



Whitemarsh TOWNSHIP

616 GERMANTOWN PIKE – LAFAYETTE HILL, PA 19444-1821
TEL: 610-825-3535 FAX: 610-825-9416
www.whitemarshtwp.org

BOARD of SUPERVISORS

Laura Boyle Nester– Chair
Fran McCusker– Vice Chair
Michael Drossner
Vincent Manuele
Jacy Toll

Richard L. Mellor, Jr.
Township Manager

WHITEMARSH TOWNSHIP PLANNING COMMISSION

MEETING OF JULY 28, 2020 6:00 PM

ZOOM MEETING PARTICIPATION INFORMATION

The Whitemarsh Township Planning Commission will hold its monthly meeting on Tuesday, July 28, 2020 at 6:00 p.m. In response to the COVID 19 health pandemic, and to promote social distancing, this meeting will be conducted via ZOOM. Members of the Commission, staff and public will participate remotely. The public may join this meeting by either telephone using the dial in number or entering the URL on an internet browser. Below you will find instructions on how to access and participate in the meeting:

- **Meeting Date:** Tuesday, July 28, 2020
- **Meeting Time:** 6:00 PM
- **Meeting URL:** <https://us02web.zoom.us/j/86764912048?pwd=UnhYSigyT0l4Lys5Smpwa3crd0xYZz09>
- **Meeting via Zoom App:** if you have the Zoom App on your smartphone, tablet, or computer, open the program, click “join a meeting” and enter the Meeting ID: 867 6491 2048
- **Meeting dial in number (no video):** 1-646-558-8656
- **Meeting ID number (to be entered when prompted):** 867 6491 2048
- **Meeting Password:** 774952

Public comment may be submitted via email to the Township Director of Planning and Zoning, Charlie Guttenplan at cguttenplan@whitemarshtwp.org no later than noon (12:00 PM) on July 27, 2020. Public comment will also be accepted during the meeting; instructions will be provided at the start of the meeting. In both cases you will need to provide your name and address for the record.

Persons with a disability who wish to participate in the meeting and require an auxiliary aid, service or other accommodation to participate in the meeting should contact Whitemarsh Township at 484-594-2625.

“A GREAT PLACE TO LIVE AND WORK”

**WHITEMARSH TOWNSHIP
PLANNING COMMISSION MEETING AGENDA
JULY 28, 2020
6:00 PM**

**DUE TO THE COVID-19 PANDEMIC, THIS MEETING WILL BE CONDUCTED
VIA THE INTERNET USING 'ZOOM' TELECOMMUNICATION TECHNOLOGY**

DAMBMAN ___ DORAN ___ CORNOG ___ GLANTZ PATCHEN ___ QUITEL ___
SHAW-FINK ___ SHULA ___
MANUELE (BOS) ___ GUTTENPLAN ___ HEINRICH ___ SANDER ___

1. CALL TO ORDER

2. ANNOUNCEMENTS & CORRESPONDENCE

- In accordance with PA Act 15, meeting via Zoom was advertised in the Times Herald on July 23, 2020.

3. APPROVAL OF MINUTES

- July 14, 2020

4. ZONING HEARING BOARD APPEALS (None)

5. CONDITIONAL USE APPLICATIONS (None)

6. SUBDIVISION &/OR LAND DEVELOPMENT APPLICATIONS

- Review (continued) SLD #05-14; 901 Washington Partners, LP/901 Washington Street
Revised Preliminary Plan; 62 Townhomes

7. OLD BUSINESS

8. NEW BUSINESS

9. PLANNING COMMISSION MEMBER COMMENTS

10. PUBLIC COMMENT FOR NON-AGENDA ITEMS

11. ADJOURNMENT

TENTATIVE NEXT MEETING

August 11, 2020 at 6:00 P.M.

- Review (continued) SLD#02-19 Argos Associates/Adelphia Land Associates/Polergodom Group, Ltd., "Longfield Farm" Butler Pike, Ambler, PA;
Preliminary Plan; 58 Townhomes
- Comprehensive Plan Selective Update
Discuss latest review comments and next steps

PUBLIC PARTICIPATION INFORMATION

1. Public meetings of the Commission shall follow a prescribed agenda, which will be available to the general public no later than the Friday preceding the meeting.
2. If members of the public wish the Commission to address a specific item at a public meeting, a written request to the Staff Liaison shall be submitted at least one week before the meeting. The written request shall specify the item or items the individual desires to be addressed.
3. The Commission may consider other matters for the agenda as they see fit.
4. The Commission will entertain Public Comment at the conclusion of the discussion of the item and prior to specific action on the item during the meeting, at the discretion of the Chair. Individuals must advise the Chair of their desire to offer such comment.
5. A Public Comment period will be provided at the conclusion of a meeting for input on any new subject.
6. The Commission Chair shall preside over Public Comments and may within their discretion:
 - a. Recognize individuals wishing to offer comment.
 - b. Require identification of such persons.
 - c. Allocate total available Public Comment time among all individuals wishing to comment.
 - d. Allocate up to a five (5) minute maximum for each individual to offer Public Comment at a meeting, Township Staff shall time comments and shall announce, "one minute remaining" and "time expired" to the Chair.
 - e. Rule out of order scandalous, impertinent and redundant comment or any comment the discernible purpose of which is to disrupt or prevent the conduct of the business of the meeting including the questioning of, or polling of, or debating with, individual members of the Commission.

WHITEMARSH TOWNSHIP

TO: PLANNING COMMISSION
FROM: Charles L. Guttenplan, AICP, Director of Planning and Zoning
SUBJECT: MATERIAL FOR JULY 28, 2020 ZOOM MEETING
DATE: JULY 23, 2020
CC: Vincent Manuele, BOS Liaison
Richard L. Mellor, Jr., Township Manager
James Hersh, PE, Township Engineer
Dave Sander, Esq., Township Solicitor



In addition to the minutes from the July 14, 2020 Zoom meeting, there is one agenda item for the July 28th meeting; this meeting will also be conducted using Zoom telecommunication technology due to the COVID-19 pandemic.

The agenda item is SLD #05-14, continued review of Revised Preliminary Land Development Plans for 901 Washington Partners, LP for their 62-unit townhome development. The Planning Commission last discussed this project at its May 26, 2020 meeting. You will recall that the Commission took no action at that meeting, but requested that the applicant provide additional information (in particular, a summary of the environmental investigations and remediation actions that have taken place); in addition, the Commission wanted the applicant to revise the waiver requests based upon the elimination of certain ones discussed at the meeting; and wanted to find out what the Shade Tree Commission's recommendations were going to be. As a result, the applicant made a supplemental submission dated June 10, 2020. A letter addressed to me summarized the material submitted at that time to address the Planning Commission's requests; that letter and the material submitted with it are part of the packet for this meeting; a revised site plan and revised landscape plan are among the update material. Also included is a memo containing the Shade Tree Commission's recommendations for this project from their July 7th meeting. Finally, there is a June 25th letter from Heinrich and Klein which contains the following: the original review comments on the applicant's Traffic Impact Study; the applicant's response to those comments; and Mr. Heinrich's responses to the applicant's responses. A second copy of the June 25th letter is also included which adds the applicant's most recent responses (outlined in boxes) to Mr. Heinrich's responses to their comments, along with two plan attachments.

If you have any questions prior to the meeting, please feel free to get in touch with me (cguttenplan@whitemarshwp.org or 484-594-2625). If any member is unable to participate in the meeting, please send an e-mail to Bob Dambman (rdambman@gmail.com) and copy me. I look forward to 'seeing' you all at the meeting.

Enclosures

**MINUTES
PLANNING COMMISSION
ZOOM MEETING
July 14, 2020**

Attendees/Participants: Dave Shula, Sherri Glantz Patchen, Bob Dambman, Peter Cornog, Scott Quitel, Charlie Guttenplan, AICP, Director of Planning and Zoning, Krista Heinrich (Township Engineer's office), Vince Manuele (BOS Liaison), and Dave Sander, Esq. (Township Solicitor's office)

1. CALL TO ORDER: 6:03 PM by Chair Dambman

2. ANNOUNCEMENTS & CORRESPONDENCE

Announcements:

- Act 15 requires advertising Zoom meetings 5 days in advance. This meeting was published in the Times Herald on July 9, 2020.

3. APPROVAL OF MINUTES

- On a motion by Mr. Shula seconded by Mr. Cornog, the Planning Commission moved to approve the May 26, 2020 meeting minutes as revised per comments from at June 23, 2020 meeting. Vote 5-0
- On a motion by Ms. Patchen, seconded by Mr. Shula, the Planning Commission moved to approve the June 23, 2020 meeting minutes as edited. Vote 5-0

4. ZONING HEARING BOARD APPEALS: None

5. CONDITIONAL USE APPLICATIONS: None

6. SUBDIVISION &/OR LAND DEVELOPMENT APPLICATIONS:

- Review SLD#01-20; Kevin and Donna McBurney/4013 Crescent Avenue Preliminary/Final Minor Subdivision Plan; Lot Line Change

Attendees: Robert Jordan, P.E. Woodrow & Associates, Project Manager and Kevin McBurney, Applicant.

The Applicant is proposing to shift the lot line with the neighboring property located at 4009 Crescent Avenue approximately 28 feet, resulting in an increase of slightly over 4,000 square feet with the commensurate decrease on the 4009 Crescent Avenue lot (Mr. Jordan showed the existing & proposed property line on the plan). No other changes are proposed. Review letters were received from the Zoning Officer, Township Engineer and Montgomery County Planning Commission. All comments in the letters are 'will comply' with the exception of the requested waivers related to street improvements; street trees, ones administrative in nature; and dedication of recreation land - Fee in Lieu.

Planning Commission Comments: a question was asked what the reason for doing the lot line change is and in response, the applicant wanted additional square footage and rear yard space. He only has a 12 foot backyard and the lot line change will give him closer to 40 feet which will benefit him in the future if he decides to sell his property.

On a motion by Ms Patchen, seconded by Mr. Shula, the Planning Commission recommended to approve the Preliminary/Final Subdivision Plan and requested waivers with the exception of waiver #9 (park-rec dedication or fee in lieu) which will be deferred to the Board of Supervisors. Vote 5-0

7. OLD BUSINESS: None

8. NEW BUSINESS: None

9. PLANNING COMMISSION MEMBERS COMMENTS: None

10. PUBLIC COMMENT FOR NON AGENDA ITEMS

Steve Kaufman, 644 Harts Ridge Road, commented that he doesn't understand why the Planning Commission cannot comment on a request for a waiver for fee of lieu. He doesn't think it is in the ordinance anywhere, it is just custom and it is very important that the Planning Commission be able to weigh in on such issues. He asked if there is anything in the code that prevents the Planning Commission from doing that. Mr. Guttenplan stated that it has been a policy of the Township that when it comes to fees that it is the purview of the Board and the Planning Commission traditionally doesn't make recommendations on fee waivers. Mr. Kaufman commented, so it is policy that the Planning Commission can still make recommendations and can still be within the purview of the Board anyway and thinks the fee in lieu tool is very important.

Mr. Kaufman commented that he believes the minutes as approved tonight for the June 23rd meeting omitted one of the items on the shopping list that the Planning Commission wanted the Longfield Farm applicant to consider which is the 10% fee of lieu discussion which was quite extensive and should have been in the minutes. Mr. Kaufman commented the minutes don't reflect the issue of the waivers requested that potentially contradict the Conditional Use conditions, which can potentially open up a possible challenge by the applicant.

Mr. Dambman asked how the Planning Commission comments and recommendations get to the Board of Supervisors. Mr. Guttenplan explained that the BOS receives the minutes of all meetings and in addition, a Board Member Liaison is in attendance as well, one of whose purposes is to bring back the dialogue that occurs to the BOS from each meeting. Mr. Kaufman commented that the minutes are critical and should be accurate and complete. Mr. Dambman suggested sending a letter to the BOS listing the 5 things the Planning Commission would like to see on the plan. Mr. Guttenplan commented sending a letter to the BOS would be premature not knowing what changes the applicant is going to bring back the next time they come in front of the Planning Commission. Mr. Sander commented the minutes are not a stenographic record and read what the Sunshine Act requires of the minutes. Mr. Sander stated that if observant members of the public raise a certain issue, that perhaps it should be repaired in a subsequent letter but he echoes Mr. Guttenplan's sentiments that that was just the minutes of a meeting discussing a review of a plan that is going to be revised and the applicant is coming back before the Planning Commission; no formal action was taken and therefore no formal recommendation was made to the BOS by the Planning Commission.

Mr. Dambman suggested that if a member of the public reviews draft minutes on the website and has a comment, that they should e-mail that to him before the meeting at which they will be considered.

Sydelle Zove, Harts Ridge Road, commented plans submitted as a basis for a conditional use application are predicated upon the issuance of certain waivers. So those plans were submitted and accepted by the Board of Supervisors with certain conditions and the assumption being the design required some waivers. Question is so what if those waivers upon which the design is predicated are not granted; Mr. Sander's statement in the June 23rd minutes did not fully reflect what he said. If the Board of Supervisors denies waivers and some of those waivers were implied by the conditional use plan, the preliminary plan would differ; what is the impact with condition #10 that states the preliminary plans have to be consistent with the Conditional Use plan.

Mr. Manuele commented that those waivers were not in front of the BOS and he can't contemplate any circumstance under which Conditional Use condition #10 would be interpreted as a granting of the waivers requested, which means to him that they have to comply with all the codes and regulations. Mr. Manuele reiterated that the language of condition #10 states that the preliminary plan must be substantially similar to the conditional use plan, or similar language to that effect. Mr. Sander concurred with Mr. Manuele's comments.

Mr. Cornog wanted feedback as to what the Planning Commission feels about the fee in lieu; yes they can weigh in on the issue but it is ultimately up to the BOS as to whether to grant the waiver. Mr. Quitel commented that in the spirit of how they are revising the Comprehensive Plan, that in general, land trumps a fee and they need to be strong proponents about any land decisions and that the first order of priority is that land gets preserved rather than having someone pay a fee. Mr. Cornog then provided some historical perspective about this issue; it stems from the 'Growing Greener' movement of the early 2000's; he wondered if what we want is an acre of land in a development for the exclusive use of its residents—is this how we want to interpret the ordinance?

Mr. Quitel commented that the last thing he would want is for the Planning Commission to regret something that happened because we are not detail-oriented with the minutes and hopes there is some way to get the minutes back if key details are missed, after the minutes have been voted on.

Mr. Cornog commented he was concerned about the minutes given the contentiousness of these developments, and referred to the 14 years of litigation on the DePaul/Highway Materials application. He stated the minutes are very important; you never know what is going to happen.

11. ADJOURNMENT

- On a motion by Mr. Cornog seconded by Mr. Quitel, the meeting was adjourned at 7:02 PM.

Respectfully submitted,

Charles L. Guttenplan, AICP, Director of Planning & Zoning

The Planning Commission is appointed as an advisory group to the Board of Supervisors and the Zoning Hearing Board with respect to comprehensive land use planning, existing land use, and various land use and zoning applications in Whitemarsh Township. No formal decisions are rendered by the Planning Commission. Formal decisions are rendered by the Board of Supervisors or Zoning Hearing Board, as prescribed by law, based on the type of application.



June 10, 2020

VIA EMAIL & FEDEX NEXT PM [REDACTED]

Charles L. Guttenplan, AICP
Director of Planning & Zoning
Whitemarsh Township
616 Germantown Pike
Lafayette Hill, PA 19444-1821

**Reference: RIVERplace
901 Washington Street Townhomes
Zoning Ordinance Compliance Review and Preliminary Plan Review Responses
Whitemarsh Township, Montgomery County, PA
Nave Newell No. 2009-134.05**

Dear Mr. Guttenplan:

On behalf of our client, 901 Washington Partners, L.P., please find enclosed the following items for a Preliminary Plan submission for the above-referenced project located in Whitemarsh Township, Montgomery County, PA (quantities enclosed are listed after each item):

1. Site Plan (Sheet 4 of 23), dated October 3, 2019, and last revised June 10, 2020 (2);
2. Tree Survey Plan (Sheet 14 of 23), prepared by PPM Design/Build and dated June 2, 2020 (2);
3. PCSM / Landscape Plan (Sheet 15 of 23), dated October 3, 2019, and last revised June 10, 2020 (2);
4. Preliminary Land Development Waiver Request List, last revised June 3, 2020 (2);
5. Environmental Status Summary, dated June 2, 2014 (2); and
6. Flash drive with an electronic copy of submission documents (1).

We are submitting these revised/supplemental items to address comments from the May 26, 2020 Planning Commission meeting and a site meeting with representatives of the Shade Tree Commission.

By copy of this letter, we have also included two copies of items # 1-3 listed above to be distributed to the Shade Tree Committee for their review.

Below is a summary of each item being submitted and the revisions that have been made.

1. **Site Plan:** We have added two ADA parking spaces and a sign labeling "public trail parking" to the parking area near the riverfront trail, as requested by the Planning Commission.

We are now showing the existing fence along the railroad property as "to remain". This fence will be kept and the existing vegetation cleaned up in order to provide a better visual buffer between the project property and the railroad.

We have also added "no parking" signs along the north side of Driveway B, as the Planning Commission requested. We have rerun the turning movements for Whitemarsh Township's largest fire truck and that truck can successfully maneuver along Driveway B with cars



Charles L. Guttenplan, AICP
Nave Newell No. 2009-134.05
June 10, 2020
Page 2

parked along the southern side of Driveway B, except near the intersections with Driveway A and Driveway C. We have added "no parking" signs in these areas.

2. **Tree Survey Plan:** We have included a copy of this plan, as the Planning Commission requested. This plan shows the existing trees on the site and labels the following way: hazard trees; trees to be removed and replaced; and the trees to be saved.
3. **Landscape Plan:** We have revised this plan to show the existing trees that are to remain along the rear of the property near the river. We have also updated the "planting requirements vs. provided" table and the landscape schedule to reflect the current design.

At the Planning Commission's request, we considered substituting a native sycamore for the London Plane trees that we are proposing. The project's landscape architect has recommended that we keep the London Plane along the riparian corridor because this species of tree has been bred to resist the anthracnose virus, which the existing native sycamores along the river all suffer from. These proposed plantings will be discussed with the Shade Tree Commission.

4. **Preliminary LD Waiver Request List:** As the Planning Commission requested, we have revised this list to reflect the current waivers that are being requested and to eliminate the ones that are no longer needed.
5. **Environmental Summary Status:** As the Planning Commission requested, we have included this to summarize the environmental testing, findings, and remedial actions performed at the property.

If you have any questions or need additional information, please contact me at [REDACTED] or via email at [REDACTED]

Respectfully submitted,

A handwritten signature in black ink, appearing to read "J-PB-Jr", written in a cursive style.

James P. Bannon, Jr., PE

JPB/jih

Enclosures

cc (via FedEx): Sean Halbom | Whitemarsh Township Shade Tree Commission
cc (via email): Jim Vesey, Gary Toll, Eli Kahn | 901 Washington Partners, L.P.
Sarah Peck, Justin Moodie | Progressive New Homes

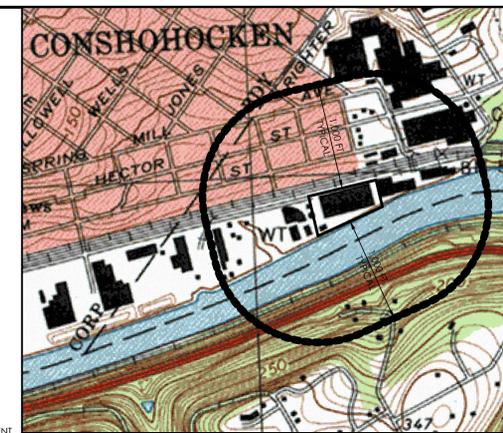
K:\09Proj\09134\RevResp\Township\Guttenplan_ltr_20-06-10.docx



NOTE: AVAILABLE SIGHT DISTANCE ALONG WASHINGTON STREET TO THE WEST OF DRIVEWAY 'A' IS APPROXIMATELY 220' FOR ONCOMING TRAFFIC IN THE EASTBOUND APPROACH LANE.

LANDS FORMERLY PENNSYLVANIA SCHUYLKILL VALLEY CO.

LANDS FORMERLY PHILADELPHIA & READING RAILROAD
NOW SEPTA RIGHT-OF-WAY



SOURCE: NORRISTOWN QUAD
LOCATION: 40°04'23.09"N
079°17'25.72"W

LOCATION MAP
SCALE: 1" = 800'

Nave NEWELL
Where Ideas Get Down to Earth

900 West Valley Road • Suite 1100
P.O. Box 2658323 • El Paso, TX 75226
www.navenewell.com

DATE	DESCRIPTION	BY
2/14/2020	FOR 2/11/2020 PLANNING COMMISSION MEETING	JPB
5/15/2020	FOR 5/12/2020 PLANNING COMMISSION MEETING	JPB
6/10/2020	PER TOWNSHIP PC AND SHADE TREE COMM. COMMENTS	JPB

OWNER / APPLICANT
901 WASHINGTON PARTNERS, L.P.
JIM VESSEY
120 PENNSYLVANIA AVENUE
MALVERN, PA 19355

SITE / ZONING DATA TABLE

TAX PARCEL NUMBER:	45-00-12477-00-7
ADDRESS:	901 WASHINGTON STREET, CONSHOHOCKEN, PA 19428
GROSS LOT AREA:	4.81 ACRES / 209,846 SF
NET LOT AREA:	4.17 ACRES / 181,468 SF
CLASSIFICATION:	HVY HEAVY INDUSTRIAL DISTRICT RCCD RIPARIAN CORRIDOR CONSERVATION OVERLAY DISTRICT FLOODPLAIN CONSERVATION OVERLAY DISTRICT STEEP SLOPE OVERLAY DISTRICT RDI-1 RIVERFRONT DEVELOPMENT DISTRICT SINGLE-FAMILY ATTACHED

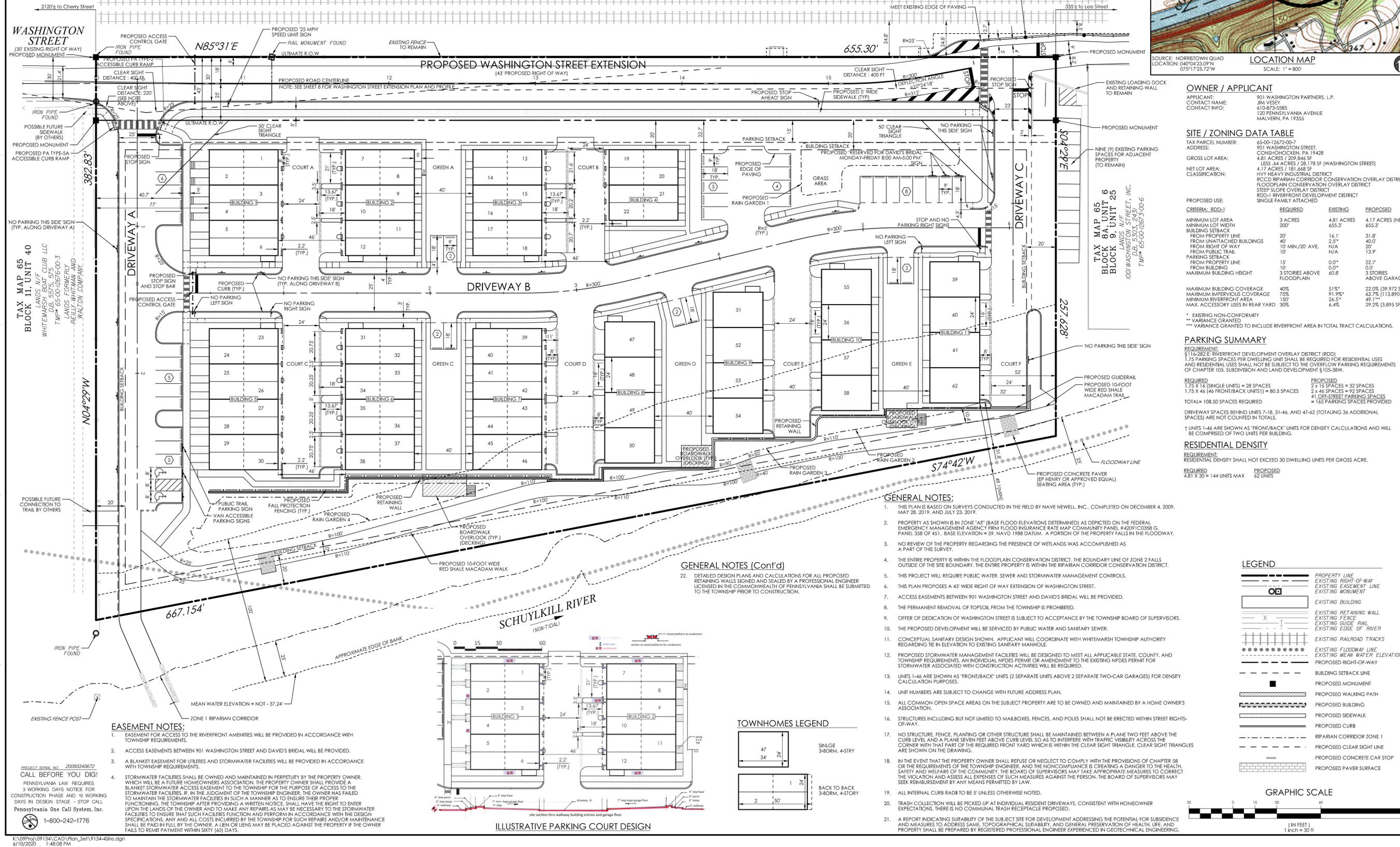
901 Washington Street
TOWNHOUSE LAYOUT

WHITE MARSH TOWNSHIP, MONTGOMERY COUNTY, PENNSYLVANIA

RIVERplace

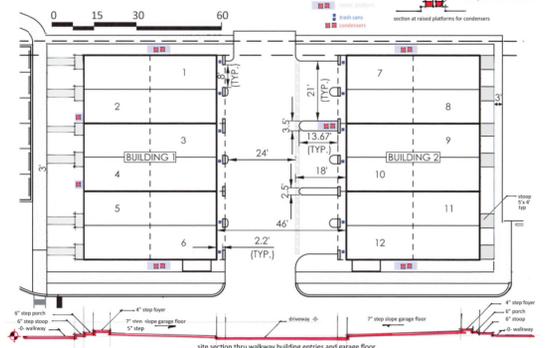
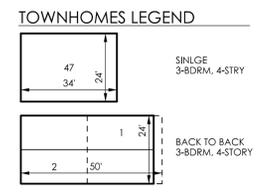
PROJECT NO: 2009-134.05
DATE: 10/31/19
SCALE: 1" = 30'
DRAWN BY: JPB
CHECKED BY: JPB
APPROVED BY: JPB

4 of 23



GENERAL NOTES (Cont'd)

- DETAILED DESIGN PLANS AND CALCULATIONS FOR ALL PROPOSED RETAINING WALLS SIGNED AND SEALED BY A PROFESSIONAL ENGINEER LICENSED IN THE COMMONWEALTH OF PENNSYLVANIA SHALL BE SUBMITTED TO THE TOWNSHIP PRIOR TO CONSTRUCTION.



LEGEND

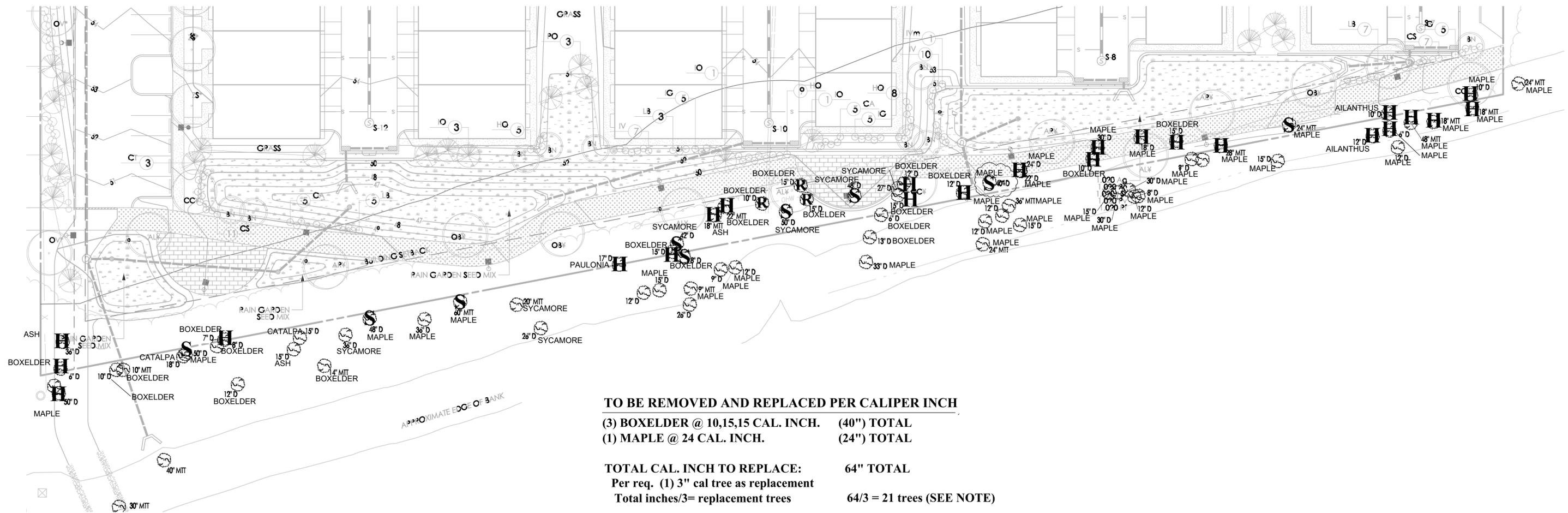
	PROPERTY LINE
	EXISTING RIGHT-OF-WAY
	EXISTING EASEMENT LINE
	EXISTING MONUMENT
	EXISTING BUILDING
	EXISTING RETAINING WALL
	EXISTING FENCE
	EXISTING GUIDE RAIL
	EXISTING EDGE OF RIVER
	EXISTING RAILROAD TRACKS
	EXISTING FLOODWAY LINE
	EXISTING MEAN WATER ELEVATION
	PROPOSED RIGHT-OF-WAY
	BUILDING SETBACK LINE
	PROPOSED MONUMENT
	PROPOSED WALKING PATH
	PROPOSED BUILDING
	PROPOSED SIDEWALK
	PROPOSED CURB
	RIPARIAN CORRIDOR ZONE 1
	PROPOSED CLEAR SIGHT LINE
	PROPOSED CONCRETE CAR STOP
	PROPOSED PAVER SURFACE



EASEMENT NOTES:

- EASEMENT FOR ACCESS TO THE RIVERFRONT AMENITIES WILL BE PROVIDED IN ACCORDANCE WITH TOWNSHIP REQUIREMENTS.
- ACCESS EASEMENTS BETWEEN 901 WASHINGTON STREET AND DAVID'S BRIDAL WILL BE PROVIDED.
- A BLANKET EASEMENT FOR UTILITIES AND STORMWATER FACILITIES WILL BE PROVIDED IN ACCORDANCE WITH TOWNSHIP REQUIREMENTS.
- STORMWATER FACILITIES SHALL BE OWNED AND MAINTAINED IN PERPETUITY BY THE PROPERTY OWNER, WHICH WILL BE A FUTURE HOMEOWNERS ASSOCIATION. THE PROPERTY OWNER SHALL PROVIDE A BLANKET STORMWATER ACCESS EASEMENT TO THE TOWNSHIP FOR THE PURPOSE OF ACCESS TO THE STORMWATER FACILITIES. IN THE JUDGMENT OF THE TOWNSHIP ENGINEER, THE OWNER HAS FAILED TO MAINTAIN THE STORMWATER FACILITIES IN SUCH A MANNER AS TO ENSURE THEIR PROPER FUNCTIONING. THE TOWNSHIP AFTER PROVIDING A WRITTEN NOTICE, SHALL HAVE THE RIGHT TO ENTER UPON THE LANDS OF THE OWNER AND TO MAKE ANY REPAIRS AS MAY BE NECESSARY TO THE STORMWATER FACILITIES TO ENSURE THAT SUCH FACILITIES FUNCTION AND PERFORM IN ACCORDANCE WITH THE DESIGN SPECIFICATIONS. ANY AND ALL COSTS INCURRED BY THE TOWNSHIP FOR SUCH REPAIRS AND/OR MAINTENANCE SHALL BE PAID IN FULL BY THE OWNER. A LIEN OR LIENS MAY BE PLACED AGAINST THE PROPERTY IF THE OWNER FAILS TO REMIT PAYMENT WITHIN SIXTY (60) DAYS.

PROJECT SERIAL NO. 200903340672
CALL BEFORE YOU DIG!
PENNSYLVANIA LAW REQUIRES 3 WORKING DAYS NOTICE FOR CONSTRUCTION PHASE AND 10 WORKING DAYS IN DESIGN STAGE - STOP CALL Pennsylvania One Call System, Inc. 1-800-242-1176



TO BE REMOVED AND REPLACED PER CALIPER INCH

(3) BOXELDER @ 10,15,15 CAL. INCH. (40") TOTAL
 (1) MAPLE @ 24 CAL. INCH. (24") TOTAL

TOTAL CAL. INCH TO REPLACE: 64" TOTAL
 Per req. (1) 3" cal tree as replacement
 Total inches/3= replacement trees 64/3 = 21 trees (SEE NOTE)

NOTE: 24" caliper maple may end up being saved, resulting in 40 caliper inches of required replacement. However, developer agrees to replace tree material equivalent of 64 caliper inches regardless.

- H HAZARD TREE(NO REPLACEMENT REQUIRED) 18; 6 off property**
- R REMOVE AND REPLACE PER CALIPER INCH. 4**
- S TREES TO BE SAVED. INCLUDES HERITAGE TREES 8; 38 off property**



NOTE: Survey of existing trees provided by Nave Newell on 1-22-2020.

TREE SURVEY PLAN

REV. 6-2-2020





NOTES

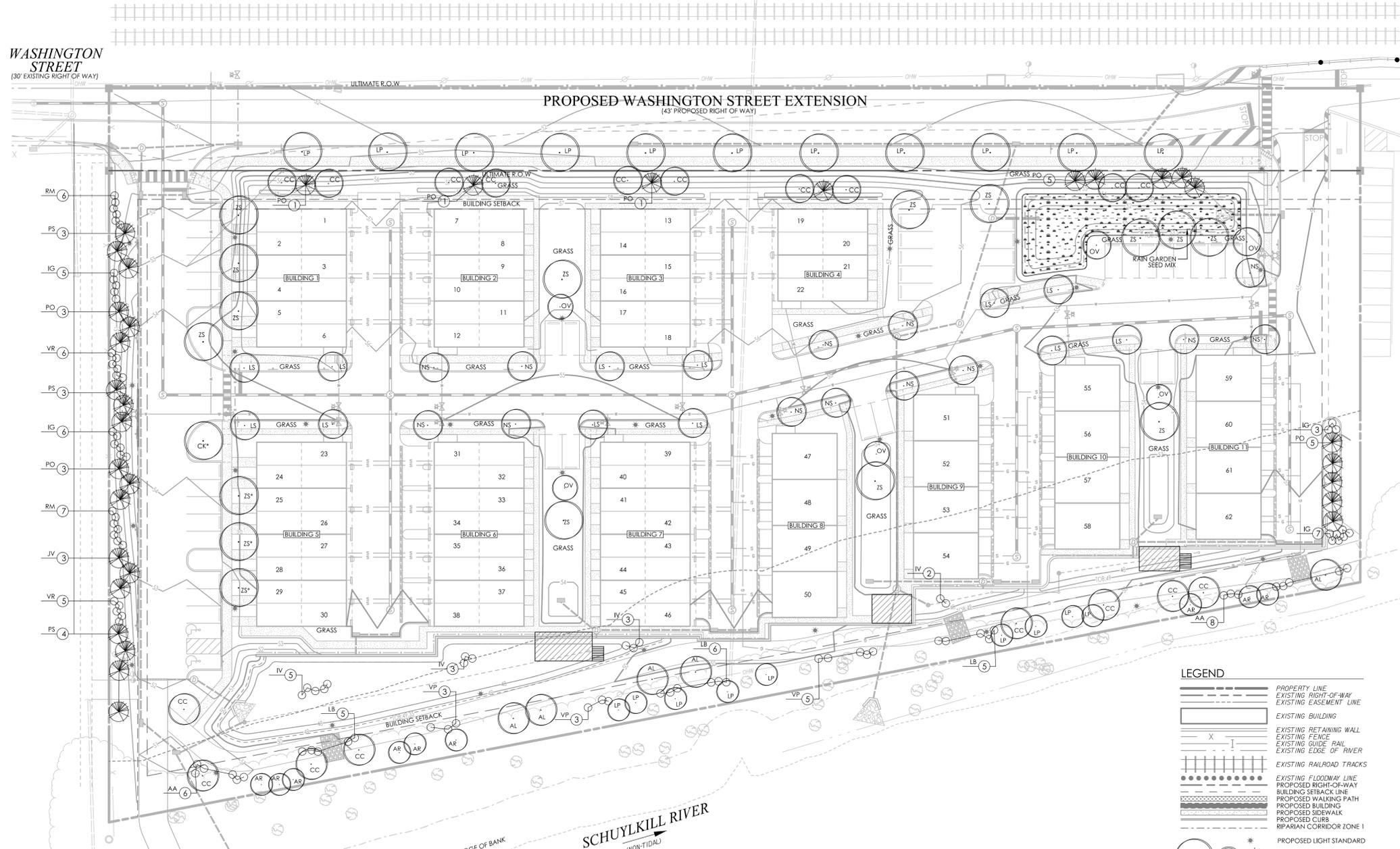
- ALL PLANT MATERIALS SHALL MEET THE STANDARDS OF THE AMERICAN STANDARD FOR NURSERY STOCK BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION (2014), OR MORE RECENT EDITION.
- ALL PLANT MATERIALS SHALL BE GUARANTEED FOR A PERIOD OF 18 MONTHS FROM THE DATE OF DEDICATION OR CLOSE OUT OF CONSTRUCTION. ANY PLANT MATERIAL 1/2" OR MORE OF WHICH IS DEAD SHALL BE CONSIDERED DEAD. A TREE SHALL BE CONSIDERED DEAD WHEN THE MAIN LEADER HAS DIED OR 25% OF THE CROWN IS DEAD. ANY DEAD PLANT MATERIAL SHALL BE REPLACED AND INSTALLED ACCORDING TO THE APPROVED PLANTING PRACTICES IN ACCORDANCE WITH THE LANDSCAPE PLAN.
- THIS PLAN IS FOR LANDSCAPING ONLY. ALL SITE IMPROVEMENTS INCLUDING, BUT NOT LIMITED TO, BUILDING LOCATIONS, CURBING, SIDEWALK UTILITIES, AND THEIR ANCILLARY APPURTENANCES ARE SHOWN FOR INFORMATION PURPOSES ONLY AND ARE SUBJECT TO MODIFICATION AND REVISION. CONTRACTOR SHALL REFER TO THE SITE PLAN, GRADING PLAN, AND UTILITY PLANS, AND THEIR RELATED DETAIL SHEETS, FOR ALL SITE IMPROVEMENTS OTHER THAN LANDSCAPING.
- THERE SHALL BE NO SUBSTITUTES FOR SPECIFIED PLANTS WITHOUT WRITTEN APPROVAL BY NAVE NEWELL.
- A PRE-CONSTRUCTION CONFERENCE SHALL BE SCHEDULED WITH THE TOWNSHIP SHADE TREE COMMISSION PRIOR TO THE START OF ANY CONSTRUCTION.
- UNLESS OTHERWISE NOTED, ALL DISTURBED AREAS SHALL BE SEED.
- ALL TREES SHALL HAVE DEER PROTECTION INSTALLED AT THE TIME OF PLANTING.
- STREET TREES AND OTHER REQUIRED PLANT MATERIAL SHALL NOT BE PLANTED UNTIL THE FINISHED GRADING HAS BEEN COMPLETED.

WAIVERS REQUESTED - PERTAINING TO LANDSCAPE

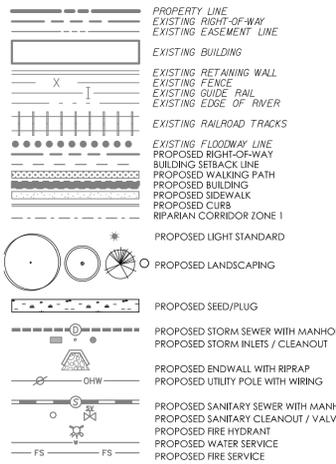
- CH. 55-4.8.(6)(f)(1) - 30% OF REPLACEMENT TREES MAY BE REPLACED WITH ORNAMENTAL/FLOWERING TREES OR EVERGREEN TREES AT A RATIO OF TWO FLOWERING OR TWO EVERGREEN TREES PER REQUIRED 3" CALIBER SHADE TREE.
- CH. 105-52.2(2) - ALL BUFFERS SHALL HAVE A MINIMUM WIDTH OF 50'.
- CH. 105-52.4 - BUFFERS REQUIRED BETWEEN LAND DEVELOPMENTS.
- CH. 105.39(A) - LANDSCAPING OF PARKING FACILITIES.

WASHINGTON STREET
(30' EXISTING RIGHT OF WAY)

PROPOSED WASHINGTON STREET EXTENSION
(43' PROPOSED RIGHT OF WAY)



LEGEND



NOTES

1. BASE SHEET AND SURVEY INFORMATION PROVIDED BY NAVE NEWELL.

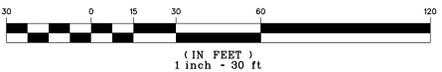
RAIN GARDEN GRASS MIX
ERNST SEED MIX #180-1

45.0% SCHIZACHYRIUM SCOPARIUM, 'CAMPER' (LITTLE BLUESTEM, 'CAMPER')
20.0% ELYMUS VIRGINICUS, PA ECOTYPE (VIRGINIA WILDBLUE, PA ECOTYPE)
11.0% CHASMODONTUM LATIFOLIUM, WV ECOTYPE (RIVER OATS, WV ECOTYPE)
8.0% PANICUM RIGIDULUM, PA ECOTYPE (REDTOP PANICGRASS, PA ECOTYPE)
7.0% AGROSTIS PERENNANS, ALBANY PINE BUSH-WY ECOTYPE (ALUTIAN BENTGRASS, ALBANY PINE BUSH-WY ECOTYPE)
4.5% CAREX VULPINOIDEA, PA ECOTYPE (FOX SEDGE, PA ECOTYPE)
3.0% PANICUM SPHERICUM, CARPON (ROUND SEED PANICGRASS)
1.0% JUNCUS EFFUSUS (SOFT BUSH)
0.5% CAREX SCOPARIA, PA ECOTYPE (BLUNT BROOM SEDGE, PA ECOTYPE)

SEEDING RATE:
15 LB PER ACRE WITH COVER CROP OF GRAIN RYE AT 30 LB PER ACRE

PROJECT SERIAL NO. 20093340672
CALL BEFORE YOU DIG!
PENNSYLVANIA LAW REQUIRES
3 WORKING DAYS NOTICE FOR
CONSTRUCTION PHASE AND 10 WORKING
DAYS IN DESIGN STAGE - STOP CALL
Pennsylvania One Call System, Inc.
1-800-242-1776

GRAPHIC SCALE



901 Washington Street - Landscape Plan
PLANTING REQUIREMENTS VS. PROVIDED

REQUIRED	PROVIDED
SEC. 105.39(A) Parking area trees	
(1) Shade tree for every (2) spaces - 41 parking spaces	(21) Shade Trees 3" cal. (17) Shade trees 3" cal. plus (6) flowering trees at 2" cal. at rate of 1.5 flowering trees per shade tree (flowering trees added to parking spaces at green courts). * Waiver requested to permit flowering trees in lieu of shade trees at same proportion as allowed for street trees.
SEC. 105.48 Street trees	
(1) Shade tree for every 45 ft. of road footage or (1) Flowering tree for every 30 ft. of road footage.	
- Washington Street - 655 lf	(15) Shade Trees 3" cal. or (22) Flowering trees 2" cal. (11) Shade trees 3" cal. and (6) flowering trees, 2" cal. @ 1.5 flowering trees per shade tree (flowering trees added to Washington Street berm)
- Interior Streets - 1,112 lf	(25) Shade Trees 3" cal. or (37) flowering trees 2" cal. (25) Shade trees 3" cal.
SEC. 105.52A Buffer trees	
(1) Evergreen tree per 15 lf; (1) Evergreen shrub per 8 lf	
- West Buffer: 345 lf	(23) Evergreen trees 8-10' ht; (45) evergreen shrubs 24-36" ht. (23) Evergreen trees 8-10' ht; (45) evergreen shrubs 24-36" ht.
- East Buffer: 220 lf	(15) Evergreen trees 8-10' ht; (28) evergreen shrubs 24-36" ht. (5) Evergreen trees 8-10' ht; (10) evergreen shrubs 24-36" ht. Partial waiver for plant quantity due to lack of available room to plant.
SEC. 116.284(A) Trail landscaping	
(1) Tree per 50 lf	
- Trail: 660 lf	(13) Trees (13) Flowering trees - 2 inch cal.
SEC. 55-4 Tree preservation, protection and replacement.	
SEC. 55-4 B(6)(f). Every tree living or health to be removed. Total caliper inches replaced with (3") caliper replacement trees.	(21) three inch cal. trees **
- Total caliper inches removed: 64" **	
ALLOCATION PERMITTED:	PROVIDED
SEC. 55-4 B(6)(f). Maximum of 30% replacement trees may be replaced with flowering or evergreen trees at the rate of 2 flowering trees per 3" shade tree or two evergreen trees per 3" shade tree	(30%) = (6) shade trees or (13) flowering/evergreen trees 30% provided: Evergreen trees 8-10 ht; Flowering trees at 2 inch cal. Planted along Washington St berm and at green courts
SEC. 55-4 B(6)(g). Maximum of 20% replacement trees may be replaced with shrubs at the rate of (6) shrubs per (1) three inch cal. shade tree	(20%) = 4 Shade trees or (25) shrubs 43% provided = 54 shrubs = 9 trees* * waiver requested to increase the percentage of shrubs for better stabilization of the riparian corridor
Shade Trees - 50% at 3 inch cal. each	(50%) = (11) Shade trees at 3 inch cal. (27%) provided = (6) shade trees at 3" cal. Converted to (18) one inch cal. shade trees at the rate of (3) one inch cal. trees per 3 inch shade tree.* * waiver requested to increase the number of Shade Trees at a smaller caliper size to improve the viability of trees planted on the riparian slope. * Waiver requested to alter the percentage of Shade Trees in favor of more shrubs to enhance riparian corridor.

** ONE 2" CAL. TREE MAY END UP BEING SAVV IN WHICH CASE ACTUAL REPLACEMENT WOULD BE 40 CAL. INCHES OR 13 EQUIVALENTS. HOWEVER, THE DEVELOPER AGREES TO CONTINUE TO PLANT 64 CAL. INCHES REGARDLESS.

LANDSCAPE SCHEDULE

QTY.	SYM.	SCIENTIFIC NAME (COMMON NAME)	HEIGHT	CALIPER	ROOT	NATIVE	COMMENT	
STREET TREES								
11	LP	PLATANUS X ACERIFOLIA (LONDON PLANE TREE) *	10-12'	3" CAL.	B&B	Y	UNIFORM SIZE & SPREAD LOWEST BRANCH TRIMMED TO 7'	
6	CC	CERCIS CANADENSIS (EASTERN REDBUD)	8-10'	2" MIN.	B&B	Y	UNIFORM SIZE & SPREAD LOWEST BRANCH TRIMMED TO 7'	
13	NS	NYSSA SYLVATICA (BLACK GLUM)	10-12'	3" CAL.	B&B	Y	UNIFORM SIZE & SPREAD	
12	LS	LIQUIDAMBAR STYRACIFLUA 'SLENDER SILHOUETTE' (SLENDER SILHOUETTE SWEETGUM)	10-12'	3" CAL.	B&B	Y	UNIFORM SIZE & SPREAD LOWEST BRANCH TRIMMED TO 7'	
PARKING LOT TREES								
17	ZS	ZELKOVA SERRATA 'GREEN VASE' (GREEN VASE ZELKOVA)	10-12'	3" CAL.	B&B	Y	UNIFORM SIZE & SPREAD	
6	OV	Ostrya virginiana (IRONWOOD) FLOWERING	8-10'	2" MIN.	B&B	Y	UNIFORM SIZE & SPREAD	
BUFFER PLANTING								
3	JV	JUNIPERUS VIRGINIANA (EASTERN RED CEDAR)	8-10'		B&B	Y	UNIFORM SIZE & SPREAD	
11	PO	FICIA ORIENTALIS (ORIENTAL SPRUCE)	8-10'		B&B	N	UNIFORM SIZE & SPREAD	
10	PS	FINUS STROBUS (EASTERN WHITE PINE)	8-10'		B&B	Y	UNIFORM SIZE & SPREAD	
21	IG	ILEX GLABRA (INKBERRY)	24-36"		CONT.	Y	UNIFORM SIZE & SPREAD	
11	VR	VIBURNUM RHYTHIDOPHYLLUM (LEATHERLEAF VIBURNUM)	24-36"		CONT.	Y	UNIFORM SIZE & SPREAD	
13	RM	RHOODOENDRON MAXIMUM (ROSEMARY RHOODOENDRON)	24-36"		B&B	Y	UNIFORM SIZE & SPREAD	
RIVER FRONT TRAIL TREES								
5	AL	AMELANCHIER LAEVIS 'CUMULUS' (CUMULUS SERVICE BERRY)	6-8'	M.S.	B&B	Y	UNIFORM SIZE & SPREAD	
8	CC	CERCIS CANADENSIS (EASTERN REDBUD)	6-8'	M.S.	B&B	Y	UNIFORM SIZE & SPREAD	
REPLACEMENT TREES AND SHRUBS								
9	LP	PLATANUS X ACERIFOLIA (LONDON PLANE TREE) *		1" CAL.	B&B	Y	UNIFORM SIZE & SPREAD LOWEST BRANCH TRIMMED TO 7'	
9	AR	ACER RUBRUM (RED MAPLE)		1" CAL.	B&B	Y	UNIFORM SIZE & SPREAD	
9	PO	FICIA ORIENTALIS (ORIENTAL SPRUCE)		8-10'	B&B	N	UNIFORM SIZE & SPREAD	
4	CC	CERCIS CANADENSIS (EASTERN REDBUD)		8-10'	2" MIN.	B&B	Y	UNIFORM SIZE & SPREAD
11	VP	VIBURNUM PRUNIFOLIA (BLACKHAW VIBURNUM)		24" MIN.	CONT.	Y	UNIFORM SIZE & SPREAD	
16	LB	LINDERA BERTZONI (SPICEBUSH)		24" MIN.	CONT.	Y	UNIFORM SIZE & SPREAD	
14	AA	ARONIA ARBUTIFOLIA (CHOKEBERRY)		24" MIN.	CONT.	Y	UNIFORM SIZE & SPREAD	
13	IV	ILEX VERTICILLATA (WINTERBERRY HOLLY)		24" MIN.	CONT.	Y	UNIFORM SIZE & SPREAD	

* LONDON PLANE SUBSTITUTED FOR NATIVE SYCAMORE TO AVOID SUSCEPTIBILITY TO ANTHRACNOSE FUNGUS



DATE	NO.	DESCRIPTION	BY	CHECKED BY
2/4/2020	1	FOR 2/11/2020 PLANNING COMMISSION MEETING	JPH	JPH
5/15/2020	2	PER TOWNSHIP PLANNER AND ENGINEER REVIEW LETTERS	JPH	JPH
6/10/2020	2	PER TOWNSHIP PC AND SHADE TREE COMM. COMMENTS	JPH	BTB

PCSM / LANDSCAPE PLAN
901 Washington Street
TOWNHOUSE LAYOUT
RIVERplace
WHITEMARSH TOWNSHIP, MONTGOMERY COUNTY, PENNSYLVANIA

PROJECT NO.	2009-134.05	DRAWN BY:	MES
DATE:	10/31/19	CHECKED BY:	JPH / JFL
SCALE:	1" = 30'	APPROV. BY:	
SHEET NO.			

15 of 23

RIVERplace
901 Washington Street

Preliminary Land Development Waiver Request List

Revised June 10, 2020

Tree Preservation, Protection, and Replacement

~~Ch.55-4.A., 55-4(B)(6) Tree Survey Plan and Tree Replacement. We request a waiver from this requirement because the existing site is 92% impervious.~~

No longer requested. A tree survey has been performed and tree replacement calculations provided.

1. Ch. 55-4.B(6)(f)[2] – We request a waiver to increase the percentage of shrubs from 20% to 43% for better stabilization of the riparian corridor, to decrease the percentage of trees from 50% to 27%, and to provide replacement trees at the rate of three (3) one inch caliper trees for each (1) three inch caliper tree required in order to improve the viability of trees planted on the riparian slope.

Submission Requirements

2. Ch. 105-21.B(15)- Preliminary Resource Impact and Conservation Plan: we request a waiver from this requirement because this is a redevelopment of an industrial site and no areas within the limit of disturbance were left undisturbed. The work at this formerly industrial site will be performed in accordance with PADEP-approved Act 2 Cleanup Plan.

Streets

3. Ch. 105-30(A) / Ch. 105-69.A - Street standards: We request a waiver from this requirement. We are proposing to extend Washington Street along the frontage of the property and to offer this new street for dedication to the Township. Due to existing site constraints, this new street will have a 43' Ultimate R.O.W. and a 30' cartway. This design is comparable to that which received approval with the prior office development proposal.

Driveways A, B, and C are being designed as private drive aisles with a 24' width, which meets the Township requirements for a two-way drive aisle.

4. Ch. 105-34 - Street grades: where a street grade exceeds 7%, a 50' leveling area shall be provided. We request a waiver from this requirement due to existing conditions. The grade of Driveway C is approximately 7.8% but this is an existing condition that is tied to the existing parking area on the David's Bridal site.

Off-street Parking Facilities

5. Ch. 105-38(F) – angle of perpendicular parking not permitted along public or private streets. We are considering Driveways A, B, and C to be private drive aisles which meet the required 24' drive aisle width for two-way aisles. Backing into these driveways from perpendicular parking will not pose a safety risk given the low volumes of these drive aisles and the extra guest parking addresses concerns raised previously by the Planning Commission.

Landscaping of Parking Facilities

6. Ch. 105-39.A - all parking areas shall have at least one, three-inch caliper tree for every two parking spaces. Since there is not enough room to fit the required number of shade trees at the parking spaces, we request a waiver to plant excess trees at green courts, near guest parking spaces, and to substitute 2" caliper flowering trees for such shade trees at the rate of 1.5 flowering trees per shade tree which is the same substitution rate as allowed for street tree planting.

Curbs

7. Ch. 105-46- curbs shall be provided: We request a waiver from this requirement to eliminate curbs in certain areas of the site to promote sheet flow runoff of stormwater. Curbs will be provided along the main drive aisles internal to the site, at the ends of some of the courts, and on Washington Street.

Sidewalks and Pedestrian paths

8. Ch. 105-47.B / Ch. 105-73- minimum width of sidewalks shall be 5 feet: We request a waiver from this requirement to provide 4'-wide sidewalks on the north side of Driveway B in order to decrease the impervious coverage of the site as well as to free up more land for landscaping. No waiver requested for sidewalks along Washington Street or Driveway A.
9. Ch. 105-47(k)(1)- in the RDD-1 district, a 25' right-of-way shall be offered to the Township for public riverfront access: We request a modification to this requirement in order to offer an easement for public access and use rather than right-of-way dedication.

Buffers

10. Ch. 105-52.A / 105-52.B(2)-all buffers shall have a minimum width of 50' and buffers are required between land developments: We request a waiver from these requirements due to existing conditions, specifically on the David's Bridal boundary.

Park and recreational Facilities, Land and/or Fees

~~Ch. 105-53.D—dedicate land suitable for park or recreational use: We request an interpretation of this requirement. We are proposing a walking trail along the river and scenic overlooks that will be for public use and we believe these public amenities should satisfy this requirement.~~

No longer requested. It is our understanding that Township does not want to take dedication of the trail area. The riverfront trail will be covered by an easement for public use and the applicant agrees, in addition, to pay a fee, in an amount to be determined, in lieu of dedicating land. The combination of the easement and the fee in lieu fulfills the requirement of this ordinance.

Resolution 2004-8: Grading, Erosion Control, Stormwater Management, and Best Management Practices

11. I(B)(4)(k)- Edges of slopes shall be 5 feet from property or right-of-way lines: We request a modification of this requirement to allow such grading to occur, specifically at the ROW with the proposed Washington Street where we are seeking to create landscaped berming to provide a visual and audible shield against the active train activity.
12. I(C)(5)- Fills shall not encroach on floodway fringes: We request a waiver from this requirement because the entire property is located within the floodway fringe (i.e. the Floodplain Conservation District) and grading the site will be required.

13. II(C)(8)(d)- Add a note to the drainage plans stating that the site is not underlain by limestone: We request a waiver from this requirement. The proposed rain gardens will have impermeable liners and no infiltration structures are proposed. Soil stiffening techniques will be implemented to ensure adequate subsurface conditions for construction. The property is a brownfield from historic industrial activity.

~~II(D)(4)- Detention basins shall provide 24 hour storage for the 1-year, 24-hour storm: We request a waiver from this requirement. The site is adjacent to the Schuylkill River and is in a floodplain and discharging storm water rapidly is advantageous; detaining runoff slowly will have no increased bearing on downstream flooding.~~

No longer requested. We are not proposing any detention basins as part of this project. We are providing rain gardens for water quality and the dewatering calculations for the 1-year storm have been submitted as part of the Preliminary PCSM Report.

14. II(E)(2)(g)(iv)- All storm pipes shall be reinforced concrete pipe: We request a waiver from this requirement to use HDPE storm pipes.

**901 Washington Street
Summary, Environmental Status
June 2, 2020**

901 Washington Street began operations in the 1920's reportedly for wire stranding and as a wire mill with several additions constructed through the 1950's. In 1964, Finnaren & Haley, Inc. ("F&H") purchased the facility for the manufacturing of paint products. The facility operated in this manner until operations ceased in 2008.

Summary

F&H had a total of 69 storage tanks, including 35 underground storage tanks (USTs) associated with the production of paint products. Of these, 33 solvent tanks were within a below-grade concrete vault located in the southeast corner of the facility. The paint production activity as well as historic industrial activity left contaminants in the soil and ground water which were found to be above residential statewide health standards. All underground storage tanks were removed by 2010. Extensive sampling of soil and ground water took place after removal of the storage tanks. An analysis of the contaminants still present in the soil and groundwater has led to the development of, and acceptance by the Pennsylvania Department of Environmental Protection ("PADEP") of a remedial action plan that will ensure that future residents will be safely protected from exposure to soil or ground water contaminants. As far as impact to the Schuylkill River, a review of groundwater contaminant levels, after removal of the storage tanks, demonstrates the likelihood of there being no adverse impact to the river as testing and data modeling suggest that contaminants will be at or below statewide health standards by the time ground water reaches the river. Further, the proposed improvements brought about by the development will inevitably improve water quality -- both surface and underground -- over historic conditions.

Background – Technical Explanation

The standards used by the PADEP to gauge contaminants are known as "Residential Used Aquifer Statewide Health Standard Medium Specific Concentrations ("Residential SWH MSC's"). Below these levels, it is assumed that there is no significant carcinogenic risk and/or non-carcinogenic hazard to people's exposure over a lifetime (typically 70 years). Above these levels, controls are required to reduce the potential carcinogenic risk and/or noncarcinogenic hazard. There are two categories of SWH MSCs: (1) direct contact – where the concern is for people coming into physical contact with media containing these concentrations and (2) soil to groundwater – where the concern is that concentrations could cause groundwater pollution.

Results of Investigations

Soil Sampling. In past environmental investigations, over 40 soil samples were tested for 83 different volatile and semi-volatile compounds and 13 metals across the site. These investigations were documented in the June 2013 Remedial Action Completion/Final Report and the May 2014 Cleanup/Work Plan (the "Reports") which were submitted and approved under the PADEP Act 2 process.

Analysis of these samples indicated contaminants above the PADEP SWH MSC's for residential use located (1) underneath and adjacent to the elevated concrete slab and (2) underneath and immediately adjacent to the original concrete solvent vault.

The soil contaminants exceeding the residential SWH MSC's which were found below the concrete slab were tar-like substances and two metals found in historic fill, that were likely placed during construction in the 1920s to 1950s. These compounds were benzo(a)anthracene, benzo(a)pyrene, benzo(b)fluoranthene, dibenzo(a,h)anthracene, arsenic and lead. Those contaminants found at the solvent vault were 1,1-dichloroethane, ethyl benzene, tetrachloroethylene (PCE), toluene, total xylenes, benzo(a)pyrene, methylene chloride, 1,2,4-trimethylbenzene (TMB), 1,3,5-TMB, arsenic and lead.

Soil Vapor. Soil vapor samples were also tested for levels of organic vapor. The data indicate that soil vapor levels are below regulatory concern. Nevertheless, steps will be taken as part of the remedial action plan to provide an additional protective layer from residences as is explained below.

Ground Water Sampling. In order to understand the impact of the concentrations of the contaminants on the underlying groundwater, additional groundwater sampling was undertaken. Groundwater is located between 4 and 10 feet below the ground surface. Groundwater monitoring wells were installed to depths of 13-38 feet below grade, where bedrock was encountered. Two years of quarterly sampling indicated that groundwater contained only limited contaminants above residential used aquifer SWH MSC's: chlorobenzene, PCE and 1,2,4-TMB at relatively low concentration exceedances. Results of ground water sampling are included with the Reports submitted.

Remedial Action Plan and Other Protective Measures

Protective Cap. A Cleanup Plan was approved by PADEP in June of 2014. This plan provides for a protective cap layer to be installed across all areas of the site where soil contaminants were found. The cap will consist of either 24" of clean soil or asphalt pavement or concrete. The cap will mitigate the potential for direct human or animal contact exposure as well as the potential for rain to infiltrate and leach the contaminants into the groundwater.

Vapor Barrier. Although not specifically required by the approved Clean Up Plan, the developer has indicated that a plastic vapor barrier will be provided underneath the foundation slabs of the residences to provide another layer of protection against the potential for volatile organic emissions. The presence of concrete foundation slabs as well as all living spaces being on the second floor provide further peace of mind in this regard.

Prohibition against Wells. As mentioned above, the Act 2 approval and recorded Environmental Covenant, prohibits wells to be used for drinking water or for domestic or agricultural water supply purposes. Residents will be served by public water as shown on the proposed plans.

Landscaping - Trees planted within the 24" soil cap will not undermine the cap. The average 36" root ball is planted no greater than 22" into the ground. Should the size of the root ball be greater than 24", contractors will be instructed to elevate tree installation with greater soil and mulch mounding. The rain gardens will be lined with a protective plastic layer beneath the plantings to ensure that the storm water that collects will not leech into the ground beneath.

Precautions during construction - During the site work phase, necessary precautions will be used to protect the health and safety of workers. A formal health and safety plan will be developed and utilized by the site contractors. Environmental consultants will be on site during site work associated with contaminated soils to ensure that soil capping is done properly and to test exposed soils to ensure that they are below SWH MSC's. Following necessary capping and soil testing, a Final Report for Soil will be prepared and submitted to PADEP for approval. Site occupancy will not occur until soil capping efforts are approved by the State.

Further protection for workers undertaking construction of buildings and residents occupying homes prior to completion of development will be provided by the developer installing a protective layer of stone over the building pads awaiting construction in later phases.

Ongoing Maintenance – An environmental covenant approved by PADEP has been recorded against the property (copy attached). This covenant will be included in the deeds of every home purchaser providing adequate notification of the remedial action plan and the ongoing maintenance required. The developer and later the homeowners association will be required to maintain and inspect the cap quarterly and provide reporting to PADEP accordingly. Maintenance will consist of sealing the pavement areas and any visible cracks as needed and ensuring that any sink holes or erosion of the soil caps are promptly filled and seeded.

Impact on the River. A Remedial Action Completion/Final Report for groundwater was approved by PADEP in March 2015. Due to the limited number and concentration of contaminants found and to the fact that the clean soil cap will impede rainwater from leeching into the soil and activating contaminants, no further action is required by PADEP.

Historically, more than 90 percent of the site has been impervious coverage. The development will now allow storm water to be cleansed through clean soil and vegetation. As well, the provision of a liner beneath the proposed rain gardens and the introduction of a protective soil cap will further isolate contaminated soils and minimize the potential for surface water to infiltrate into impacted soils. Although testing and data modeling demonstrate that since the storage tanks have been removed, ground water contaminant levels should have no adverse impact on the Schuylkill river, water quality will inevitably improve over historic conditions as a result of the proposed development.

Encl: Copy of Recorded Act 2 Environmental Covenant

Environmental Covenant

When recorded, return to:
901 Washington Partners, L.P.
120 Pennsylvania Avenue
Malvern, PA 19355

The County Parcel Identification No. of the Property is: 65-00-12672-007

GRANTOR: 901 Washington Partners, L.P.

PROPERTY ADDRESS: 901 Washington Street, Conshohocken, PA 19428

ENVIRONMENTAL COVENANT

This Environmental Covenant is executed pursuant to the Pennsylvania Uniform Environmental Covenants Act, Act No. 68 of 2007, 27 Pa. C.S. §§ 6501 – 6517 (UECA). This Environmental Covenant subjects the Property identified in Paragraph 1 to the activity and/or use limitations in this document. As indicated later in this document, this Environmental Covenant has been approved by the Pennsylvania Department of Environmental Protection (Department).

1. **Property affected.** The property affected (Property) by this Environmental Covenant is located in Whitemarsh Township, Montgomery County.

The postal street address of the Property is: 901 Washington Street, Conshohocken, PA 19428.

The latitude and longitude of the center of the Property affected by this Environmental Covenant is: N40° 04' 23.30" and W75° 17' 23.89".

The Property has been known by the following name(s): Finneran & Haley, Inc.

For registered tanks, the PADEP Tank Facility ID# is: 46-11256

For other facilities, the DEP Primary Facility ID# is: eFACTS PF No. 758570

A complete description of the Property is attached to this Environmental Covenant as Exhibit A. A map of the Property is attached to this Environmental Covenant as Exhibit B.

2. **Property Owner / GRANTOR / GRANTEE.** 901 Washington Partners, L.P. is the owner of the Property and the GRANTOR and GRANTEE of this Environmental Covenant.

3. The mailing address of the owner is: 901 Washington Partners, L.P.
120 Pennsylvania Avenue, Malvern, PA 19355

Environmental Covenant

When recorded, return to:
901 Washington Partners, L.P.
120 Pennsylvania Avenue
Malvern, PA 19355

The County Parcel Identification No. of the Property is: 65-00-12672-007

GRANTOR: 901 Washington Partners, L.P.

PROPERTY ADDRESS: 901 Washington Street, Conshohocken, PA 19428

ENVIRONMENTAL COVENANT

This Environmental Covenant is executed pursuant to the Pennsylvania Uniform Environmental Covenants Act, Act No. 68 of 2007, 27 Pa. C.S. §§ 6501 – 6517 (UECA). This Environmental Covenant subjects the Property identified in Paragraph 1 to the activity and/or use limitations in this document. As indicated later in this document, this Environmental Covenant has been approved by the Pennsylvania Department of Environmental Protection (Department).

1. **Property affected.** The property affected (Property) by this Environmental Covenant is located in Whitemarsh Township, Montgomery County.

The postal street address of the Property is: 901 Washington Street, Conshohocken, PA 19428.

The latitude and longitude of the center of the Property affected by this Environmental Covenant is: N40° 04' 23.30" and W75° 17' 23.89".

The Property has been known by the following name(s): Finneran & Haley, Inc.

For registered tanks, the PADEP Tank Facility ID# is: 46-11256

For other facilities, the DEP Primary Facility ID# is: eFACTS PF No. 758570

A complete description of the Property is attached to this Environmental Covenant as Exhibit A. A map of the Property is attached to this Environmental Covenant as Exhibit B.

2. **Property Owner / GRANTOR / GRANTEE.** 901 Washington Partners, L.P. is the owner of the Property and the GRANTOR and GRANTEE of this Environmental Covenant.

3. The mailing address of the owner is: 901 Washington Partners, L.P.
120 Pennsylvania Avenue, Malvern, PA 19355

4. Description of Contamination & Remedy.

The site was initially constructed in the 1920's, reportedly for wire stranding and as a wire mill, with several additions constructed through the 1950's. In 1964, Finnaren & Haley, Inc. purchased the facility for the manufacturing, storage and distribution of paint products.

Historic fill has been identified beneath the property and the elevated building slab. Additionally, numerous storage tanks were formerly located on the property as a component of paint product manufacturing. The storage tanks and materials surrounding leaking storage tanks were removed and treated in the early 1990s.

1,1-dichloroethane, ethyl benzene, tetrachloroethylene, toluene, total xylenes, benzo(a)pyrene, benzo(a)anthracene, benzo(b)fluoranthene, dibenzo(a,h)anthracene, methylene chloride, 1,2,4-trimethylbenzene, and 1,3,5-trimethylbenzene have been identified in onsite soils at concentrations above current Statewide Health Standards for residential used aquifers.

1,2,4- trimethylbenzenes, tetrachloroethylene and chlorobenzene have been identified in onsite groundwater at concentrations above current Statewide Health Standards for residential used aquifers.

Site-specific standards have been recommended for the above contaminants and the Remedial Action Completion/Final Report contains a Post Remediation Care Plan which includes maintaining a cap above the impacted soils, deed notification and prohibition of groundwater use.

The identified location and concentrations of the regulated substances discovered on the Property were documented in the January 2013 Remedial Investigation/Site Characterization Report which was approved on May 13, 2013 and the November 2014 Remedial Action Completion/Final Report for groundwater which was approved on March 2, 2015.

The administrative record is located in DEP's Southeast Regional Office at 2 East Main Street, Norristown, PA 19401. The intended future use is residential.

5. Activity & Use Limitations The Property is subject to the following activity and use limitations, which the then current owner of the Property, and its tenants, agents, employees and other persons under its control, shall abide by: 1) maintain an asphalt/concrete or two foot clean soil cap over the soil area of concern shown on Exhibit B, 2) shall not, and shall not allow any other person to, drill any well for withdraw purposes or make any use of the groundwater beneath the subject property for potable, domestic or agricultural water supply purposes.

Owner and its successors shall ensure the maintenance of the cap system through quarterly inspections, and shall maintain records of inspection maintenance/repair onsite.

6. **Notice of Limitations in Future Conveyances.** Each instrument hereafter conveying any interest in the Property subject to this Environmental Covenant shall contain a notice of the activity and use limitations set forth in this Environmental Covenant and shall provide the recorded location of this Environmental Covenant.

7. **Compliance Reporting.** After written request by the Department, the then current owner of the Property shall submit, to the Department, written documentation stating whether or not the activity and use limitations in this Environmental Covenant are being abided by. In addition, within 1 month after any of the following events, the then current owner of the Property shall submit, to the Department, written documentation: noncompliance with the activity and use limitations in this Environmental Covenant; transfer of the Property; changes in use of the Property; or filing of applications for building permits for the Property and any proposals for any site work, if the building or proposed site work will affect the contamination on the Property subject to this Environmental Covenant.

8. **Access by the Department.** In addition to any rights already possessed by the Department, this Environmental Covenant grants to the Department a right of reasonable access of the Property in connection with implementation or enforcement of this Environmental Covenant.

9. **Recording & Proof & Notification.** Within 30 days after the date of the Department's approval of this Environmental Covenant, the Owner shall file this Environmental Covenant with the Recorder of Deeds for Montgomery County, and send a file-stamped copy of this Environmental Covenant to the Department within 60 days of recording. Within that time period, the Owner also shall send a file-stamped copy to each of the following: Whitemarsh Township.

10. **Termination or Modification.**

(a) This Environmental Covenant may only be terminated or modified in accordance with 27 Pa. C.S. §§ 6509 or 6510, or in accordance with this paragraph.

(b) This Environmental Covenant may be amended or terminated as to any portion of the Property that is acquired for use as state highway right-of-way by the Commonwealth provided that: (1) the Department waives the requirements for an environmental covenant and for conversion pursuant to 27 Pa. C.S. §6517 to the same extent that this Environmental Covenant is amended or terminated; (2) the Department determines that termination or modification of this Environmental Covenant will not adversely affect human health or the environment; and (3) the Department provides 30-days advance written notice to the current property owner, each holder, and, as practicable, each person that originally signed the Environmental Covenant or successors in interest to such persons.

(c) This Environmental Covenant shall terminate upon attainment, in accordance with 35 P.S. §§ 6026. 101 – 6026.908, with an unrestricted use remediation standard for the above-described contamination at the Property. The Department must approve, in writing, of such termination.

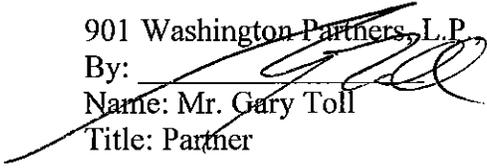
(d) In accordance with 27 Pa. C.S. § 6510(a)(3)(i), Grantor hereby waives the right to consent to any amendment or termination of the Environmental Covenant by consent; it being intended that any amendment to or termination of this Environmental Covenant by consent in accordance with this Paragraph requires only the following signatures on the instrument amending or terminating this Environmental Covenant: (i) the Holder at the time of such amendment or termination; (ii) the then current owner of the Property and (iii) the Department.

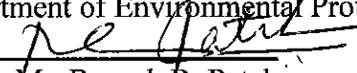
11. **Department's address.** Communications with the Department regarding this Environmental Covenant shall be sent to:

PADEP Southeast Regional Office
Environmental Cleanup Manager
2 East Main Street, Norristown, PA 19401

12. **Severability.** The paragraphs of this Environmental Covenant shall be severable and should any part hereof be declared invalid or unenforceable, the remainder shall continue in full force and effect between the parties.

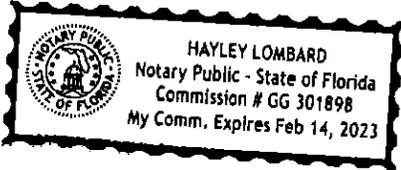
ACKNOWLEDGMENTS by Owner in the following form:

Date: 4/22/19
901 Washington Partners, L.P., Grantor
By: 
Name: Mr. Gary Toll
Title: Partner

Date: 5/24/2019
APPROVED, by Commonwealth of Pennsylvania,
Department of Environmental Protection
By: 
Name: Mr. Ragesh R. Patel
Title: Manager, Environmental Cleanup Program

Florida
COMMONWEALTH OF PENNSYLVANIA) [other state, if executed outside PA]
)
COUNTY OF Palm Beach) SS:

On this 22nd day of April, 2019, before me, the undersigned officer, personally appeared Mr. Gary Toll who acknowledged himself to be the person whose name is subscribed to this Environmental Covenant, and acknowledged that he executed same for the purposes therein contained.



In witness whereof, I hereunto set my hand and official seal.

Hayley Lombard
Notary Public

COMMONWEALTH OF PENNSYLVANIA)
)
COUNTY OF MONTGOMERY) SS:

On this 24th day of MAY, 2019, before me, the undersigned officer, personally appeared Mr. Ragesh Patel, who acknowledged himself to be the Manager, Environmental Cleanup Program of the Commonwealth of Pennsylvania, Department of Environmental Protection, Southeast Regional Office, whose name is subscribed to this Environmental Covenant, and acknowledged that he executed same for the purposes therein contained.

In witness whereof, I hereunto set my hand and official seal.

Judy Lashley
Notary Public

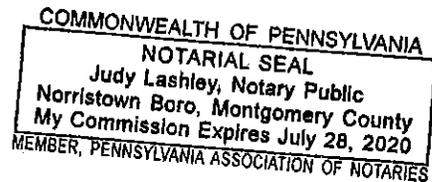


EXHIBIT A

901 Washington Street, Conshohocken, PA 19428.

PREMISES "A"

ALL THAT CERTAIN piece or parcel of ground Situate in Whitemarsh Township, Montgomery County, Pennsylvania and described according to a survey of property of Walker Brother made by Donald H. Schurr, Civil Engineer and Surveyor dated March 1, 1965 and revised March 12, 1965, as follows to wit:

BEGINNING at a point formed by the intersection of the westerly side of End Street (50 ft. wide) with the southerly side of Elm Street (50 ft. wide); THENCE extending from said point of beginning South $11^{\circ} 46'$ East along the westerly side of End Street 161.36' to a point on the northerly right of way line of the PA. railroad; THENCE extending along the northerly right of way line of the PRR the three following courses and distances (1) South $85^{\circ} 41'$ West 131.58' to a point (2) South $04^{\circ} 19'$ East 6.00 to a point and (3) South $85^{\circ} 41'$ West 77.00' to a drill hole; THENCE extending North $04^{\circ} 19'$ West partly along the right of way line of the PRR and partly along lands now or late of F. Batchelor 166.00 ft. to an iron pin on the southerly side of Elm St. aforesaid; THENCE extending North $85^{\circ} 41'$ East along the southerly side of Elm Street 187.75 ft. to the 1st mentioned point of intersection and place of BEGINNING.

PREMISES "B"

ALL THAT CERTAIN piece or parcel of ground situate in Whitemarsh Township, Montgomery County, Pennsylvania and described according to a survey of property of Walker Bros. made by Donald H. Schurr, Civil Engineer and Surveyor dated March 1, 1965 and revised March 12, 1965, as follows to wit:

BEGINNING at a point on the easterly side of End St. (50' wide) on the southerly right of way line of the Reading Company said point being at the distance of 536.75 feet measured South $11^{\circ} 46'$ East along the easterly side of End St. from its point of intersection with the center line of Hector Street (50' wide); THENCE extending eastwardly along the southerly right of way line of Reading Company on the arc of a circle curving to the right having a radius of 8375.00' the arc distance of 270.78 feet to a point; THENCE extending South $48^{\circ} 52' 18''$ East 51.30 ft. to a point; THENCE extending South $87^{\circ} 05'$ East 124.82' to a point; THENCE extending South $85^{\circ} 05'$ East 116.66 feet to a point; THENCE extending South $14^{\circ} 28'$ West 82.03' to a point on the northerly side of Schuylkill River; THENCE extending South $83^{\circ} 13' 28''$ West along the northerly side of the Schuylkill River 496.29' to a point a corner of lands now or late of Lee Tire and Rubber Co.; THENCE extending North $11^{\circ} 46'$ West along the last mentioned lands 180.25 feet to the first mentioned point and place of BEGINNING.

PARCEL NO. 65-00-12672-00-7



pennsylvania

DEPARTMENT OF ENVIRONMENTAL PROTECTION

SOUTHEAST REGIONAL OFFICE

June 5, 2014

Mr. Robert Haley
Spring Mill Corporation
194 Greenfield Road
Lancaster, PA 19601

Re: Approval of Cleanup Plan
Spring Mill Corporation
eFACTS PF No. 758570
901 Washington Street
Whitemarsh Township
Montgomery County

Dear Mr. Haley:

The Department of Environmental Protection (department) has reviewed the May 29, 2014, document titled "Cleanup/Work Plan," for the property located at 901 Washington Street, Conshohocken, Pennsylvania. The plan was prepared by Welsh Environmental and submitted to the department in accordance with the Land Recycling and Environmental Remediation Standards Act (Act 2) and constitutes a Cleanup Plan as defined in Chapter 3.

The department hereby approves the plan in accordance with the provisions of Act 2.

Any person aggrieved by this action may appeal, pursuant to Section 4 of the Environmental Hearing Board Act, 35 P.S. Section 7514, and the Administrative Agency Law, 2 Pa. C.S. Chapter 5A, to the Environmental Hearing Board, Second Floor, Rachel Carson State Office Building, 400 Market Street, P.O. Box 8457, Harrisburg, PA 17105-8457, 717.787.3483. TDD users may contact the Board through the Pennsylvania Relay Service, 800.654.5984. Appeals must be filed with the Environmental Hearing Board within 30 days of receipt of written notice of this action unless the appropriate statute provides a different time period. Copies of the appeal form and the Board's rules of practice and procedure may be obtained from the Board. The appeal form and the Board's rules of practice and procedure are also available in braille or on audiotape from the Secretary to the Board at 717.787.3483. This paragraph does not, in and of itself, create any right of appeal beyond that permitted by applicable statutes and decisional law.

If you want to challenge this action, your appeal must reach the board within 30 days. You do not need a lawyer to file an appeal with the board.

Important legal rights are at stake, however, so you should show this document to a lawyer at once. If you cannot afford a lawyer, you may qualify for free pro bono representation. Call the secretary to the board (717.787.3483) for more information.

Please feel free to contact Mr. J. Michael Penzone, P.G., at 484.250.5786 with any questions or if further clarification is needed regarding this matter.

Sincerely,



Stephan Sinding
Regional Manager
Environmental Cleanup and Brownfields

cc: ~~Mr. Welsh, P.E. - Welsh Environmental~~
Mr. Penzone, P.G.
Mr. Payne, P.G.
Ms. Warren
Ms. Bass
Whitemarsh Township
Montgomery County Conservation District
Re 30 (eh14ecb)156-2

901 WASHINGTON STREET – TREE REVIEW

TO: SEAN HALBOM, MPA
ASSISTANT TOWNSHIP MANAGER
WHITEMARSH TOWNSHIP
616 GERMANTOWN PIKE
LAFAYETTE HILL, PA 19444

FROM: JOHN HOSBACH

SUBJECT: 901 WASHINGTON STREET

DATE: 6/22/2020

Dear Sean,

On Sunday I reviewed the updated landscape/site plan for the above referenced subject property. In addition, I also visited the site. This subject property has been in front of us before and I believe members from the STC also attended a site review.

The applicant is removing a total of 18 hazard trees. These were confirmed during our walkthrough. In addition, they are removing 3 trees (no heritage) that will require 64 inches to be replaced or 21 3" trees. they are requesting a waiver to increase the percentage of shrubs from 20% to 43% for better stabilization of the riparian corridor, to decrease the percentage of trees from 50% to 27%, and to provide replacement trees at the rate of three (3) one inch caliper trees for each (1) three inch caliper tree required in order to improve the viability of trees planted on the riparian slope. (see revised Landscape plan).

In addition, they are removing more than 50% of the trees on their property along with a small percentage along the stream corridor.

I would like the applicant to further explain, in detail, the basis and benefits of utilizing the 1" stock and more shrubs so that the STC can review the objectives prior to the meeting so they have a full understanding of the concept.

In addition, I would like to see a deer protection detail for the smaller trees, a maintenance plan to manage the invasive plants and a more diverse palate of plants for the shade trees.

Signed,

John Rockwell-Hendrickson



asca|RCA
Registered Consulting Arborist®

Consultants | Urban Foresters | Planners | Forensic Arborist

rockwellurbanforestry.com

WHITEMARSH TOWNSHIP

To: Rick Mellor, Jr., Township Manager
From: SEAN HALBOM, ASST. TOWNSHIP MANAGER
Subject: SHADE TREE COMMISSION REVIEW OF 901 Washington Street
Date: July 21, 2020
cc: Charlie Guttenplan

At the July 7, 2020 virtual meeting of the Whitemarsh Township Shade Tree Commission, all waivers requested by the applicant's for 901 Washington were approved. However, these waivers are subject to the following:

55-4-B6(a) – Replacement with 3-1" whips in lieu of every required 3" replacement tree. This approval is subject to the applicant insuring those whips for 4-years as opposed to the 18 months in our ordinance. This is to ensure the whips are insured until they reach the 3" caliper size.

55-4-B6(f)1 – Maximum 30% replacement trees replaced by flowering or evergreen trees. Approved provided the species of flowering or evergreen trees are the species listed on the plans.

55-4-B6(f)2 – Maximum 20% replacement with shrubs. Waiver approved for use of 43% shrubs, provided the species of shrubs are the species listed on the plans.

55-3-D – removal of 50% or more trees from any single lot. This was approved by the STC because close to 75% of the trees on site were dead or diseased.

105.39.A – Parking lot trees – Permit flowering tree in lieu of Shade Trees @ proportions of 1.5 for every 1, provided replacement species are the species listed on the plans.

105.52.A – Partial Waiver Granted – the STC requires an additional 10 evergreen trees on the Northern Buffer, each between 8-10 feet in height. STC also requires 18 shrubs to be planted on Northern Buffer, each between 34"-36".

Thank you,

Sean Halbom, MPA
Assistant Township Manager
616 Germantown Pike
Lafayette Hill, PA 19444
Phone: 610-825-3535 ext. 2604
Email: shalbom@whitemarshwp.org



**HEINRICH & KLEIN
ASSOCIATES, INC.**

TRAFFIC ENGINEERING & PLANNING

██████████ • ██████████
██████████ • ██████████

June 25, 2020

Krista L. Heinrich, P.E., LEED AP, CME, CBLP
Gilmore & Associates, Inc.
65 East Butler, Suite 100
New Britain, PA 18901

Re: 901 Washington Street – Townhomes
901 Washington Partners, L.P.
Whitemarsh Township, Montgomery County

Dear Ms. Heinrich:

As requested, I have completed a Traffic Engineering Review of the Townhome Community proposed along the south side of Washington Street east of Cherry Street in Whitemarsh Township, Montgomery County, PA. It is proposed to develop the site for 62 dwelling units. Access to the development is proposed to be provided via two driveways that will intersect Washington Street east of Cherry Street. A response letter was prepared by Traffic Planning and Design, Inc., dated May 19, 2020. A Transportation Impact Study (TIS) was prepared by Traffic Planning and Design, Inc., dated October 17, 2019. A Site Plan is included in the TIS. My comments are as follows:

1. **Original Comment:** The TIS includes an easement for the property to the east to access Lee Street which is indicated to be secured by the developer of the David's Bridal property. The easement exhibit provided in Appendix J appears to show the easement to be on SEPTA property. The applicant must confirm the developer of the David's Bridal property has the right to grant the proposed easement.

Response: *The proposed easement, which is depicted on the "Lee Street Washington St Access Plan" last revised April 15, 2020, indicates access via a portion of David's Bridal property as well as land owned by SEPTA. An easement agreement exists with David's Bridal and an additional easement is in the process of being worked out with SEPTA.*

New Comment: The "Lee Street Washington St Access Plan" last revised May 15, 2020 does not specifically call out or describe the area of the easement except as indicated by the layout of the road and adjacent pedestrian route. A copy of the easement agreement must be provided to the Township before these improvements can be accepted and construction allowed to begin.

2. **Original Comment:** The Lee Street Signage Plan provided in Appendix K shows pedestrian signage proposed along the connection between the property line and Lee Street. The applicant must provide a detailed Signage and Pavement Marking Plan showing how pedestrian traffic will be protected/separated from vehicular traffic particularly through the easement area between the building and the railroad tracks. Also, if the walking path between Lee Street and the railroad station requires crossing the tracks to use the Schuylkill River Trail, appropriate signage must be provided.
Response: *The "Lee Street Washington St Access Plan" has been revised to depict pedestrian and vehicular signage. Concerning signage addressing the crossing of tracks to use the Schuylkill River Trail, any language requested by the Township will be added, once provided by the Township.*
New Comment: Typical directional signage is acceptable for directing pedestrians across the railroad tracks to/from the Schuylkill River Trail. Signage/pavement markings within the SEPTA right-of-way must be reviewed and approved by SEPTA. Please contact SEPTA for guidance on what may be required.
3. **Original Comment:** The geometry of the connection to the easement at the east end of Washington Street at the property line may be too abrupt. The plans must be revised to call for signage to be installed to warn motorists of the change in alignment. The applicant's engineer should consider extending the curb line for eastbound traffic normal to the radius with a standard right turn corner radius at the intersection with Driveway C, construction of a landscaped median diverter island, and installation of signage that all eastbound traffic must turn right into Driveway C. Any vehicular traffic generated by the proposed development wishing to use the easement will be required to exit the site via Driveway C.
Response: *The geometry of the connection to the easement at the east end of Washington Street at the property line has been revised to address the concerns.*
New Comment: Satisfied.
4. **Original Comment:** Due to potential sight distance limitations, a Stop-sign should be installed on the westbound approach of the easement at Driveway C.
Response: *The plans show a Stop-sign installed on the westbound approach at Driveway C.*
New Comment: Satisfied.
5. **Original Comment:** At the meeting held on June 3, 2015, the Applicant agreed to install an actuated gate to be approved by the Fire Marshall, along Washington Street (location yet to be finalized) to prevent usage of Washington Street as a through street by others between Lee Street and Cherry Street. The applicant must provide details of the status of this agreed upon condition.
Response: *Two controlled access electronic gates are now depicted on the site plan and the "Lee Street Washington St Access Plan". These will be hard wired to an electric meter billed to the homeowners association. The gates will be electronically controlled by a key FOB provided to all residents. Additionally, a manual key will be housed in a knox box installed adjacent to each gate.*
New Comment: Satisfied subject to approval of the Fire Marshal.

6. **Original Comment:** The area of the proposed easement appears to be gated, overgrown and unusable in its current condition. The plans must be revised to provide details regarding how this area will be restored for vehicular and pedestrian traffic and who will be responsible for this restoration.
Response: *The existing gates and overgrowth will be cleared to accommodate the new Washington Street road to be constructed.*
New Comment: Satisfied. Since much of this work is necessarily on other properties, all necessary easements, including construction easements if any, must be provided.
7. **Original Comment:** The plans must be revised to note the S.R. number for Hector Street is S.R. 3059.
Response: *The S.R. number has been clarified on the plan (it was previously there but may not have been discernible).*
New Comment: While the comment should also refer to the TIS, the comment is considered satisfied.
8. **Original Comment:** In projecting future peak hour traffic volumes, the TIS considered new traffic generated by three other potential new developments in the vicinity of the proposed office building. New traffic generated by the proposed Washington Street Apartments (i.e., 401/433 Washington Street) was excluded from the projections under the assumption that all of that new trip generation will use other roads outside the study area for the proposed office building. It should be noted that some of the trip generation is assigned to Hector Street and will pass-through some of the study area intersections. The TIS must discuss how new trips generated by the proposed apartments, and other Washington Street development to the west in the Borough of Conshohocken, will be prevented from using Washington Street to gain access to Lee Street.
Response: *The installation of the two electronic gates noted above will prevent the proposed apartment residents from using Washington Street as a through street. The signage on Lee Street, coupled with the existence of the electronic gate at the west side of the new Washington Street will dissuade outside residents from attempts to cut through to Washington Street. Therefore, the assumptions behind the traffic counts remain appropriate.*
New Comment: Satisfied.
9. **Original Comment:** The David's Bridal property is currently unoccupied. The projections in the TIS should incorporate re-use of the property.
Response: *The David's Bridal property is fully occupied as it is the world headquarters of that company.*
New Comment: Satisfied.
10. **Original Comment:** The TIS presents a discussion of the potential vehicular trip reduction due to transit ridership for future residents of the proposed development. The reduction utilized in the TIS is 25% based on ridership increases at the Spring Mill train station before and after occupancy of the Spring Mill Courts. While it is agreed that development in this area near the train station will increase ridership at the station and reduce trip generation for some nearby developments, unless trip generation counts are provided and compared to trip generation calculated from ITE rates, this

25% reduction cannot be specifically tied to the experience at Spring Mill Courts. For the purpose of the TIS, the reductions are only seven (7) trips during the morning peak hour and nine (9) trips during the afternoon peak hour. A lower percentage reduction likely will have no effect on the findings and conclusions of the TIS. For the purpose of calculating the Traffic Impact Fee, however, it is recommended that either (1) the Traffic Impact Fee be calculated with no reduction. The Applicant can then perform a trip generation count after full occupancy of the proposed development and request a refund for any reduction in actual trip generation versus the calculated trip generation. Alternatively, (2) the Traffic Impact fee can be calculated for the proposed development in a fashion used when assessing the Traffic Impact Fee for the Spring Mill Courts development.

Response: *The peak hour trip generation counts have been revised to reflect the assumptions used in the TIS for the Spring Mill Courts development (which was performed by TPD). That TIS assumption had been a 10% reduction given proximity of that development to the commuter rail station. The following table reflects the revised peak hour traffic trips in the morning and afternoon.*

TRIP GENERATION SUMMARY
 901 Washington Street Development

Time Period	Total Trips	TOD Reduction	Total Trips	Enter (Vehicle Trips)	Exit (Vehicle Trips)
Weekday	454	-46	408	204	204
A.M. Peak Hour	30	-3	27	6	21
P.M. Peak Hour	39	-4	35	22	13

New Comment: Satisfied. Please submit evidence of the 10% trip reduction for the calculation of the Traffic Impact Fee for the Spring Mill Courts development.

11. **Original Comment:** Based on the estimated trip generation, 62 townhomes can be expected to generate 39 total trips per hour during the PM peak hour. The resultant Traffic Impact Fee calculation for a development situated in the South Transportation Service Area is preliminarily estimated to be \$98,631.00 (i.e., 39 PM peak hour trips X \$2,529.00 per PM peak hour trip = \$98,631.00).

Response: *Based on the revised PM peak hour trip generation of 35, the calculated Traffic Impact Fee would be an estimated \$88,515. Please see table in response 10 for the trip calculation, assuming a 10% TOD reduction.*

New Comment: Satisfied, subject to receipt of confirmation of the 10% reduction applied to Spring Mill Courts.

12. **Original Comment:** Since completion of the Intersection Turing Movement counts in February 2019, All-way Stop signs have been installed at the intersection of Cedar Grove Road and Joshua Road. A revised analysis of future traffic conditions should be submitted for the intersection supplemental to the TIS.

Response: *A supplemental analysis of the existing, base, and projected conditions with an all-way stop control at Cedar Grove Road and Joshua Road has been provided with the results of the initial submission in order to provide a comparison. The results are attached. (Attachment #1)*

New Comment: Satisfied.

13. **Original Comment:** The TIS indicates that, at the intersection of Hector Street, Barren Hill Road and Cedar Grove Road, for base and projected conditions the analysis includes removal of split phasing for the operating of the traffic control signal. We are aware of no imminent plans to implement this revision to the signal operation. Please confirm if this revision is still imminent, or provide a revised analysis to supplement the TIS.

Response: *The removal of split phasing timing at the intersection of Hector Street and Barren Hill Road/Cedar Grove Road was discussed in a study as a proposed improvement associated with the nearby Oaks at Lafayette Hill Residential development. Assuming that development is still moving forward, a supplemental analysis has been attached (Attachment #2) which shows a comparison of the base and projected conditions of the initial submission with the split phasing removed and then a supplemental analysis revisions with the split phasing remaining intact. Please note in the conditions were the split phasing remained, the traffic signal timings were optimized under base conditions, as typically done for a PennDOT submission.*

New Comment: Satisfied.

14. **Original Comment:** The results of the signalized intersections analyses indicate certain movements will operate at LOS E/F in the future. Please confirm that the analyses have been completed with optimum signal timings, or provide supplemental analyses to determine if revisions to the signal timings will eliminate/reduce these deficient levels of service.

Response: *The analyses were confirmed to have optimized signal timings under the conditions and carried through to the projected conditions. Additionally, all ILOS for the signalized intersections meet the ILOS standards provided by PennDOT.*

New Comment: Satisfied.

15. **Original Comment:** In accordance with the discussion at the meeting held on June 3, 2015, the Traffic Signal Warrant Analysis for the intersection of Hector Street and Lee Street, in particular the Four-Hour Warrant Analysis should be expanded to include additional hours of the midday and/or later afternoon/early evening.

Response: *TPD conducted new peak hour traffic counts in 2019, but not during the off-peak hours (9 AM to 4 PM). TPD did collect off-peak traffic volumes for the intersection in 2015 when the previous counts were completed. In order to develop 2019 off-peak hour traffic volumes, TPD calculated the increase in traffic between the 2015 AM traffic volumes and the 2019 AM traffic volumes at the intersection. TPD then applied that same growth from the peak hour to the off-peak hours between 9 AM and 12 PM (noon). The same calculation and methodology was utilized for the 12 PM (noon) to 4 PM. TPD then ran the traffic signal warrants at the intersection utilizing the calculated traffic volumes. Based on the results of the Signal Warrants a traffic signal is not warranted.*

New Comment: Satisfied.

16. **Original Comment:** Washington Street along the entire site frontage and westward to the Township line and/or eastward to, and including the intersection of Lee Street, must be improved to Township public road standards to assure that traffic generated by the proposed townhome community, and in particular emergency response vehicles, will have safe and efficient vehicular access.

Response: *The developer currently intends to build a segment of Washington Street along the property frontage, for a length of approximately 655 l.f. The developer does not control lands west of the property on which such improvements would or could be made and there is inadequate right of way to meet public road requirements.*

New Comment: Washington Street east of Cherry Street is a narrow street (less than 17 feet wide in some sections with guiderail on one side and utility poles on the other side) and in structurally poor condition. The Township may want to consider converting a section of Washington Street from the 901 Washington Street western property line to the Whitemarsh Boat Club driveway (approximately 300 feet) to a one-way westbound pattern until such time as the remainder of Washington Street can be upgraded to safely and efficiently accommodate two-way traffic.

17. **Original Comment:** The plans should be revised to provide a grass strip along Washington Street to separate the sidewalk from the road.

Response: *The plans have been revised to provide a grass strip along Washington Street as requested.*

New Comment: Satisfied.

18. **Original Comment:** The plans indicate Driveway C to be shared with the adjacent David's Bridal property including access to 14 perpendicular parking spaces on the David's Bridal property and access to the rear of the building on the David's Bridal property. Additional information is required to explain this shared access arrangement and the volume and type of vehicles that will be utilizing Driveway C for access to the David's Bridal property, including potential review of truck turning paths. The TIS should also describe traffic flow patterns at the rear of Driveway C between the four townhomes and the rear access to the David's Bridal property.

Response: *As the site plan depicts, the Driveway C entrance off of Washington Street will be shared by David's Bridal and 901 residents. David's Bridal personnel will continue to access the 14 parking spaces on the west side of their building as they do currently. Present usage of those parking spaces and accessway by David's Bridal is for passenger vehicles as trucks do not approach that side of the building; deliveries occur at the main loading dock on the north side of the compound. There is an existing loading dock on the north west side of the building that is not used due to inadequate room. The existing pattern will continue and will not change after the 901 Washington development other than three additional passenger parking spaces are reserved for David's Bridal personnel in the locations shown. Townhouse units 59 through 62 will have distinct access to the rear garages via Court F. The David's Bridal cars will back out of the parking spaces into Driveway C, north of the townhomes, and proceed northward. Such drivers have effectively 44' in which to back up into.*

New Comment: Satisfied, but it should be noted that truck traffic should be prohibited from using Driveway C unless it is shown from Truck Turning Templates that there is sufficient area to turn to/from Washington Street; and, there is sufficient turnaround area on the David's Bridal property or the 901 Washington Street property for the appropriate design vehicle.

19. **Original Comment:** ADA compliant curb ramps shall be provided across both driveways at the intersections with Washington Street, and where appropriate, internal to the development.

Response: *The plans currently reflect the provision of ADA compliant curb ramps at the locations suggested.*

New Comment: Satisfied.

20. **Original Comment:** The homeowner's documents should include language to prohibit vehicular parking in the alleys outside the garage doors. On-street parking internal to the development should be prohibited except in designated spaces.

Response: *The plan has been revised to provide private driveways for most of the units. Units 7 through 18 and 31 through 46 will now have private driveways behind their garages plus all of the townhouse dwellings lots 47 through 62 will have a private parallel parking space in front of their garage doors. The HOA documents will include language prohibiting vehicular parking in the alleys behind garage doors which don't have private driveway spaces. In addition, with the widening of Driveway B to 25' in width, on-street parking will now be permitted on the south side of that roadway and signage will prohibit on street parking on the north side of that road.*

New Comment: The space in front of the garage doors for units 7 through 18 and 31 through 46 should be increased from 18 feet to a minimum of 20 feet from face of the garage door to the end of the separator between each pair of units. As is, it will be difficult to maneuver into/out of the single bay garages for units 1 through 6 and 19 through 30 if the spaces on the opposite side are occupied. The 8' x 20' parallel parking space in front of the garage doors for units 47 through 62 is not an adequate length. The separator between each unit must be eliminated so as to provide parallel parking spaces dimensioned 8' x 22' for each unit. These spaces should be striped so as not to cause confusion between adjacent neighbors. The spaces behind units 39 through 46 cannot be used for parking in any position. The HOA documents should reference that parking is only allowed in a designated parking space. While not opposed to on-street parking, the available curb space along Driveway B and the need to provide safe sight distance for vehicles exiting from Court C, D and E and from the three pairs of parking spaces at Green C, D and E indicates on-street parking will be limited to two spaces in front of units 31 and 39 and one space in front of units 47, 51 and 55 for a total of seven on-street parking spaces. Should on-street parking exceed these numbers, the HOA must be prepared to sign and designate individual parallel parking spaces along Driveway B.

If you should have any questions, or wish to discuss these comments in greater detail, please call me at your convenience.

Sincerely,



Andreas Heinrich, P.E., P.T.O.E.
Principal



**HEINRICH & KLEIN
ASSOCIATES, INC.**

TRAFFIC ENGINEERING & PLANNING

[REDACTED]
[REDACTED]

July 22, 2020

Applicant's responses to Mr. Heinrich's

June 25, 2020 comments

June 25, 2020

Krista L. Heinrich, P.E., LEED AP, CME, CBLP
Gilmore & Associates, Inc.
65 East Butler, Suite 100
New Britain, PA 18901

Re: 901 Washington Street – Townhomes
901 Washington Partners, L.P.
Whitemarsh Township, Montgomery County

Dear Ms. Heinrich:

As requested, I have completed a Traffic Engineering Review of the Townhome Community proposed along the south side of Washington Street east of Cherry Street in Whitemarsh Township, Montgomery County, PA. It is proposed to develop the site for 62 dwelling units. Access to the development is proposed to be provided via two driveways that will intersect Washington Street east of Cherry Street. A response letter was prepared by Traffic Planning and Design, Inc., dated May 19, 2020. A Transportation Impact Study (TIS) was prepared by Traffic Planning and Design, Inc., dated October 17, 2019. A Site Plan is included in the TIS. My comments are as follows:

1. **Original Comment:** The TIS includes an easement for the property to the east to access Lee Street which is indicated to be secured by the developer of the David's Bridal property. The easement exhibit provided in Appendix J appears to show the easement to be on SEPTA property. The applicant must confirm the developer of the David's Bridal property has the right to grant the proposed easement.

Response: *The proposed easement, which is depicted on the "Lee Street Washington St Access Plan" last revised April 15, 2020, indicates access via a portion of David's Bridal property as well as land owned by SEPTA. An easement agreement exists with David's Bridal and an additional easement is in the process of being worked out with SEPTA.*

New Comment: The "Lee Street Washington St Access Plan" last revised May 15, 2020 does not specifically call out or describe the area of the easement except as indicated by the layout of the road and adjacent pedestrian route. A copy of the easement agreement must be provided to the Township before these improvements can be accepted and construction allowed to begin.

New Response: *A copy of the easement agreement with legal description and diagram will be provided prior to final plan approval and/or commencement of construction.*

2. **Original Comment:** The Lee Street Signage Plan provided in Appendix K shows pedestrian signage proposed along the connection between the property line and Lee Street. The applicant must provide a detailed Signage and Pavement Marking Plan showing how pedestrian traffic will be protected/separated from vehicular traffic particularly through the easement area between the building and the railroad tracks. Also, if the walking path between Lee Street and the railroad station requires crossing the tracks to use the Schuylkill River Trail, appropriate signage must be provided.

Response: *The "Lee Street Washington St Access Plan" has been revised to depict pedestrian and vehicular signage. Concerning signage addressing the crossing of tracks to use the Schuylkill River Trail, any language requested by the Township will be added, once provided by the Township.*

New Comment: Typical directional signage is acceptable for directing pedestrians across the railroad tracks to/from the Schuylkill River Trail. Signage/pavement markings within the SEPTA right-of-way must be reviewed and approved by SEPTA. Please contact SEPTA for guidance on what may be required.

New Response: *will comply. Discussions are underway with SEPTA.*

3. **Original Comment:** The geometry of the connection to the easement at the east end of Washington Street at the property line may be too abrupt. The plans must be revised to call for signage to be installed to warn motorists of the change in alignment. The applicant's engineer should consider extending the curb line for eastbound traffic normal to the radius with a standard right turn corner radius at the intersection with Driveway C, construction of a landscaped median diverter island, and installation of signage that all eastbound traffic must turn right into Driveway C. Any vehicular traffic generated by the proposed development wishing to use the easement will be required to exit the site via Driveway C.

Response: *The geometry of the connection to the easement at the east end of Washington Street at the property line has been revised to address the concerns.*

New Comment: Satisfied.

4. **Original Comment:** Due to potential sight distance limitations, a Stop-sign should be installed on the westbound approach of the easement at Driveway C.

Response: *The plans show a Stop-sign installed on the westbound approach at Driveway C.*

New Comment: Satisfied.

5. **Original Comment:** At the meeting held on June 3, 2015, the Applicant agreed to install an actuated gate to be approved by the Fire Marshall, along Washington Street (location yet to be finalized) to prevent usage of Washington Street as a through street by others between Lee Street and Cherry Street. The applicant must provide details of the status of this agreed upon condition.

Response: *Two controlled access electronic gates are now depicted on the site plan and the "Lee Street Washington St Access Plan". These will be hard wired to an electric meter billed to the homeowners association. The gates will be electronically controlled by a key FOB provided to all residents. Additionally, a manual key will be housed in a knox box installed adjacent to each gate.*

New Comment: Satisfied subject to approval of the Fire Marshal.

New Response: *Fire Marshal approval will be forthcoming at time of final plan approval.*

6. **Original Comment:** The area of the proposed easement appears to be gated, overgrown and unusable in its current condition. The plans must be revised to provide details regarding how this area will be restored for vehicular and pedestrian traffic and who will be responsible for this restoration.
Response: *The existing gates and overgrowth will be cleared to accommodate the new Washington Street road to be constructed.*
New Comment: Satisfied. Since much of this work is necessarily on other properties, all necessary easements, including construction easements if any, must be provided.
7. **Original Comment:** The plans must be revised to note the S.R. number for Hector Street is S.R. 3059.
Response: *The S.R. number has been clarified on the plan (it was previously there but may not have been discernible).*
New Comment: While the comment should also refer to the TIS, the comment is considered satisfied.
8. **Original Comment:** In projecting future peak hour traffic volumes, the TIS considered new traffic generated by three other potential new developments in the vicinity of the proposed office building. New traffic generated by the proposed Washington Street Apartments (i.e., 401/433 Washington Street) was excluded from the projections under the assumption that all of that new trip generation will use other roads outside the study area for the proposed office building. It should be noted that some of the trip generation is assigned to Hector Street and will pass-through some of the study area intersections. The TIS must discuss how new trips generated by the proposed apartments, and other Washington Street development to the west in the Borough of Conshohocken, will be prevented from using Washington Street to gain access to Lee Street.
Response: *The installation of the two electronic gates noted above will prevent the proposed apartment residents from using Washington Street as a through street. The signage on Lee Street, coupled with the existence of the electronic gate at the west side of the new Washington Street will dissuade outside residents from attempts to cut through to Washington Street. Therefore, the assumptions behind the traffic counts remain appropriate.*
New Comment: Satisfied.
9. **Original Comment:** The David's Bridal property is currently unoccupied. The projections in the TIS should incorporate re-use of the property.
Response: *The David's Bridal property is fully occupied as it is the world headquarters of that company.*
New Comment: Satisfied.
10. **Original Comment:** The TIS presents a discussion of the potential vehicular trip reduction due to transit ridership for future residents of the proposed development. The reduction utilized in the TIS is 25% based on ridership increases at the Spring Mill train station before and after occupancy of the Spring Mill Courts. While it is agreed that development in this area near the train station will increase ridership at the station and reduce trip generation for some nearby developments, unless trip generation counts are provided and compared to trip generation calculated from ITE rates, this

25% reduction cannot be specifically tied to the experience at Spring Mill Courts. For the purpose of the TIS, the reductions are only seven (7) trips during the morning peak hour and nine (9) trips during the afternoon peak hour. A lower percentage reduction likely will have no effect on the findings and conclusions of the TIS. For the purpose of calculating the Traffic Impact Fee, however, it is recommended that either (1) the Traffic Impact Fee be calculated with no reduction. The Applicant can then perform a trip generation count after full occupancy of the proposed development and request a refund for any reduction in actual trip generation versus the calculated trip generation. Alternatively, (2) the Traffic Impact fee can be calculated for the proposed development in a fashion used when assessing the Traffic Impact Fee for the Spring Mill Courts development.

Response: *The peak hour trip generation counts have been revised to reflect the assumptions used in the TIS for the Spring Mill Courts development (which was performed by TPD). That TIS assumption had been a 10% reduction given proximity of that development to the commuter rail station. The following table reflects the revised peak hour traffic trips in the morning and afternoon.*

TRIP GENERATION SUMMARY
 901 Washington Street Development

Time Period	Total Trips	TOD Reduction	Total Trips	Enter (Vehicle Trips)	Exit (Vehicle Trips)
Weekday	454	-46	408	204	204
A.M. Peak Hour	30	-3	27	6	21
P.M. Peak Hour	39	-4	35	22	13

New Comment: Satisfied. Please submit evidence of the 10% trip reduction for the

New Response: Back up to support the 10% trip reduction requested has been provided and approved by the Traffic Engineer subsequent to the date of this letter.

11. **Original Comment:** Based on the estimated trip generation, 62 townhomes can be expected to generate 39 total trips per hour during the PM peak hour. The resultant Traffic Impact Fee calculation for a development situated in the South Transportation Service Area is preliminarily estimated to be \$98,631.00 (i.e., 39 PM peak hour trips X \$2,529.00 per PM peak hour trip = \$98,631.00).

Response: *Based on the revised PM peak hour trip generation of 35, the calculated Traffic Impact Fee would be an estimated \$88,515. Please see table in response 10 for the trip calculation, assuming a 10% TOD reduction.*

New Comment: Satisfied, subject to receipt of confirmation of the 10% reduction applied to Spring Mill Courts.

New Response: Back up to support the 10% trip reduction requested has been provided and approved by the Traffic Engineer subsequent to the date of this letter.

12. **Original Comment:** Since completion of the Intersection Turing Movement counts in February 2019, All-way Stop signs have been installed at the intersection of Cedar Grove Road and Joshua Road. A revised analysis of future traffic conditions should be submitted for the intersection supplemental to the TIS.

Response: *A supplemental analysis of the existing, base, and projected conditions with an all-way stop control at Cedar Grove Road and Joshua Road has been provided with the results of the initial submission in order to provide a comparison. The results are attached. (Attachment #1)*

New Comment: Satisfied.

13. **Original Comment:** The TIS indicates that, at the intersection of Hector Street, Barren Hill Road and Cedar Grove Road, for base and projected conditions the analysis includes removal of split phasing for the operating of the traffic control signal. We are aware of no imminent plans to implement this revision to the signal operation. Please confirm if this revision is still imminent, or provide a revised analysis to supplement the TIS.

Response: *The removal of split phasing timing at the intersection of Hector Street and Barren Hill Road/Cedar Grove Road was discussed in a study as a proposed improvement associated with the nearby Oaks at Lafayette Hill Residential development. Assuming that development is still moving forward, a supplemental analysis has been attached (Attachment #2) which shows a comparison of the base and projected conditions of the initial submission with the split phasing removed and then a supplemental analysis revisions with the split phasing remaining intact. Please note in the conditions were the split phasing remained, the traffic signal timings were optimized under base conditions, as typically done for a PennDOT submission.*

New Comment: Satisfied.

14. **Original Comment:** The results of the signalized intersections analyses indicate certain movements will operate at LOS E/F in the future. Please confirm that the analyses have been completed with optimum signal timings, or provide supplemental analyses to determine if revisions to the signal timings will eliminate/reduce these deficient levels of service.

Response: *The analyses were confirmed to have optimized signal timings under the conditions and carried through to the projected conditions. Additionally, all ILOS for the signalized intersections meet the ILOS standards provided by PennDOT.*

New Comment: Satisfied.

15. **Original Comment:** In accordance with the discussion at the meeting held on June 3, 2015, the Traffic Signal Warrant Analysis for the intersection of Hector Street and Lee Street, in particular the Four-Hour Warrant Analysis should be expanded to include additional hours of the midday and/or later afternoon/early evening.

Response: *TPD conducted new peak hour traffic counts in 2019, but not during the off-peak hours (9 AM to 4 PM). TPD did collect off-peak traffic volumes for the intersection in 2015 when the previous counts were completed. In order to develop 2019 off-peak hour traffic volumes, TPD calculated the increase in traffic between the 2015 AM traffic volumes and the 2019 AM traffic volumes at the intersection. TPD then applied that same growth from the peak hour to the off-peak hours between 9 AM and 12 PM (noon). The same calculation and methodology was utilized for the 12 PM (noon) to 4 PM. TPD then ran the traffic signal warrants at the intersection utilizing the calculated traffic volumes. Based on the results of the Signal Warrants a traffic signal is not warranted.*

New Comment: Satisfied.

16. **Original Comment:** Washington Street along the entire site frontage and westward to the Township line and/or eastward to, and including the intersection of Lee Street, must be improved to Township public road standards to assure that traffic generated by the proposed townhome community, and in particular emergency response vehicles, will have safe and efficient vehicular access.

New response: Our measurements show a width greater than 17' at the narrowest points on Washington Street. That said, we would like to defer this suggestion to a discussion with the Board of Supervisors.

Response: *The developer currently intends to build a segment of Washington Street along the property frontage, for a length of approximately 655 l.f. The developer does not control lands west of the property on which such improvements would or could be made and there is inadequate right of way to meet public road requirements.*

New Comment: Washington Street east of Cherry Street is a narrow street (less than 17 feet wide in some sections with guiderail on one side and utility poles on the other side) and in structurally poor condition. The Township may want to consider converting a section of Washington Street from the 901 Washington Street western property line to the Whitmarsh Boat Club driveway (approximately 300 feet) to a one-way westbound pattern until such time as the remainder of Washington Street can be upgraded to safely and efficiently accommodate two-way traffic.

17. **Original Comment:** The plans should be revised to provide a grass strip along Washington Street to separate the sidewalk from the road.

Response: *The plans have been revised to provide a grass strip along Washington Street as requested.*

New Comment: Satisfied.

18. **Original Comment:** The plans indicate Driveway C to be shared with the adjacent David's Bridal property including access to 14 perpendicular parking spaces on the David's Bridal property and access to the rear of the building on the David's Bridal property. Additional information is required to explain this shared access arrangement and the volume and type of vehicles that will be utilizing Driveway C for access to the David's Bridal property, including potential review of truck turning paths. The TIS should also describe traffic flow patterns at the rear of Driveway C between the four townhomes and the rear access to the David's Bridal property.

Response: *As the site plan depicts, the Driveway C entrance off of Washington Street will be shared by David's Bridal and 901 residents. David's Bridal personnel will continue to access the 14 parking spaces on the west side of their building as they do currently. Present usage of those parking spaces and accessway by David's Bridal is for passenger vehicles as trucks do not approach that side of the building; deliveries occur at the main loading dock on the north side of the compound. There is an existing loading dock on the north west side of the building that is not used due to inadequate room. The existing pattern will continue and will not change after the 901 Washington development other than three additional passenger parking spaces are reserved for David's Bridal personnel in the locations shown. Townhouse units 59 through 62 will have distinct access to the rear garages via Court F. The David's Bridal cars will back out of the parking spaces into Driveway C, north of the townhomes, and proceed northward. Such drivers have effectively 44' in which to back up into.*

New Comment: Satisfied, but it should be noted that truck traffic should be prohibited from using Driveway C unless it is shown from Truck Turning Templates that there is sufficient area to turn to/from Washington Street; and, there is sufficient turnaround area on the David's Bridal property or the 901 Washington Street property for the appropriate design vehicle.

New Response: *The final plans will show a "Trucks - no left turn" sign for at Driveway C for trucks proceeding west bound from David's Bridal property. We demonstrate on the attached diagram that trucks are able to turn right onto Driveway C from Washington Street. However this will happen infrequently given the presence of an electronic gate at the western boundary of the property which will block through traffic from Washington Street.*

19. **Original Comment:** ADA compliant curb ramps shall be provided across both driveways at the intersections with Washington Street, and where appropriate, internal to the development.

Response: *The plans currently reflect the provision of ADA compliant curb ramps at the locations suggested.*

New Comment: Satisfied.

20. **Original Comment:** The homeowner's documents should include language to prohibit vehicular parking in the alleys outside the garage doors. On-street parking internal to the development should be prohibited except in designated spaces.

Response: *The plan has been revised to provide private driveways for most of the units. Units 7 through 18 and 31 through 46 will now have private driveways behind their garages plus all of the townhouse dwellings lots 47 through 62 will have a private parallel parking space in front of their garage doors. The HOA documents will include language prohibiting vehicular parking in the alleys behind garage doors which don't have private driveway spaces. In addition, with the widening of Driveway B to 25' in width, on-street parking will now be permitted on the south side of that roadway and signage will prohibit on street parking on the north side of that road.*

New Comment: The space in front of the garage doors for units 7 through 18 and 31 through 46 should be increased from 18 feet to a minimum of 20 feet from face of the garage door to the end of the separator between each pair of units. As is, it will be difficult to maneuver into/out of the single bay garages for units 1 through 6 and 19 through 30 if the spaces on the opposite side are occupied. The 8' x 20' parallel parking space in front of the garage doors for units 47 through 62 is not an adequate length. The separator between each unit must be eliminated so as to provide parallel parking spaces dimensioned 8' x 22' for each unit. These spaces should be striped so as not to cause confusion between adjacent neighbors. The spaces behind units 39 through 46 cannot be used for parking in any position. The HOA documents should reference that parking is only allowed in a designated parking space. While not opposed to on-street parking, the available curb space along Driveway B and the need to provide safe sight distance for vehicles exiting from Court C, D and E and from the three pairs of parking spaces at Green C, D and E indicates on-street parking will be limited to two spaces in front of units 31 and 39 and one space in front of units 47, 51 and 55 for a total of seven on-street parking spaces. Should on-street parking exceed these numbers, the HOA must be prepared to sign and designate individual parallel parking spaces along Driveway B.

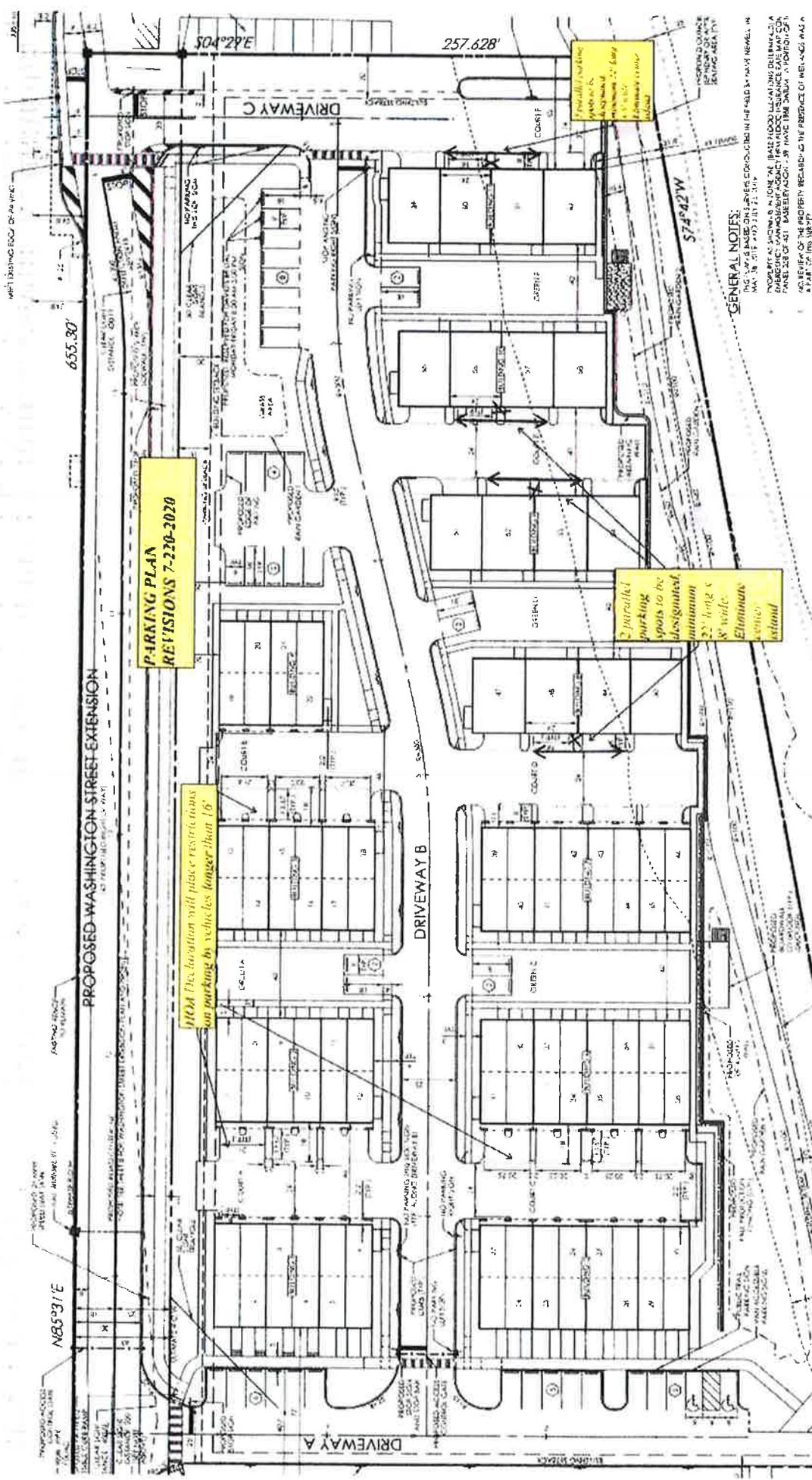
→
If you should have any questions, or wish to discuss these comments in greater detail, please call me at your convenience.

Sincerely,



Andreas Heinrich, P.E., P.T.O.E.

New Response: *With regard to the front/back units, there is insufficient room to lengthen the private driveways in front of units 7 through 18 and 31 through 38 beyond the designated 18 feet. However, discussions with the Traffic Engineer after the date of this letter have yielded the following acceptable proposal. A restriction shall be placed within the recorded HOA Declaration of Covenants to prohibit overnight parking on such driveways of vehicles longer than 16' and further to limit parking for such vehicles to daytime hours only and for no longer than four hours at a time. With regard to the Townhouse units, the site plan will be changed to allow two 22' long by 8' wide parallel parking spaces to fit within each four-unit TH block per attached concept sketch. This will yield 8 parallel parking spots, eliminating 8 others; the site plan notes will be changed accordingly at final plan approval. Finally, applicant agrees to stripe the 7 on-street parking spaces where indicated.*



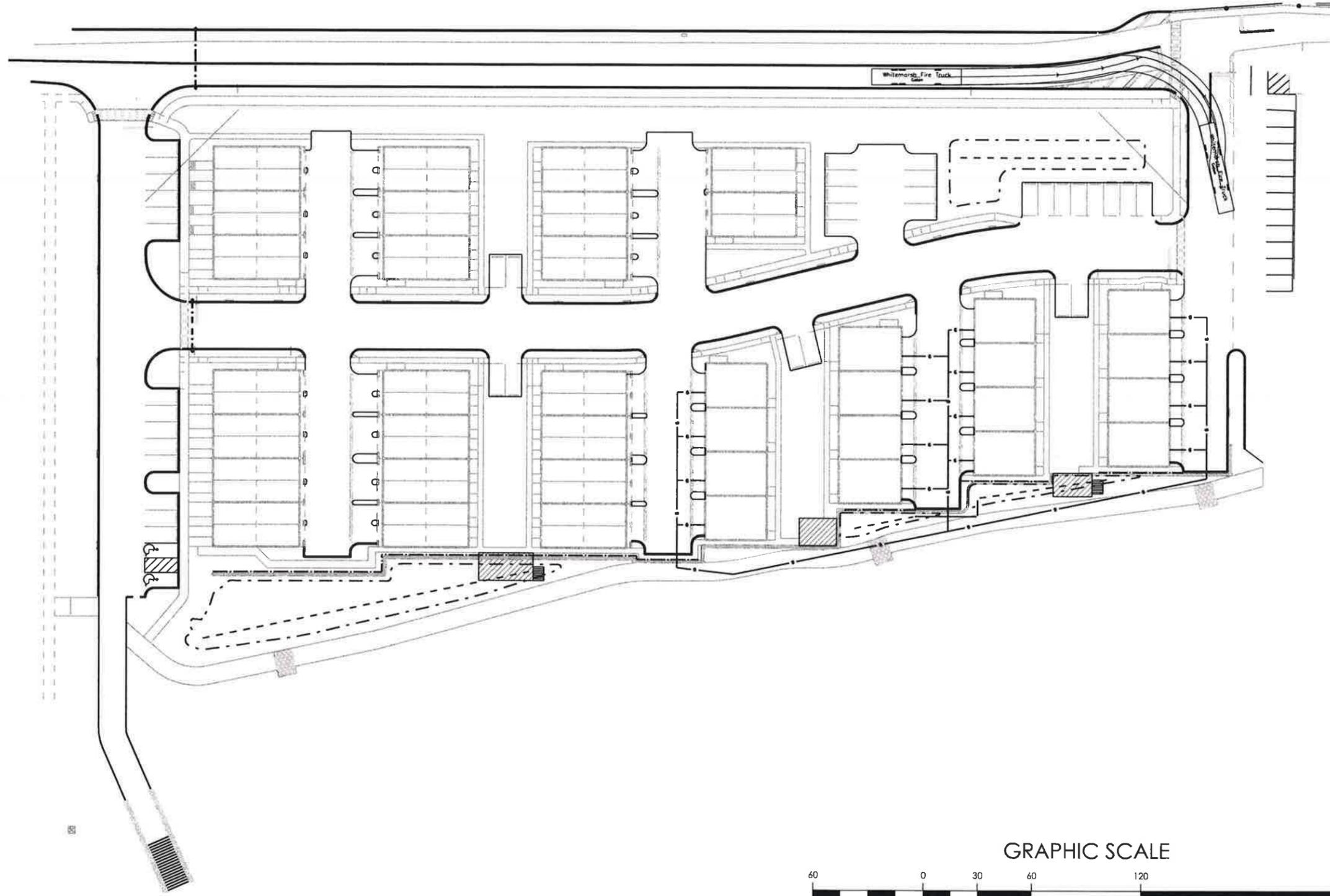
**PARKING PLAN
REVISIONS 7-23-20-2020**

ICMA Declaration will place restrictions on parking by vehicles longer than 16'

2 parallel parking spots to be designed minimum 22' long x 8' wide. Elevation vehicle without

7 Parallel parking spots to be designed minimum 22' long x 8' wide. Elevation vehicle without

GENERAL NOTES:
 THIS PLAN IS BASED ON THE LATEST RECORDS IN THE FIELD AS THEY BECOME AVAILABLE. THE ENGINEER HAS CONDUCTED VISUAL SURVEYS OF THE PROPERTY AND HAS FOUND NO DISCREPANCIES BETWEEN THE RECORDS AND THE ACTUAL CONDITIONS. THE ENGINEER HAS CONDUCTED VISUAL SURVEYS OF THE PROPERTY AND HAS FOUND NO DISCREPANCIES BETWEEN THE RECORDS AND THE ACTUAL CONDITIONS. THE ENGINEER HAS CONDUCTED VISUAL SURVEYS OF THE PROPERTY AND HAS FOUND NO DISCREPANCIES BETWEEN THE RECORDS AND THE ACTUAL CONDITIONS.



GRAPHIC SCALE

(IN FEET)
1 inch = 60 ft

5:09 PM 09/24/19 CAD:\p\ben\9134\hcd\turn_exhibit.dwg
07/22/20 12:54:13
02/28/19

DRAWING NAME: TRUCK TURN EXHIBIT

PROJECT NO.	2009-134 02	DATE	10/24/19
DESIGNER	CW	CHECKED BY	JPB
DATE		APPROVED BY	JPB
SCALE	1" = 60'		

901 Washington Street

TOWNHOUSE LAYOUT

WHITEMARSH TOWNSHIP, MONTGOMERY COUNTY, PENNSYLVANIA



880 West Valley Road - Suite 100
Wayne, PA 19087-1820
P: 610-265-8323
www.navenewell.com

Copyright © 2019 by Nave Newell, Inc., Wayne, PA 19087, phone number 610-265-8323. All rights reserved. The plans, elevations, drawings, illustrations and other material contained within this set are the property of Nave Newell, Inc., and may not be reproduced either in part or wholly, nor are they to be assigned to any third party, without the expressed written permission of Nave Newell, Inc. Written dimensions on the drawings shall have precedence over scaled dimensions. Contractors shall verify, and be responsible for all dimensions and conditions on the job, and this office must be notified of any variations from the dimensions and conditions shown on these drawings. All shop details must be submitted to this office for approval before proceeding with fabrication.