **Subdivision and Land Development Ordinance** to allow for minimum curb radii at roadway intersections to be less than the required 25'.
- Truck turning plans that demonstrate that refuse trucks, fire trucks, and moving trucks (WB-50) can adequately maneuver through the proposed site have been provided, with the exception of one area which shows the WB-50 truck crossing into parking spaces in order to make the turn on Brynwood Drive (1). The truck turn at this location should be revised and reviewed for adequacy before McMahon supports the granting of this waiver.
8. Sheet 1 of the plan set requests a waiver from **Section 123-35.B** of the **Subdivision and Land Development Ordinance** to allow for a minimum roadway center line radius of less than 150'.
- Truck turning plans that demonstrate that refuse trucks, fire trucks, and moving trucks (WB-50) can adequately maneuver through the proposed site have been provided, with the exception of one area which shows the WB-50 truck crossing into parking spaces in order to make the turn on Brynwood Drive (1). The truck turn at this location must be revised and reviewed for adequacy before McMahon supports the granting of this waiver.

Land Development Plans

9. As noted in the response to the waiver request from **Section 123-33** of the **Subdivision and Land Development Ordinance**, the proposed 6' wide multi-use path should be widened to a

minimum of 8' in order to meet the width requirements in Section 5.2.1 of the AASHTO Guide for the Development of Bicycle Facilities, Fourth Edition.

10. As previously stated, provide construction baseline geometry, including tangent and curve information. It is recommended to provide tangent bearings and all pertinent horizontal curve data to ensure proper baseline and construction layout. It is noted that the plans have been revised to provide centerline radii.
11. Since River Road (SR 4009) is a State Roadway and Germantown Pike is a County Roadway, a State Highway Occupancy Permit (HOP) will be required for the River Road driveway and a County Highway Occupancy Permit (HOP) will be required for the Germantown Pike driveway. The Township must be copied on all plan submissions and correspondence between the applicant, PennDOT, and the County, and invited to any and all meetings between these parties.

The HOP plans have not been resubmitted to the Township as of this date. The following comments from the January 9, 2017 letter remain applicable until those plans are received and reviewed for satisfaction of prior comments and if new issues are identified.

Highway Occupancy Permit (HOP) Plans

12. Response to comment #9 indicates that the depressed curb designs for Ramps C and D have been revised per the 'Depressed Curb for Curb Ramps' detail on sheet 1 of PennDOT Publication 72 RC-67M. The plans do not appear to reflect this change. The slope of the DWS area should be taken from the bottom of the curb to the back of the DWS (2.67' of distance). It appears as though the slope of Ramp C should be approximately 5.62% (0.15' change over 2.67') and Ramp D should be approximately 1.12% (0.03' change over 2.67'). Preliminary calculations indicate the back of depressed curb elevations for Ramp C should be 127.33' and 127.42' and 129.02' and 129.11' for Ramp D. Update the longitudinal slopes on the plans and CS-4401 forms as necessary. In addition, remove the back of depressed curb elevations or revise them to meet this requirement.
13. Response to comment #13 indicates that the ramp type for Ramp E has been updated from Type 4A to Type 6. While this change was made on the plans, the CS-4401 form still reflects the use of a Type 4A ramp. Revise the forms as appropriate.
14. As previously noted, for Ramp F, revise the maximum longitudinal ramp slope, Slope 'C', from 1.00% to 7.50% to reflect the maximum proposed longitudinal slope between the DWS and landing areas.

15. The following is a status summary of the proposed ADA curb ramps associated with this project:

Ramp A (River Road and Brynwood Drive)

This ramp is partially or fully within the PennDOT Legal Right-of-Way. McMahon has not reviewed this ramp.

Ramp B (River Road and Brynwood Drive)

This ramp is partially or fully within the PennDOT Legal Right-of-Way. McMahon has not reviewed this ramp.

Ramp C (River Road and Brynwood Drive)

1. No Technically Infeasible Form is required for this ramp.
2. The design of this ramp is acceptable once the depressed curb and ramp slopes have been revised as noted above.
3. The CS-4401 form needs to be updated to reflect the revised slope labels.

Ramp D (River Road and Brynwood Drive)

1. No Technically Infeasible Form is required for this ramp.
2. The design of this ramp is acceptable once the depressed curb and ramp slopes have been revised as noted above.
3. The CS-4401 form needs to be updated to reflect the revised slope labels.

Ramp E (Germantown Pike and River Road)

1. No Technically Infeasible Form is required for this ramp.
2. The design of this ramp is acceptable as shown.
3. The CS-4401 form needs to be updated to reflect the Type 6 ramp proposed.

Ramp F (Germantown Pike and River Road)

1. No Technically Infeasible Form is required for this ramp.
2. The design of this ramp is acceptable as shown.
3. The CS-4401 form needs to be updated to reflect the correct 'C' value.

Transportation Impact Assessment

The following comments are from our review letter dated April 19, 2016, and are mainly informational in nature and should be considered by the Township in any developer's agreement for this project:

1. As demonstrated in the study, traffic delay and long queue lengths are an issue in this area and that will continue without or with the proposed development. The applicant has optimized timings at the intersection of Germantown Pike and Ridge Pike under future conditions; however, these signal timing modifications would result in only minimal change in the level-of-service/delay at this intersection. The applicant has agreed to cooperate and financially participate with the Township and County toward a much larger scale remedy to get traffic operation improvements in the area. Any signal timings modified at this location are part of a signal system extending into Collegeville Borough, which are not subject of the applicant's traffic study. **The applicant's traffic impact fee and other related transportation fees are recommended to be used toward applicable larger improvements.**
2. The intersection of Germantown Pike and Crosskeys Road currently operates with heavy delay during the weekday morning peak hour and this heavy delay will continue to be experienced under future conditions. Physical improvements including left-turn lanes are needed to provide measurable improvements to this intersection, but implementation of such improvements are beyond the scope of improvements for this applicant's project alone.
3. The intersection of Germantown Pike and Evansburg Road will operate with delay during the weekday afternoon peak hour under future conditions. Physical improvements including left-turn lanes are needed to provide measurable improvements to this intersection, but implementation of such improvements are beyond the scope of improvements for this applicant's project alone.
4. It should be noted that the available sight distance looking to the right at the secondary Germantown Pike driveway does not meet the minimum PennDOT sight distance requirements as noted on page 10 of the study. The applicant has stated that Germantown Pike would likely be modified under a regional improvement scenario where speeds would be lowered and roadway geometry would be different, thus modifying the sight distance requirements. Adequate sight distance must be available and verified prior to the opening of a secondary driveway in the location shown on the plans and analyzed. The applicant and their engineer are keenly aware of this issue.
5. Since River Road (SR 4009) is a State Roadway and Germantown Pike is a County Roadway, a State Highway Occupancy Permit will be required for the River Road driveway and a County Highway Occupancy Permit will be required for the Germantown Pike driveway. The Township must be copied on all plan submissions and correspondence between the applicant, PennDOT and the County, and invited to any, and all, meetings between these parties.
6. According to the Township's Roadway Sufficiency Analysis, the proposed development is located in Transportation Service Area One, which has a corresponding impact fee of \$1,822 per "new" weekday afternoon peak hour trip and the applicant will be required to pay a

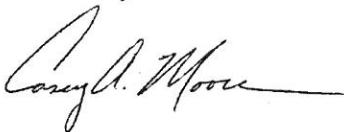
Transportation Impact Fee in accordance with the Township's Transportation Impact Fee Ordinance. Based on the Institute of Transportation Engineers publication **Trip Generation**, Ninth Edition, the proposed development will generate approximately 79 total "new" weekday afternoon peak hour trips. The TSA One impact fee of \$1,822 per "new" weekday afternoon peak hour trip applied to these trips results in a transportation impact fee of \$143,938.

7. Meetings have been held during the project process to include PennDOT, County, Township, Borough and others to discuss and coordinate the project site accesses, development of this site, and the transportation infrastructure needs with the ongoing, more regional transportation infrastructure improvements envisioned by the public agencies. We recommend the applicant, parties involved, as well as other properties that may be affected or developed, continue to coordinate and cooperate for transportation solutions within this area going forward.

Based on a review of the land development plans, the applicant should address the aforementioned comments, and provide revised plans/study to the Township for further review and approvals. **A response letter that addresses our comments must accompany the resubmission.**

We trust that this review letter responds to your request and satisfactorily addresses the traffic issues that are related to the proposed development apparent to us at this time. If you or the Township have any questions, or require clarification, please contact Stephanie Butler, P.E. or me.

Sincerely,



Casey A. Moore, P.E.
Vice President & Regional Manager

WLT/BMJ/CAM/lsw/smd

cc: Donald Delamater, Township Manager
John Rice, Esq., Township Solicitor
Timothy Woodrow, P.E., Woodrow Engineers, Township Engineer
Christopher Canavan, WB Homes, Inc./Stonebridge Acquisitions, LP.
Frank Montgomery, P.E., PTOE, Traffic Planning and Design, Inc.
Ron Klos, P.E., Bohler Engineering



THOMAS COMMITTA ASSOCIATES, INC.
Town Planners & Landscape Architects

MEMORANDUM

TO: Michael W. Mrozinski, Director of Community Development, Lower Providence Township
Don Delamater, Township Manager, Lower Providence Township
Timothy Woodrow, P.E., Township Engineer, Woodrow & Associates, Inc.
John B. Rice, Esq., Township Solicitor, Grim, Biehn & Thatcher

FROM: Daniel B. Mallach, RLA, AICP, ASLA
Thomas J. Comitta, AICP, CNU-A, RLA

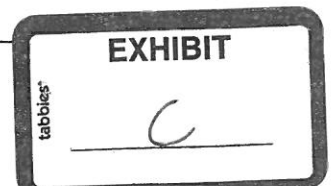
DATE: January 6, 2017

SUBJECT: **REVIEW COMMENTS – COURTS AT BRYNWOOD**
PRELIMINARY LAND DEVELOPMENT PLANS DATED REVISED 11-14-2016
LPT Project No. S-14-04

The enclosed Review Comments pertain to the following document that we received on November 15, 2016, and to a site visit December 20, 2016.

- Preliminary Land Development Plan, consisting of (79) sheets dated revised 11-14-2016, prepared by Bohler Engineering.

Please call or email if there are any questions.





THOMAS COMMITTA ASSOCIATES, INC.
Town Planners & Landscape Architects

REVIEW COMMENTS – COURTS AT BRYNWOOD
PRELIMINARY LAND DEVELOPMENT PLANS DATED REVISED 11-14-2016
LPT Project No. S-14-04

January 6, 2017

Please note the following review comments pertaining to the document listed in the Cover Memorandum.

1. Overall Landscape Compliance

We recommend that the Plan be considered acceptable with respect to the following items pertaining to the Landscape requirements of the Subdivision and Land Development Ordinance (SLDO):

- a. Parking Lot Planting (§123-37.L);
- b. Internal Landscaping (§123-50.A);
- c. Perimeter Landscaping (§123-50.B);
- d. Screen Buffer Design (§123-50.C); and
- e. Street (Shade) Trees (§123-52).

2. Additional Tree Removal Inventory

A significant quantity of trees along the Germantown Pike frontage that will be require removal are not indicated on the Existing Conditions/Demolition Plans.

These include more than 50 trees along the east end of the Germantown Pike frontage that should be indicated on Sheet 12, Existing Conditions/Demolition Plan (A).

The Plan should be revised to indicate these trees, with size designations, because the quantity of trees of eight inches (8") diameter-at-breast-height (DBH) or greater that are removed shall be replaced, per Section 123-146.B.6.a (SLDO).

3. Tree Replacement

Per Section 123-146.B.6.a (SLDO), one (1) 2½-inch caliper replacement tree shall be provided for each tree of eight inches (8") diameter-at-breast-height (DBH) or greater that is removed.

Further, per Section 123-146.B.6.c (SLDO), replacement trees shall be planted in addition to the trees required by planting requirements otherwise set forth in the Subdivision and Land Development Code.

This is important because:

- a. As described in above comment 3, the Plan does not yet identify several dozen trees that will require removal; and



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Town Planners & Landscape Architects

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- b. The Landscape Compliance Chart on Sheet 49 does not yet document compliance with the tree replacement requirement.

It appears from the Landscape Compliance Chart, crosschecked with the Plant Schedule, that all of the proposed trees are designated to fulfill the various specific SLDO planting requirements, without a surplus that may be applied toward the satisfaction of the tree replacement requirement.

Therefore, in addition to completing the tree inventory, the submission shall be updated to indicate how the tree replacement requirement will be satisfied. In lieu of planting the required quantity of 2½-inch caliper replacement trees onsite, the Applicant may pay a fee-in-lieu to the Township under the provisions of Section 123-146.B.6.d.2 (SLDO).

4. Replacement for Butterfly Bush

The proposed plant species and sizes are acceptable, with one (1) exception:

Butterfly Bush - We recommend that the three (3) proposed Butterfly Bush (*Buddleia davidii*) be replaced. The flowers of the Butterfly Bush attract numerous butterflies to their nectar, and as a result many eggs are laid on the leaves. However, the offspring larvae cannot feed on the leaves of this plant. Consequently, this plant is destructive to butterfly populations.

Butterfly Bush is also on the "Watch List" of Invasive Plants that is published by the Pennsylvania Department of Conservation and Natural Resources (DCNR). Plants on the Watch List "have the potential to act aggressively in certain environments or in surrounding states. They could pose threats to natural ecosystems if they become invasive."

5. Seed Mix Typo

The Legends on the Landscape Plan indicate seed mix ERNMX 156 rather than the differing ERNMX 153 that is included on the Landscape Details sheet. This typo should be corrected.

6. Seed Mix Supplier Information

The contact information for the specified seed mix supplier Ernst Conservation Seeds should be added to the Plan:

Ernst Conservation Seeds, Inc.
8884 Mercer Pike, Meadville PA 16335
(800) 873-3321



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7. Recreation Area Information

We recommend that the Plan include additional information pertaining to the Recreation Area.

This information should include the manufacturer and model of any proposed play equipment, play surfacing material, and the like.

If play equipment will be installed, we recommend that the Township confirm whether the "Use Zone" clearance dimensions and surfacing material depth will be provided per the recommendations of the manufacturer and per National Recreation and Park Association standards.

8. Conclusion

Prior to approval, the submission should be revised as follows:

- 8.A The tree inventory should be completed in order to evaluate the required quantity of replacement trees (comment 2);
- 8.B The Plan should indicate the required replacement trees, and/or the Applicant should agree to pay the Township a fee-in-lieu (comment 3);
- 8.C A replacement should be identified for the proposed Butterfly Bush (comment 4);
- 8.D The Seed Mix specification typo should be corrected (comment 5);
- 8.E The Seed Mix supplier information should be added to the Plan (comment 6); and
- 8.F The Plan should include additional information pertaining to the Recreation Area (comment 7).

Please call or email if there are any questions.