

RESOLUTION NO. 2017-27

(LD-17-03)

A RESOLUTION OF THE LOWER PROVIDENCE TOWNSHIP BOARD OF SUPERVISORS, MONTGOMERY COUNTY, PENNSYLVANIA, APPROVING THE PRELIMINARY/FINAL SUBDIVISION AND LAND DEVELOPMENT PLAN FOR LIDL US FOR A PROPOSED GROCERY STORE AT 2601-2614 RIDGE PIKE

WHEREAS, Lidl US Operations LLC (“Applicant”) submitted its subdivision and land development plans to the Township to consolidate four parcels and to create two new lots at 2601-2614 Ridge Pike (“Property”); and

WHEREAS, Applicant proposes to demolish an existing building and to construct a 36,000 square foot grocery store with related amenities on the Property; and

WHEREAS, the Montgomery County Planning Commission and the Lower Providence Township Planning Commission have both reviewed the proposed subdivision and land development in accordance with the Municipalities Planning Code; and

WHEREAS, the Board of Supervisors now intends to approve the preliminary/final subdivision and land development plan for Lidl US.

NOW, THEREFORE, it is hereby **RESOLVED** that the Lower Providence Township Board of Supervisors does hereby approve the preliminary/final subdivision and land development plans of Lidl US Operations, LLC., prepared by Bohler Engineering, consisting of twenty-one (21) sheets, dated July 26, 2017, last revised September 8, 2017, subject to the following conditions:

1. Compliance with the Paragraphs B. 1. through 6., C. 1., and D. 1. through 4, and 9. of the Woodrow and Associates review letter dated August 14, 2017, a copy of which is attached hereto and incorporated herein as **Exhibit “A”**.

2. Compliance with following paragraphs of the McMahon Associates, Inc. review letter dated September 19, 2017, a copy of which is attached hereto and incorporated herein as **Exhibit “B”**:

- a. Transportation Impact Study, paragraphs 1. through 8.
- b. Preliminary/Final Subdivision Land Development Plans, paragraphs 1. through 4., and paragraphs 8. through 24.

3. Compliance paragraphs 2.A. and 6. C. of the Thomas Comitta Associates, Inc. review letter dated September 21, 2017, a copy of which is attached hereto and incorporated herein as **Exhibit “C”**.

4. Compliance with all other Township, County, State and Federal rules, regulations and statutes with respect to additional permits.

5. Execution of Development and Financial Security Agreements, a Stormwater Management Agreement and such other agreements or easements to the Township or the Township Sewer Authority in a form and manner approved by the Township Solicitor.

6. Payment of traffic impact fees in a total amount of \$375,332.00 and park and recreation fees in the amount of \$39,558.20 at the time of execution of Development and Financial Security Agreements. The forgoing traffic impact fees may be reduced by credits pursuant to the Township's Act 209 study if approved by the Township's traffic engineer.

7. If the Township determines that a shopping cart carousel is needed at the Property at any time after the store is open and operating, Applicant shall meet with Township staff and the Township shall determine the size and location for this improvement.

8. In addition to the foregoing conditions of Preliminary/Final Plan approval the proposed Subdivision and Land Development ordinance waivers are resolved as follows:

a. Section 123.37.E – to permit parking spaces to be located closer than 20 feet to the ultimate right-of-way and parking spaces to be located closer than 10 feet from three sides of any building.

 x Approved Denied

b. Section 123.37. C. and E. – to permit the modification of planting areas between parking areas and the building façade and to permit some parking lot islands to be installed without trees due to utility conflicts.

 x Approved Denied

c. Section 123.37.C. – to permit more than 18 contiguous parking spaces in one interrupted row.

 x Approved Denied

d. Section 123-37.L.(2)(a) - to eliminate an 8 foot wide planting strip separating facing rows of parking stalls.

 x Approved Denied

e. Section 123.142.H. (4) - to permit the sidewalk to be separated from the curbline by less than 4 feet of grass and landscaped area.

 x Approved Denied

SO RESOLVED, at a duly convened meeting of the Board of Supervisors conducted on this 19th day of October, 2017.

**LOWER PROVIDENCE TOWNSHIP
BOARD OF SUPERVISORS**

Colleen Eckman

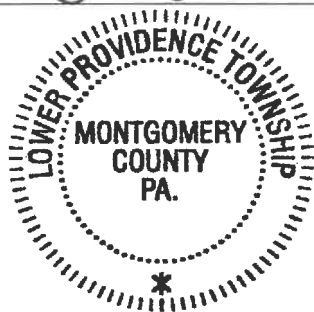
Jason F. Sorgini
Jason Sorgini

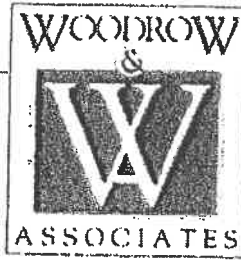
Patrick T. Duffy
Patrick T. Duffy

Jill Zimmerman

Peter MacFarland
Peter MacFarland

ATTEST: _____





August 14, 2018

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

Reference: Lidl US Operations, LLC

Dear Mike:

I am in receipt of a 21-sheet set of plans which describes the redevelopment of the property located to the northwest corner of the intersection of Trooper Road and Ridge Pike in our community. This former Norristown Ford Auto Dealership is to be replaced with a new supermarket operated by the Lidl Corporation. The plans have been prepared by Bohler Engineering and there is an original date of July 26, 2017.

It should be noted that the proposal calls for the acquisition and demolition of the existing Sunoco Station. Further, the plans call for a reapportionment of land through a reverse subdivision. The Sunoco's parcel major holdings of the dealership and the existing parcel known as Unit 88, Block 6, Tract 2 will be consolidated into a single parcel which will capture the new development. Tax Block 6, Unit 6 containing 1.27 acres will be held as a separate parcel of undeveloped land at this time. Additional comments are as follows:

A. Threshold Issue:

1. In my opinion, the most critical aspect of this land development plan application is the impacts on traffic, congestion, and access. Along this very busy traffic corridor significant highway improvement planning has been considered. In this instance, we will defer to PennDOT and McMahon Associates for their wisdom and comment.

B. Approval/Permits/Reviews – Any approval the Board of Supervisors would grant this application should be conditioned upon the applicant securing the following approval/permits/reviews:

1. PennDOT Highway Occupancy Permits.
2. PA DEP NPDES Permit.

August 14, 2018

Michael Mrozinski, Director of Community Development

Lower Providence Township

Reference: Lidl US Operations, LLC

3. Lower Providence Township Sewer Authority for determination if additional sewer capacity is required for the property.
4. Utility companies' approval for disconnect and reconnection of water, gas, and electric, services.
5. Execution of a permanent stormwater maintenance agreement.
6. Execution of the land development agreements binding the applicant and the Township.

C. Zoning Ordinance Review:

1. I would ask the applicant to clarify the zoning charts listed on Sheet 3 of 21. The zoning designation should be included in the chart, as well as a clear depiction of the resulting conditions of Unit 48, Block 6.
2. Impervious Surface Ratio – The existing property has an existing nonconforming condition with regard to the impervious surface existing on the land. While the proposal decreases the amount of impervious cover, the resulting condition is still beyond that which the ordinance would otherwise require.

D. Subdivision Land Development Ordinance Review:

1. Section 123-31 – This citation discusses obligations for dimensions for the ultimate right-of-way. Please defer to McMahon and Associates for comments on this topic.
2. Section 123-32 – This citation obligates the applicant to install additional stormwater drainage features along the highway. It appears that Trooper Road may need additional stormwater collection. We will again defer to PennDOT at McMahon for a final determination.
3. Section 123-37.C – The ordinance limits the number of parking spaces in a single row to 18. The parking bay that parallels Ridge Pike contains 19 spaces. A waiver will be required.
4. section 123-37.C – The parking lot planting islands must be dimensioned with width an curb radii.
5. Section 123-37.E – Parking spaces should be located not less than 20 feet from ultimate right-of-way lines. A waiver will be required.
6. Section 123-37.E – Parking spaces shall be setback a minimum of 10 feet from buildings. A waiver will be required.
7. Section 123-37.L(2)(a) – The ordinance requires that an 8-foot wide planting strip be installed between front facing parking rows.

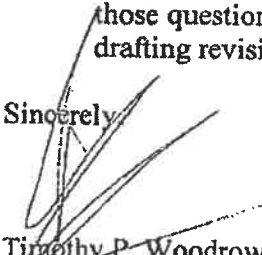
August 14, 2018
Michael Mrozinski, Director of Community Development
Lower Providence Township
Reference: Lidl US Operations, LLC

8. Section 123-50 – Landscaping obligations – We will defer to the Township's landscape architect for comment on landscape appropriateness
9. Section 123-54 – The plan should indicate the obligation to install survey monumentation at each property corner.

E. General Comments:

1. Trash Enclosure – The trash enclosure zone for the project is rather small for the type of operation being served. I will ask the applicant to discuss the needs for trash containment to assure sufficient land has been set aside to serve this purpose.
2. Grading – The plan proposes grading in close proximity to adjacent property boundaries. Fencing and construction limits shall be well-established to assure no trespass occurs.
3. We have several comments on layout and details. We have marked up a set of plans with those questions. The marked up plans will be sent to the applicant and their engineer for drafting revision.

Sincerely,



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

TPW/del



McMAHON ASSOCIATES, INC.
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PRINCIPALS

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Maureen Chlebek, P.E., PTOE
Dean A. Carr, P.E.

September 19, 2017

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

RE: **Traffic Review #2 – Transportation Impact Study/Partial Plan Resubmission**
Proposed Lidl Discount Supermarket [Ridge Pike (SR 0363) and Trooper Rd (SR 3002)]
Lower Providence Township, Montgomery County
McMahon Project No. 817300.11

Dear Mike:

As requested, on behalf of Lower Providence Township, McMahon Associates, Inc. has prepared this comment letter that summarizes our second traffic engineering review pertaining to the proposed 35,962 s.f. discount supermarket (Phase 1) and a proposed 9,800 s.f. retail building (Phase 2) to be built on the site currently occupied by a vacant Norristown Ford automobile dealership and an operating Sunoco gas station. This site is located in the northwest corner of the intersection of Ridge Pike (SR 0363) and Trooper Road (SR 3002) in Lower Providence Township, Montgomery County. The development is proposed to be built in two phases and appears that it may be subdivided into two parcels. Phase 1 will combine the Sunoco parcel with the eastern, larger portion of the former Norristown Ford dealership to contain the Lidl discount supermarket with an opening year approximated in 2018. Phase 2 will contain an unidentified, retail space by the year 2023.

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

- Lidl Supermarket Development Transportation Impact Study, prepared by Traffic Planning and Design, Inc., revised September 8, 2017.
- Site Plan, Sheet 3 of 21, prepared by Bohler Engineering, last revised September 9, 2017.
- Landscape Plan, Sheet 8 of 21, prepared by Bohler Engineering, last revised September 9, 2017.
- Waiver Request for Lidle Lower Providence, dated September 8, 2017.
- Submission Letter for Proposed Grocery Store, dated September 8, 2017.

Based on our review of the documents listed above, and attendance at a staff & Township consultant's meeting held with the applicant's project team on August 31, 2017 to discuss some threshold issues, we

offer the comments below for Township consideration and action by the applicant to address these items to the Township's satisfaction:

TRANSPORTATION IMPACT STUDY

1. The gap study should account for a gap reduction due to increases in traffic volumes from existing to 2028 projected conditions. Additionally, as noted in Table 32, there is an increase in the volume of traffic in the southbound direction of Trooper Road (SR 3002) in the morning when schools are in session that also has not been accounted for in the available gaps. While it is noted the gaps should be available, this information still needs to be verified by the applicant's engineer.
2. The study states that the existing conditions analyses have been calibrated based on the observed initial queues to account for the existing congestion. However, the initial queue used in the analyses is not consistent with the study area traffic patterns or actual unmet demand each cycle. Please verify the initial queue lengths and provide the field measurements in the study. We feel based on broader knowledge of the existing traffic queuing conditions day to day that the video utilized did not illustrate the back of queue on many days.
3. Please revise the titles of Tables 26, 27, and 28 to "95th Percentile Queue Table" for the Alternative Analysis section of the report.
4. Based on a review of the 95th percentile queue for the southbound approach of Trooper Road (SR 3002), "Do Not Block Driveway" signage and pavement markings should be provided at the full-movement driveway to allow for potential courtesy gaps as noted in the study.
5. The applicant's engineer has recommended, and the applicant has agreed to it, to install fully adaptive signal control at both the Trooper Road and Valley Forge Road/Park Avenue intersections with Ridge Pike, to PennDOT and Township specifications, to help decrease vehicle delay, vehicle stops, and vehicular travel time and help to maintain progression speeds for better traffic flow in this area, absent the ability to provide any capacity-widening infrastructure improvements. McMahon concurs that the applicant pursue this signal improvement as a means of mitigation at these two area study intersections to get PennDOT approvals.
6. An Alternatives Analysis has been provided in the TIS for left-turn protected/permitted phasing for the EB Ridge Pike (SR 0363) left turn onto northbound Trooper Road (SR 3002) (Alternative 1), as well as for both an EB left turn and SB left turn protected/permitted phasing for the Ridge Pike (SR 0363) and Trooper Road (SR 3002) approaches (Alternative 2). The left-turn signal phases of this type are only present under existing conditions on the westbound and northbound approaches to the intersection. While PennDOT will make a final determination and approval of adding these phases to the missing approaches, due to the development of the northwest corner with retail traffic and a reduction of access points that will have more traffic using the signalized intersection to get to or from the proposed site, we recommend that the applicant pursue with PennDOT to get their approval and that the applicant will provide (add) the protected/permitted left turn phasing to both the eastbound and southbound approaches to improve overall safety in concert in addition to

providing the adaptive signal control at this intersection. PennDOT may also be considering the approval of a southbound Trooper Road right-turn overlap phase to be installed, as well.

7. Revise the Executive Summary to note the installation of the adaptive signal control at the intersection of Ridge Pike (SR 0363)/Valley Forge Road (SR 0363)/Park Avenue.
8. 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. The applicant will be required to pay a Transportation Impact Fee in accordance with the Township's *Transportation Impact Fee Ordinance*. Based on the information provided in the study submitted utilizing the Land Use codes of the Institute of Transportation Engineers publication *Trip Generation Manual, Ninth Edition*, the proposed development will generate approximately 206 total "new" weekday afternoon peak hour trips (net of the existing Sunoco station) under Phase 1. This does not include a credit for the Ford Dealership, as it appears it may have been either closed or not fully operational at the time of the Act 209 Study. The impact fee of \$1,822 per "new" weekday afternoon peak hour trip applied to these Phase 1 (Lidl only) trips results in a transportation impact fee of \$375,332. The impact fee attributed to Phase 2 of this project is recommended to be calculated for that parcel at the time of future land development submission and review.

WAIVER REQUESTS

The Lidl (Phase 1) project is requesting five (5) waivers for the project per the September 8, 2017 letter from Bohler Engineering. McMahon will comment on the waivers applicable to the items within our traffic engineering review.

1. Waiver from Section 123.37E of the SALDO to allow parking spaces to be closer than 20 feet to the ultimate ROW line.
 - McMahon has reviewed the applicant's waiver, and does not have an objection to this request as stated in the letter and as shown on the current plan.
2. Waiver from Section 123.142.H(4) of the SALDO to allow sidewalk to be separated from the curb by less than four (4) feet of grass and a landscaped arm.
 - McMahon has reviewed the applicant's waiver, and the request appears to pertain to the sidewalk adjacent to the right-turn lane widenings for the Trooper Road and Ridge Pike frontages of the site. Based on the location of the sidewalk waiver along these turn lanes, McMahon has no objection to the request as stated in the letter and as shown on the current plan.

Note: The township Engineer or others will provide comment on the other "on-site" waivers for the project.

PRELIMINARY/FINAL SUBDIVISION & LAND DEVELOPMENT PLANS: REBUSMISISON OF SHEETS 3 & 8 ONLY

1. Per Section 123-18.A(3)(e) of the Subdivision and Land Development Ordinance, a centerline profile for each proposed driveway within the tract to be developed is required.
2. A detail for the proposed guiderail should be provided on the plans.
3. There appears to be a discrepancy between the Site Plan and Truck Turning plan provided in the *Transportation Impact Study* regarding the southern radius for the Ridge Pike (SR 0363) Access. Please verify that the curbline is consistent, and that the provided truck turns show the vehicle going in and out of the access point. Also, the loading bay is located on the north side of the building. It is unclear why the vehicle is shown entering the drive aisle on the south from this access, especially considering that it extends over the parking spaces and curb ramp/sidewalks. Please explain or revise.
4. There appears to be a discrepancy for the curbline at the corner radius of Ridge Pike (SR 0363) and Trooper Road (SR 3002) controlled by the development (NW corner). While the truck turning plans provided in the *Transportation Impact Study* indicate the corner accommodates a WB-67 truck, it does not appear that the revised curbline has been updated on the provided site plan.
5. At a meeting with the applicant, they mentioned that Township emergency services had reviewed the plans. While it is desirable to have the ability to fully circulate around the existing/proposed buildings, the applicant has made the rear of the building accessible for emergency vehicles through a stabilized area, and it appears then that emergency services can access all sides of the building in some manner acceptable to them.
6. The trash enclosure location, while in our opinion not ideal in the present parking lot location, has been improved in this submission with the provided alterations to the plan.
7. Modifications to the landscape islands and drive-aisle bordering the Trooper Road access driveway are an improvement over the prior plans.
8. With the assumption that left-turn ingress will be approved by both the Township and PennDOT for the Trooper Road (SR 3002) access, the striping of Trooper Road (SR 3002) between Ridge Pike (SR 0363) and Trooper Road (SR 3002) should be reevaluated. The current striping depicts only a minimal length left-turn lane for vehicles turning into the site. The turn lane lengths, transition and departure taper details, striping, etc. will need to be modified and compliant with PennDOT standards. Similarly, provide gore striping starting at the NW radius of Trooper Road & Ridge Pike to better define the right-turn deceleration lane and taper from the Ridge Pike through lane.

9. For constructability purposes, provide the following information on the plans:
 - a. Station/offset call-outs and radii for all geometry breaks in the proposed curblines.
 - b. Construction baseline design information including tangent lengths, bearings, and horizontal curve data; and
 - c. Drainage modifications to the State Highway system due to the widening of Trooper Road (SR 3002).
10. Please provide appropriate signage and pavement markings (with labels) for the access and proposed mountable curb island along Ridge Pike (SR 0363).
11. A "Stop" sign (R1-1) should be provided at the access aligned with the proposed stop bar, as well as pavement marking labels, for the access along Trooper Road (SR 3002).
12. An "All Traffic Must Turn Right" sign must be placed with the stop sign on the egress of the right-in/right-out, Ridge Pike access.
13. Spread of flow calculations should be performed for all inlets located in the State Roadways.
14. New/replaced sidewalk, complete with ADA compliant crossings of the access points and at the signalized intersection of Trooper Road (SR 3002) and Ridge Pike (SR 0363), must be provided with the project along the entire frontages along Ridge Pike (SR 0363) and Trooper Road (SR 3002) for the site. The new sidewalk along Ridge Pike should be extended westerly to the access for the Phase 2 driveway before it connects back to the existing sidewalk location. All curb ramps and pedestrian routes (i.e., sidewalks, crosswalks, etc.) are to be constructed in accordance with the current Federal and PennDOT ADA standards. McMahon has not reviewed any ramps within the PennDOT legal right-of-way or internal to the site.
15. A pedestrian way to/from Trooper Road along the north side of the Trooper Road site access should be considered and extend to/from the loading dock area where sidewalk fronts the proposed Lidl building. Additionally, it is recommended to extend the sidewalk into the site along the ingress radius of the right-in/right-out driveway, instead of crossing peds at this wide, channelized location. The peds should have a crosswalk painted across the internal driveway throat.
16. It is recommended that a crosswalk and/or continental striping be provided at the following locations for vehicles to identify pedestrian crossing:
 - a. Between the cart area adjacent to the east side of the Lidl building across the drive aisle to the first row of parking (wide cross-hatched area).
 - b. Across the east end of the loading dock area to connect the sidewalk along the east side (front) of the Lidl store to the recommended sidewalk along the north side of the Trooper Road access.
 - c. Across the Ridge Pike right-in/right-out driveway at the north end of the throat.
17. An "ONLY" marking and appropriate signage should be provided on the proposed northbound left-turn lane on Trooper Road (SR 3002) into the proposed site.

18. Remove the stop bar from the left-turn lane for traffic entering the Trooper Road (SR 3002) access.
19. Show and label the available and required proposed sight distances for the proposed access onto Ridge Pike (SR 0363) and Trooper Road (SR 3002). Include the sight distance looking ahead for a left turning vehicle. The sight distances should meet the desirable values listed in **PA Title Code 67 Chapter 441**.
20. There were details shown on the details sheets in the full plan sets, dated July 26, 2017 that were not included in the current submission. Please verify and revise as necessary with the next full submission of the plans.
21. Similar to how the proposed Lidl has a cross-easement interconnection with the proposed Phase 2 retail to its west along Ridge Pike (SR 0363), the proposed Phase 2 retail should provide a cross-easement or a floating cross-easement for interconnection to the TD Bank parcel to its west to provide for continued best practices of access management along Ridge Pike (SR 0363). Recommendations for such access management strategies are contained in the July 2013 DVRPC Report entitled, "Managing Access in the Delaware Valley - Ridge Pike, Lower Providence Township, Montgomery County".
22. The plans provided for review contain the proposed Lidl grocery store project only, while the traffic study prepared for the site also looked at a later phase to develop the western parcel for Unit 6, Block 6, and Unit 7, Block 6 for a 9,800 s.f. retail. We suggest and recommend that the adjacent parcel maintain a parking lot and pavement surface in good condition in its existing condition if the interconnection between parcels is to remain. Legal documentation of the easement between parcels on these plans must be provided or prepared.
23. Trooper Avenue is shown as a paper street extension on the western side of the Lidl lot and the proposed Phase 2 lot that would link Brant Road to Ridge Pike (SR 0363). The applicant may need to address the vacation of this potential roadway connection within the site and with adjoining parcel where this street connects through.
24. Since Ridge Pike (SR 0363) and Trooper Road (SR 3002) are State Roadways, a Highway Occupancy Permit (HOP) will be required for any modifications to the site frontage on Ridge Pike (SR 0363) and Trooper Road (SR 3002). **The Township must be copied on all plan and supporting materials submissions and correspondence between the applicant and PennDOT, and invited to any and all meetings between these parties.**

Based on our review, the applicant should address the aforementioned comments, and provide a revised study to the Township and our office for further review and approval recommendations. A response letter addressing our comments should accompany the resubmission. A review of a fully-revised set of plans for all transportation elements will be completed by our office when those plans are received.

Mr. Michael Mrozinski

September 19, 2017

Page 7 of 7

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

Sincerely,

Casey A. Moore, P.E.

Vice President & Regional Manager – Mid-Atlantic

CAM/lsw/smd

cc: Don Delamater, Township Manager
John Rice, Esquire, Township Solicitor
Timothy Woodrow, P.E., Township Engineer
Eric Ostimchuk, P.E., PTOE, Traffic Planning & Design (applicant's engineer)
Fran Hanney, PennDOT District 6-0 (Drew Sirianni, P.E., PTOE – reviewer)
Maggie Dobbs, Montgomery County Planning Commission
Cornelius Brown, P.E., Bohler Engineering (applicant's engineer)



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: September 21, 2017

SUBJECT: REVIEW COMMENTS – LIDL US
SUBDIVISION AND LAND DEVELOPMENT PLAN DATED JULY 26, 2017; AND
REVISED SITE PLAN AND LANDSCAPE PLAN DATED SEPTEMBER 8, 2017

The enclosed Review Comments pertain to the following documents, and to a Site Visit on August 3, 2017:

- Site Plan (Sheet 3 of 21) dated revised September 8, 2017, prepared by Bohler Engineering, received September 11, 2017;
- Landscape Plan (Sheet 8 of 21) dated revised September 8, 2017, prepared by Bohler Engineering, received September 11, 2017;
- Cover Letter from Cornelius Brown, P.E., Bohler Engineering, dated September 8, 2017, received September 11, 2017;
- List of Requested Waivers prepared by Cornelius Brown, P.E., Bohler Engineering, dated September 8, 2017, received September 11, 2017; and
- Preliminary/Final Subdivision and Land Development Plan, consisting of (21) sheets dated July 26, 2017, prepared by Bohler Engineering, received July 27, 2017.

The enclosed Review Comments also reflect the discussion held during a Meeting at the Lower Providence Township Building held on August 31, 2017, attended by the Applicant Team, Township Staff, and Township Consultants.

Please call or email if there are any questions.



THOMAS COMMITTA ASSOCIATES, INC.
Town Planners & Landscape Architects

REVIEW COMMENTS – LIDL US
SUBDIVISION AND LAND DEVELOPMENT PLAN DATED JULY 26, 2017; AND
REVISED SITE PLAN AND LANDSCAPE PLAN DATED SEPTEMBER 8, 2017

September 21, 2017

The following Review Comments pertain to the documents listed in the Cover Memorandum.

Items from our Review Comments dated August 18, 2017 that have been addressed are so noted.

New and updated text is in bold type.

1. Overall Landscape Compliance

We **still** 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. Internal Landscaping (§123-50.A);
- b. Perimeter Landscaping (§123-50.B);
- c. Screen Buffer Design (§123-50.C);
- d. Street (Shade) Trees (§123-52); and
- e. Tree Replacement (§123-146.B.6.a).

2. Building Foundation Planting

Per Section 123-37.E (SLDO), the area between a building and a parking area shall be used for walkways and foundation planting. Therefore, plants would be required between the proposed parking and the south and west facades of the building.

The Plan does not indicate plants between parking areas and the building facades. This is largely due to the site constraints, combined with the programmatic needs of the Applicant (building size, parking requirements, subsurface infrastructure).

Design considerations pertaining to motorist and pedestrian safety, and the needs of fire and emergency services, have also been prioritized.

Finally, the Applicant has presented an overall robust planting plan that will do a great deal to improve the appearance of this property.

With this context in mind, several potential approaches to achieving the additional aesthetic and functional objectives of the foundation planting requirements have been discussed with the Applicant Team. Subsequent to these discussions, we believe that it may be appropriate to consider the following options:



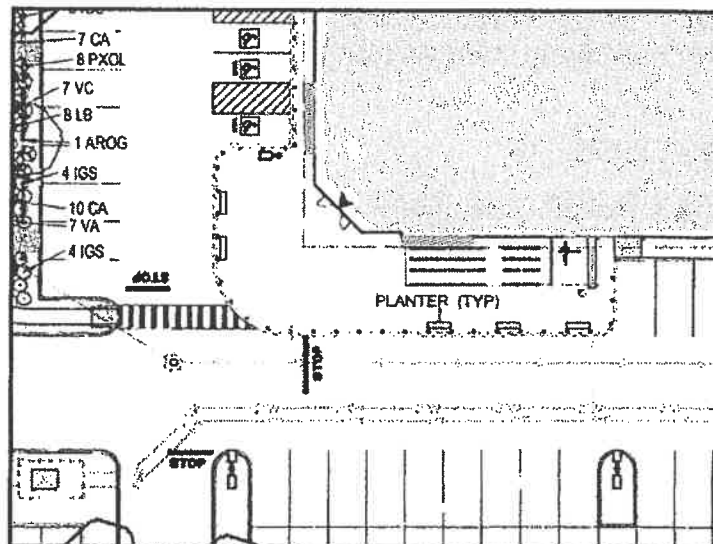
THOMAS COMMITTA ASSOCIATES, INC.
Town Planners & Landscape Architects

REVIEW COMMENTS – LIDL US
SUBDIVISION AND LAND DEVELOPMENT PLAN DATED JULY 26, 2017; AND
REVISED SITE PLAN AND LANDSCAPE PLAN DATED SEPTEMBER 8, 2017

September 21, 2017

2.A Five (5) Rectangular Planters Near the Concrete Entrance Apron

Five (5) low rectangular planters (approx. 1.5 feet wide x 6 feet long x 1.5 feet high) could be installed in the locations pictured below. They could be planted with low-maintenance ornamental grasses, such as Blue Fescue (*Festuca glauca*).



In addition to enhancing the appearance of the entrance area, we believe that such planters would help to channel pedestrian traffic between the entrance and parking spaces, thereby providing more visual predictability for motorists. On the other hand, we do not believe that such limited planter installation would degrade pedestrian convenience.

2.B Limitations on Window Signs

The Zoning Ordinance permits Window Signs, provided that the sign area does not exceed 25% of the area of the window. However, perhaps the Board of Supervisors may determine that a reduction of this 25%, to perhaps 10%, as a Condition of Approval, would be a suitable way to balance the reduction or elimination of Building Foundation Planting.

Particularly if the entire glass curtain wall facade would be considered a "window", such a Condition would give the Township some peace of mind that visually objectionable "sign creep" will be limited in the future.



THOMAS COMITTA ASSOCIATES, INC.
Town Planners & Landscape Architects

REVIEW COMMENTS – LIDL US
SUBDIVISION AND LAND DEVELOPMENT PLAN DATED JULY 26, 2017; AND
REVISED SITE PLAN AND LANDSCAPE PLAN DATED SEPTEMBER 8, 2017

September 21, 2017

2.C Gateway Signage

We understand that the Applicant is considering installing a new "Welcome to Lower Providence Township" sign on the face of the retaining wall proposed at the corner of Trooper Road and Ridge Pike. This would be excellent.

To the extent that Building Foundation Planting will not be provided, we defer to the Township Solicitor as to whether the Applicant will need a Waiver from Section 123-37.E (SLDO).

3. Parking Lot Island Shade Trees

Per Section 123-37.C (SLDO), each parking lot island shall be planted with a shade tree of at least two-and-one-half inches (2½") in caliper. Several parking lot islands do not have trees proposed within them. This appears to be for a few reasons, including:

- 3.A the provision of light poles in five (5) islands and the desire to minimize light blockage;
- 3.B subsurface pipes for Sanitary Sewer and Fire Service under two (2) islands;
- 3.C an underground stormwater basin under one (1) island along Trooper Road; and
- 3.D the provision of a sidewalk in the island adjacent to the Ridge Pike entrance.

To the extent reasonable, the Plan has been updated to indicate shrubs and groundcover for the parking lot islands that would not have trees.

Therefore, pending the granting of a partial Waiver from Section 123-37.C (SLDO) to permit some islands to be installed without trees, we consider this item to be resolved.

4. Contiguous Parking Space Requirement

Per Section 123-37.C (SLDO), no more than 18 contiguous parking spaces may be located in an uninterrupted row.

The Plan indicates a section of 19 contiguous parking spaces adjacent to Ridge Pike.

A Waiver has been requested from Section 123-37.C (SLDO). We have no objection to the granting of this Waiver.

Pending the granting of this Waiver, this item has been resolved.



THOMAS COMMITTA ASSOCIATES, INC.
Town Planners & Landscape Architects

REVIEW COMMENTS – LIDL US
SUBDIVISION AND LAND DEVELOPMENT PLAN DATED JULY 26, 2017; AND
REVISED SITE PLAN AND LANDSCAPE PLAN DATED SEPTEMBER 8, 2017

September 21, 2017

5. Plant Selection - *Acer ginnala*

As requested, an alternative for the invasive Amur Maple has been proposed.

This item has been resolved.

6. Conclusion

Prior to Plan approval, we recommend the following:

- 6.A The Township and the Applicant should continue to work toward satisfying the objectives of the Building Foundation Planting requirement (comment 2);**
- 6.B If necessary in order to provide little or no Building Foundation Planting, the Applicant should request a Waiver from Section 123-37.E (comment 2);**
- 6.C The Applicant should present designs for Gateway Signage for the corner of Trooper Road and Ridge Pike (comment 2.B); and**
- 6.D The Applicant should request a partial Waiver from Section 123-37.C (SLDO) to permit some islands to be installed without trees (comment 3).**

Please call or email if there are any questions.



August 14, 2017

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

Reference: Lidl US Operations, LLC

Dear Mike:

I am in receipt of a 21-sheet set of plans which describes the redevelopment of the property located to the northwest corner of the intersection of Trooper Road and Ridge Pike in our community. This former Norristown Ford Auto Dealership is to be replaced with a new supermarket operated by the Lidl Corporation. The plans have been prepared by Bohler Engineering and there is an original date of July 26, 2017.

It should be noted that the proposal calls for the acquisition and demolition of the existing Sunoco Station. Further, the plans call for a reapportionment of land through a reverse subdivision. The Sunoco's parcel major holdings of the dealership and the existing parcel known as Unit 88, Block 6, Tract 2 will be consolidated into a single parcel which will capture the new development. Tax Block 6, Unit 6 containing 1.27 acres will be held as a separate parcel of undeveloped land at this time. Additional comments are as follows:

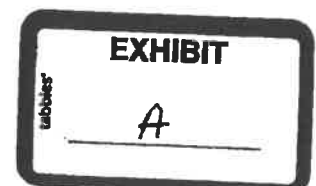
A. Threshold Issue:

1. In my opinion, the most critical aspect of this land development plan application is the impacts on traffic, congestion, and access. Along this very busy traffic corridor significant highway improvement planning has been considered. In this instance, we will defer to PennDOT and McMahon Associates for their wisdom and comment.

B. Approval/Permits/Reviews – Any approval the Board of Supervisors would grant this application should be conditioned upon the applicant securing the following approval/permits/reviews:

1. PennDOT Highway Occupancy Permits.
2. PA DEP NPDES Permit.

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



August 14, 2018

Michael Mrozinski, Director of Community Development

Lower Providence Township

Reference: Lidl US Operations, LLC

3. Lower Providence Township Sewer Authority for determination if additional sewer capacity is required for the property.
4. Utility companies' approval for disconnect and reconnection of water, gas, and electric, services.
5. Execution of a permanent stormwater maintenance agreement.
6. Execution of the land development agreements binding the applicant and the Township.

C. Zoning Ordinance Review:

1. I would ask the applicant to clarify the zoning charts listed on Sheet 3 of 21. The zoning designation should be included in the chart, as well as a clear depiction of the resulting conditions of Unit 48, Block 6.
2. Impervious Surface Ratio – The existing property has an existing nonconforming condition with regard to the impervious surface existing on the land. While the proposal decreases the amount of impervious cover, the resulting condition is still beyond that which the ordinance would otherwise require.

D. Subdivision Land Development Ordinance Review:

1. Section 123-31 – This citation discusses obligations for dimensions for the ultimate right-of-way. Please defer to McMahon and Associates for comments on this topic.
2. Section 123-32 – This citation obligates the applicant to install additional stormwater drainage features along the highway. It appears that Trooper Road may need additional stormwater collection. We will again defer to PennDOT at McMahon for a final determination.
3. Section 123-37.C – The ordinance limits the number of parking spaces in a single row to 18. The parking bay that parallels Ridge Pike contains 19 spaces. A waiver will be required.
4. section 123-37.C – The parking lot planting islands must be dimensioned with width an curb radii.
5. Section 123-37.E – Parking spaces should be located not less than 20 feet from ultimate right-of-way lines. A waiver will be required.
6. Section 123-37.E – Parking spaces shall be setback a minimum of 10 feet from buildings. A waiver will be required.
7. Section 123-37.L(2)(a) – The ordinance requires that an 8-foot wide planting strip be installed between front facing parking rows.

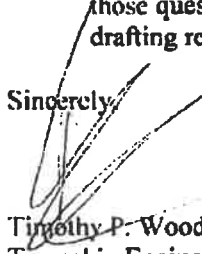
August 14, 2018
Michael Mrozinski, Director of Community Development
Lower Providence Township
Reference: Lidl US Operations, LLC

8. Section 123-50 – Landscaping obligations – We will defer to the Township's landscape architect for comment on landscape appropriateness
9. Section 123-54 – The plan should indicate the obligation to install survey monumentation at each property corner.

E. General Comments:

1. Trash Enclosure – The trash enclosure zone for the project is rather small for the type of operation being served. I will ask the applicant to discuss the needs for trash containment to assure sufficient land has been set aside to serve this purpose.
2. Grading – The plan proposes grading in close proximity to adjacent property boundaries. Fencing and construction limits shall be well-established to assure no trespass occurs.
3. We have several comments on layout and details. We have marked up a set of plans with those questions. The marked up plans will be sent to the applicant and their engineer for drafting revision.

Sincerely,


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

TPW/del



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

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

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Matthew M. Kozsuch, P.E.
Maureen Chlebek, P.E., PTOE
Dean A. Carr, P.E.

September 19, 2017

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

RE: **Traffic Review #2 – Transportation Impact Study/Partial Plan Resubmission**
Proposed Lidl Discount Supermarket [Ridge Pike (SR 0363) and Trooper Rd (SR 3002)]
Lower Providence Township, Montgomery County
McMahon Project No. 817300.11

Dear Mike:

As requested, on behalf of Lower Providence Township, McMahon Associates, Inc. has prepared this comment letter that summarizes our second traffic engineering review pertaining to the proposed 35,962 s.f. discount supermarket (Phase 1) and a proposed 9,800 s.f. retail building (Phase 2) to be built on the site currently occupied by a vacant Norristown Ford automobile dealership and an operating Sunoco gas station. This site is located in the northwest corner of the intersection of Ridge Pike (SR 0363) and Trooper Road (SR 3002) in Lower Providence Township, Montgomery County. The development is proposed to be built in two phases and appears that it may be subdivided into two parcels. Phase 1 will combine the Sunoco parcel with the eastern, larger portion of the former Norristown Ford dealership to contain the Lidl discount supermarket with an opening year approximated in 2018. Phase 2 will contain an unidentified, retail space by the year 2023.

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

- Lidl Supermarket Development Transportation Impact Study, prepared by Traffic Planning and Design, Inc., revised September 8, 2017.
- Site Plan, Sheet 3 of 21, prepared by Bohler Engineering, last revised September 9, 2017.
- Landscape Plan, Sheet 8 of 21, prepared by Bohler Engineering, last revised September 9, 2017.
- Waiver Request for Lidle Lower Providence, dated September 8, 2017.
- Submission Letter for Proposed Grocery Store, dated September 8, 2017.

Based on our review of the documents listed above, and attendance at a staff & Township consultant's meeting held with the applicant's project team on August 31, 2017 to discuss some threshold issues, we

offer the comments below for Township consideration and action by the applicant to address these items to the Township's satisfaction:

TRANSPORTATION IMPACT STUDY

1. The gap study should account for a gap reduction due to increases in traffic volumes from existing to 2028 projected conditions. Additionally, as noted in Table 32, there is an increase in the volume of traffic in the southbound direction of Trooper Road (SR 3002) in the morning when schools are in session that also has not been accounted for in the available gaps. While it is noted the gaps should be available, this information still needs to be verified by the applicant's engineer.
2. The study states that the existing conditions analyses have been calibrated based on the observed initial queues to account for the existing congestion. However, the initial queue used in the analyses is not consistent with the study area traffic patterns or actual unmet demand each cycle. Please verify the initial queue lengths and provide the field measurements in the study. We feel based on broader knowledge of the existing traffic queuing conditions day to day that the video utilized did not illustrate the back of queue on many days.
3. Please revise the titles of Tables 26, 27, and 28 to "95th Percentile Queue Table" for the Alternative Analysis section of the report.
4. Based on a review of the 95th percentile queue for the southbound approach of Trooper Road (SR 3002), "Do Not Block Driveway" signage and pavement markings should be provided at the full-movement driveway to allow for potential courtesy gaps as noted in the study.
5. The applicant's engineer has recommended, and the applicant has agreed to it, to install fully adaptive signal control at both the Trooper Road and Valley Forge Road/Park Avenue intersections with Ridge Pike, to PennDOT and Township specifications, to help decrease vehicle delay, vehicle stops, and vehicular travel time and help to maintain progression speeds for better traffic flow in this area, absent the ability to provide any capacity-widening infrastructure improvements. McMahon concurs that the applicant pursue this signal improvement as a means of mitigation at these two area study intersections to get PennDOT approvals.
6. An Alternatives Analysis has been provided in the TIS for left-turn protected/permitted phasing for the EB Ridge Pike (SR 0363) left turn onto northbound Trooper Road (SR 3002) (Alternative 1), as well as for both an EB left turn and SB left turn protected/permitted phasing for the Ridge Pike (SR 0363) and Trooper Road (SR 3002) approaches (Alternative 2). The left-turn signal phases of this type are only present under existing conditions on the westbound and northbound approaches to the intersection. While PennDOT will make a final determination and approval of adding these phases to the missing approaches, due to the development of the northwest corner with retail traffic and a reduction of access points that will have more traffic using the signalized intersection to get to or from the proposed site, we recommend that the applicant pursue with PennDOT to get their approval and that the applicant will provide (add) the protected/permitted left turn phasing to both the eastbound and southbound approaches to improve overall safety in concert in addition to

providing the adaptive signal control at this intersection. PennDOT may also be considering the approval of a southbound Trooper Road right-turn overlap phase to be installed, as well.

7. Revise the Executive Summary to note the installation of the adaptive signal control at the intersection of Ridge Pike (SR 0363)/Valley Forge Road (SR 0363)/Park Avenue.
8. 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. The applicant will be required to pay a Transportation Impact Fee in accordance with the Township's *Transportation Impact Fee Ordinance*. Based on the information provided in the study submitted utilizing the Land Use codes of the Institute of Transportation Engineers publication *Trip Generation Manual, Ninth Edition*, the proposed development will generate approximately 206 total "new" weekday afternoon peak hour trips (net of the existing Sunoco station) under Phase 1. This does not include a credit for the Ford Dealership, as it appears it may have been either closed or not fully operational at the time of the Act 209 Study. The impact fee of \$1,822 per "new" weekday afternoon peak hour trip applied to these Phase 1 (Lidl only) trips results in a transportation impact fee of \$375,332. The impact fee attributed to Phase 2 of this project is recommended to be calculated for that parcel at the time of future land development submission and review.

WAIVER REQUESTS

The Lidl (Phase 1) project is requesting five (5) waivers for the project per the September 8, 2017 letter from Bohler Engineering. McMahon will comment on the waivers applicable to the items within our traffic engineering review.

1. Waiver from **Section 123.37E** of the SALDO to allow parking spaces to be closer than 20 feet to the ultimate ROW line.
 - McMahon has reviewed the applicant's waiver, and does not have an objection to this request as stated in the letter and as shown on the current plan.
2. Waiver from **Section 123.142.H(4)** of the SALDO to allow sidewalk to be separated from the curb by less than four (4) feet of grass and a landscaped arm.
 - McMahon has reviewed the applicant's waiver, and the request appears to pertain to the sidewalk adjacent to the right-turn lane widenings for the Trooper Road and Ridge Pike frontages of the site. Based on the location of the sidewalk waiver along these turn lanes, McMahon has no objection to the request as stated in the letter and as shown on the current plan.

Note: The Township Engineer or others will provide comment on the other "on-site" waivers for the project.

PRELIMINARY/FINAL SUBDIVISION & LAND DEVELOPMENT PLANS: REBUSMISISON OF SHEETS 3 & 8 ONLY

1. Per **Section 123-18.A(3)(e)** of the **Subdivision and Land Development Ordinance**, a centerline profile for each proposed driveway within the tract to be developed is required. ✓
2. A detail for the proposed guiderail should be provided on the plans. ✓
3. There appears to be a discrepancy between the Site Plan and Truck Turning plan provided in the *Transportation Impact Study* regarding the southern radius for the Ridge Pike (SR 0363) Access. Please verify that the curbline is consistent, and that the provided truck turns show the vehicle going in and out of the access point. Also, the loading bay is located on the north side of the building. It is unclear why the vehicle is shown entering the drive aisle on the south from this access, especially considering that it extends over the parking spaces and curb ramp/sidewalks. Please explain or revise.
4. There appears to be a discrepancy for the curbline at the corner radius of Ridge Pike (SR 0363) and Trooper Road (SR 3002) controlled by the development (NW corner). While the truck turning plans provided in the *Transportation Impact Study* indicate the corner accommodates a WB-67 truck, it does not appear that the revised curbline has been updated on the provided site plan.
5. At a meeting with the applicant, they mentioned that Township emergency services had reviewed the plans. While it is desirable to have the ability to fully circulate around the existing/proposed buildings, the applicant has made the rear of the building accessible for emergency vehicles through a stabilized area, and it appears then that emergency services can access all sides of the building in some manner acceptable to them.
6. The trash enclosure location, while in our opinion not ideal in the present parking lot location, has been improved in this submission with the provided alterations to the plan.
7. Modifications to the landscape islands and drive-aisle bordering the Trooper Road access driveway are an improvement over the prior plans.
8. With the assumption that left-turn ingress will be approved by both the Township and PennDOT for the Trooper Road (SR 3002) access, the striping of Trooper Road (SR 3002) between Ridge Pike (SR 0363) and the Trooper Road (SR 3002) driveway should be reevaluated. The current striping depicts only a minimal length left-turn lane for vehicles turning into the site. The turn lane lengths, transition and departure taper details, striping, etc. will need to be modified and compliant with PennDOT standards. Similarly, provide gore striping starting at the NW radius of Trooper Road & Ridge Pike to better define the right-turn deceleration lane and taper from the Ridge Pike through lane.

9. For constructability purposes, provide the following information on the plans:
 - a. Station/offset call-outs and radii for all geometry breaks in the proposed curblines.
 - b. Construction baseline design information including tangent lengths, bearings, and horizontal curve data; and
 - c. Drainage modifications to the State Highway system due to the widening of Trooper Road (SR 3002).
10. Please provide appropriate signage and pavement markings (with labels) for the access and proposed mountable curb island along Ridge Pike (SR 0363).
11. A "Stop" sign (R1-1) should be provided at the access aligned with the proposed stop bar, as well as pavement marking labels, for the access along Trooper Road (SR 3002).
12. An "All Traffic Must Turn Right" sign must be placed with the stop sign on the egress of the right-in/right-out, Ridge Pike access.
13. Spread of flow calculations should be performed for all inlets located in the State Roadways.
14. New/replaced sidewalk, complete with ADA compliant crossings of the access points and at the signalized intersection of Trooper Road (SR 3002) and Ridge Pike (SR 0363), must be provided with the project along the entire frontages along Ridge Pike (SR 0363) and Trooper Road (SR 3002) for the site. The new sidewalk along Ridge Pike should be extended westerly to the access for the Phase 2 driveway before it connects back to the existing sidewalk location. All curb ramps and pedestrian routes (i.e., sidewalks, crosswalks, etc.) are to be constructed in accordance with the current Federal and PennDOT ADA standards. McMahon has not reviewed any ramps within the PennDOT legal right-of-way or internal to the site.
15. A pedestrian way to/from Trooper Road along the north side of the Trooper Road site access should be considered and extend to/from the loading dock area where sidewalk fronts the proposed Lidl building. Additionally, it is recommended to extend the sidewalk into the site along the ingress radius of the right-in/right-out driveway, instead of crossing peds at this wide, channelized location. The peds should have a crosswalk painted across the internal driveway throat.
16. It is recommended that a crosswalk and/or continental striping be provided at the following locations for vehicles to identify pedestrian crossing:
 - a. Between the cart area adjacent to the east side of the Lidl building across the drive aisle to the first row of parking (wide cross-hatched area).
 - b. Across the east end of the loading dock area to connect the sidewalk along the east side (front) of the Lidl store to the recommended sidewalk along the north side of the Trooper Road access.
 - c. Across the Ridge Pike right-in/right-out driveway at the north end of the throat.
17. An "ONLY" marking and appropriate signage should be provided on the proposed northbound left-turn lane on Trooper Road (SR 3002) into the proposed site.

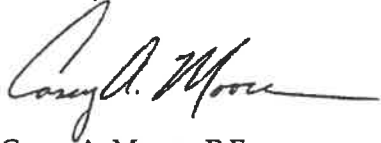
18. Remove the stop bar from the left-turn lane for traffic entering the Trooper Road (SR 3002) access.
19. Show and label the available and required proposed sight distances for the proposed access onto Ridge Pike (SR 0363) and Trooper Road (SR 3002). Include the sight distance looking ahead for a left turning vehicle. The sight distances should meet the desirable values listed in **PA Title Code 67 Chapter 441**.
20. There were details shown on the details sheets in the full plan sets, dated July 26, 2017 that were not included in the current submission. Please verify and revise as necessary with the next full submission of the plans.
21. Similar to how the proposed Lidl has a cross-easement interconnection with the proposed Phase 2 retail to its west along Ridge Pike (SR 0363), the proposed Phase 2 retail should provide a cross-easement or a floating cross-easement for interconnection to the TD Bank parcel to its west to provide for continued best practices of access management along Ridge Pike (SR 0363). Recommendations for such access management strategies are contained in the July 2013 DVRPC Report entitled, "Managing Access in the Delaware Valley – Ridge Pike, Lower Providence Township, Montgomery County".
22. The plans provided for review contain the proposed Lidl grocery store project only, while the traffic study prepared for the site also looked at a later phase to develop the western parcel for Unit 6, Block 6, and Unit 7, Block 6 for a 9,800 s.f. retail. We suggest and recommend that the adjacent parcel maintain a parking lot and pavement surface in good condition in its existing condition if the interconnection between parcels is to remain. Legal documentation of the easement between parcels on these plans must be provided or prepared.
23. Trooper Avenue is shown as a paper street extension on the western side of the Lidl lot and the proposed Phase 2 lot that would link Brant Road to Ridge Pike (SR 0363). The applicant may need to address the vacation of this potential roadway connection within the site and with adjoining parcel where this street connects through.
24. Since Ridge Pike (SR 0363) and Trooper Road (SR 3002) are State Roadways, a Highway Occupancy Permit (HOP) will be required for any modifications to the site frontage on Ridge Pike (SR 0363) and Trooper Road (SR 3002). **The Township must be copied on all plan and supporting materials submissions and correspondence between the applicant and PennDOT, and invited to any and all meetings between these parties.**

Based on our review, the applicant should address the aforementioned comments, and provide a revised study to the Township and our office for further review and approval recommendations. A response letter addressing our comments should accompany the resubmission. A review of a fully-revised set of plans for all transportation elements will be completed by our office when those plans are received.

Mr. Michael Mrozinski
September 19, 2017
Page 7 of 7

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

Sincerely,



Casey A. Moore, P.E.
Vice President & Regional Manager – Mid-Atlantic

CAM/lsw/smd

cc: Don Delamater, Township Manager
John Rice, Esquire, Township Solicitor
Timothy Woodrow, P.E., Township Engineer
Eric Ostimchuk, P.E., PTOE, Traffic Planning & Design (applicant's engineer)
Fran Hanney, PennDOT District 6-0 (Drew Sirianni, P.E., PTOE – reviewer)
Maggie Dobbs, Montgomery County Planning Commission
Cornelius Brown, P.E., Bohler Engineering (applicant's engineer)



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: September 21, 2017

SUBJECT: **REVIEW COMMENTS – LIDL US**
SUBDIVISION AND LAND DEVELOPMENT PLAN DATED JULY 26, 2017; AND
REVISED SITE PLAN AND LANDSCAPE PLAN DATED SEPTEMBER 8, 2017

The enclosed Review Comments pertain to the following documents, and to a Site Visit on August 3, 2017:

- Site Plan (Sheet 3 of 21) dated revised September 8, 2017, prepared by Bohler Engineering, received September 11, 2017;
- Landscape Plan (Sheet 8 of 21) dated revised September 8, 2017, prepared by Bohler Engineering, received September 11, 2017;
- Cover Letter from Cornelius Brown, P.E., Bohler Engineering, dated September 8, 2017, received September 11, 2017;
- List of Requested Waivers prepared by Cornelius Brown, P.E., Bohler Engineering, dated September 8, 2017, received September 11, 2017; and
- Preliminary/Final Subdivision and Land Development Plan, consisting of (21) sheets dated July 26, 2017, prepared by Bohler Engineering, received July 27, 2017.

The enclosed Review Comments also reflect the discussion held during a Meeting at the Lower Providence Township Building held on August 31, 2017, attended by the Applicant Team, Township Staff, and Township Consultants.

Please call or email if there are any questions.





THOMAS COMMITTA ASSOCIATES, INC.
Town Planners & Landscape Architects

REVIEW COMMENTS – LIDL US
SUBDIVISION AND LAND DEVELOPMENT PLAN DATED JULY 26, 2017; AND
REVISED SITE PLAN AND LANDSCAPE PLAN DATED SEPTEMBER 8, 2017

September 21, 2017

The following Review Comments pertain to the documents listed in the Cover Memorandum.

Items from our Review Comments dated August 18, 2017 that have been addressed are so noted.

New and updated text is in bold type.

1. Overall Landscape Compliance

We **still** 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. Internal Landscaping (§123-50.A);
- b. Perimeter Landscaping (§123-50.B);
- c. Screen Buffer Design (§123-50.C);
- d. Street (Shade) Trees (§123-52); and
- e. Tree Replacement (§123-146.B.6.a).

2. Building Foundation Planting

Per Section 123-37.E (SLDO), the area between a building and a parking area shall be used for walkways and foundation planting. Therefore, plants would be required between the proposed parking and the south and west facades of the building.

The Plan does not indicate plants between parking areas and the building facades. This is largely due to the site constraints, combined with the programmatic needs of the Applicant (building size, parking requirements, subsurface infrastructure).

Design considerations pertaining to motorist and pedestrian safety, and the needs of fire and emergency services, have also been prioritized.

Finally, the Applicant has presented an overall robust planting plan that will do a great deal to improve the appearance of this property.

With this context in mind, several potential approaches to achieving the additional aesthetic and functional objectives of the foundation planting requirements have been discussed with the Applicant Team. Subsequent to these discussions, we believe that it may be appropriate to consider the following options:



THOMAS COMMITTA ASSOCIATES, INC.
Town Planners & Landscape Architects

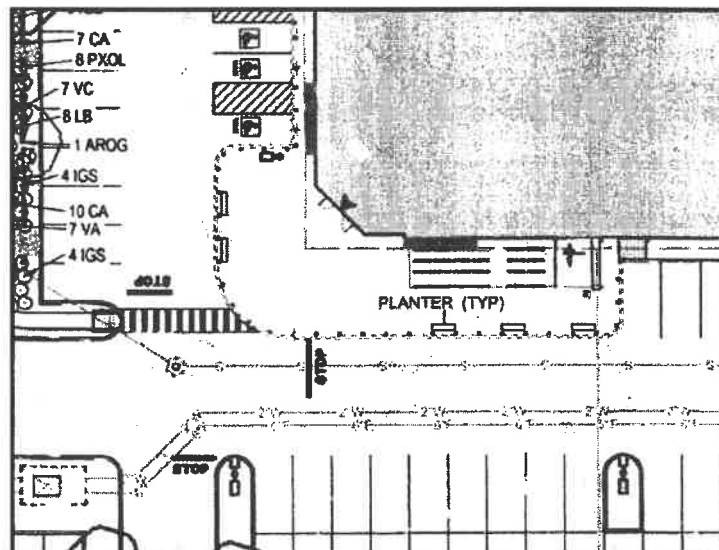
REVIEW COMMENTS – LIDL US

SUBDIVISION AND LAND DEVELOPMENT PLAN DATED JULY 26, 2017; AND REVISED SITE PLAN AND LANDSCAPE PLAN DATED SEPTEMBER 8, 2017

September 21, 2017

2.A Five (5) Rectangular Planters Near the Concrete Entrance Apron

Five (5) low rectangular planters (approx. 1.5 feet wide x 6 feet long x 1.5 feet high) could be installed in the locations pictured below. They could be planted with low-maintenance ornamental grasses, such as Blue Fescue (*Festuca glauca*).



In addition to enhancing the appearance of the entrance area, we believe that such planters would help to channel pedestrian traffic between the entrance and parking spaces, thereby providing more visual predictability for motorists. On the other hand, we do not believe that such limited planter installation would degrade pedestrian convenience.

2.B Limitations on Window Signs

The Zoning Ordinance permits Window Signs, provided that the sign area does not exceed 25% of the area of the window. However, perhaps the Board of Supervisors may determine that a reduction of this 25%, to perhaps 10%, as a Condition of Approval, would be a suitable way to balance the reduction or elimination of Building Foundation Planting.

Particularly if the entire glass curtain wall facade would be considered a "window", such a Condition would give the Township some peace of mind that visually objectionable "sign creep" will be limited in the future.



THOMAS COMMITTA ASSOCIATES, INC.
Town Planners & Landscape Architects

REVIEW COMMENTS – LIDL US
SUBDIVISION AND LAND DEVELOPMENT PLAN DATED JULY 26, 2017; AND
REVISED SITE PLAN AND LANDSCAPE PLAN DATED SEPTEMBER 8, 2017

September 21, 2017

2.C Gateway Signage

We understand that the Applicant is considering installing a new "Welcome to Lower Providence Township" sign on the face of the retaining wall proposed at the corner of Trooper Road and Ridge Pike. This would be excellent.

To the extent that Building Foundation Planting will not be provided, we defer to the Township Solicitor as to whether the Applicant will need a Waiver from Section 123-37.E (SLDO).

3. Parking Lot Island Shade Trees

Per Section 123-37.C (SLDO), each parking lot island shall be planted with a shade tree of at least two-and-one-half inches (2½") in caliper. Several parking lot islands do not have trees proposed within them. This appears to be for a few reasons, including:

- 3.A the provision of light poles in five (5) islands and the desire to minimize light blockage;
- 3.B subsurface pipes for Sanitary Sewer and Fire Service under two (2) islands;
- 3.C an underground stormwater basin under one (1) island along Trooper Road; and
- 3.D the provision of a sidewalk in the island adjacent to the Ridge Pike entrance.

To the extent reasonable, the Plan has been updated to indicate shrubs and groundcover for the parking lot islands that would not have trees.

Therefore, pending the granting of a partial Waiver from Section 123-37.C (SLDO) to permit some islands to be installed without trees, *we consider this item to be resolved.*

4. Contiguous Parking Space Requirement

Per Section 123-37.C (SLDO), no more than 18 contiguous parking spaces may be located in an uninterrupted row.

The Plan indicates a section of 19 contiguous parking spaces adjacent to Ridge Pike.

A Waiver has been requested from Section 123-37.C (SLDO). We have no objection to the granting of this Waiver.

Pending the granting of this Waiver, *this item has been resolved.*



THOMAS COMMITTA ASSOCIATES, INC.
Town Planners & Landscape Architects

REVIEW COMMENTS – LIDL US
SUBDIVISION AND LAND DEVELOPMENT PLAN DATED JULY 26, 2017; AND
REVISED SITE PLAN AND LANDSCAPE PLAN DATED SEPTEMBER 8, 2017

September 21, 2017

5. Plant Selection - *Acer ginnala*

As requested, an alternative for the invasive Amur Maple has been proposed.

This item has been resolved.

6. Conclusion

Prior to Plan approval, we recommend the following:

- 6.A The Township and the Applicant should continue to work toward satisfying the objectives of the Building Foundation Planting requirement (comment 2);**
- 6.B If necessary in order to provide little or no Building Foundation Planting, the Applicant should request a Waiver from Section 123-37.E (comment 2);**
- 6.C The Applicant should present designs for Gateway Signage for the corner of Trooper Road and Ridge Pike (comment 2.B); and**
- 6.D The Applicant should request a partial Waiver from Section 123-37.C (SLDO) to permit some islands to be installed without trees (comment 3).**

Please call or email if there are any questions.