

RESOLUTON NO. 2023-27

**A RESOLUTION OF RADNOR TOWNSHIP, DELAWARE
COUNTY, PENNSYLVANIA, APPROVING THE
PRELIMINARY/FINAL SUBDIVISION AND LAND
DEVELOPMENT PLAN FOR ROCKWELL RADNOR, LLC FOR A
LIFECARE RESIDENTIAL FACILITY AT 1001 EAGLE ROAD,
T.M.P.# 36-020-0987-00**

WHEREAS, the Radnor Township Planning Commission and Delaware County Planning Commission has reviewed the Subdivision and Land Development Plan for Rockwell Radnor LLC, on 26 acres; and

WHEREAS, the proposed plan consists of 175 independent apartment units, 5 cottages, and 80 personal care/memory care beds along with related amenities; and

WHEREAS, the Board of Commissioners now intends to approve the Preliminary/Final Subdivision and Land Development Plan for the property located at 1001 Eagle Road in the Township.

NOW, THEREFORE, be it hereby *RESOLVED* by the Radnor Township Board of Commissioners approves the Preliminary/Final Subdivision Plan prepared by Site Engineering Concepts, LLC, dated May 2, 2022, last revised January 13, 2023, subject to the following preliminary/final plan approval conditions:

1. Compliance with the Gannett Fleming review letter dated February 15, 2023, a copy of which is attached hereto and incorporated herein as Exhibit "A".
2. Compliance with the Gilmore & Associates, Inc. review letter dated January 27, 2023, a copy of which is attached hereto and incorporated herein as Exhibit "B".
3. Compliance with all applicable Township Ordinances with respect to sewage, stormwater management, zoning and building, and compliance with all county, state and federal rules, regulations and statutes including the approval of Pennsylvania Department of Environmental Protection for required planning modules for the property.
4. Compliance with the Zoning Hearing Board Decision and Order dated October 21, 2021.
5. The Applicant shall execute development and financial security agreements in the form and manner to be approved by the Township Solicitor.

6. The Applicant shall pay the required Park and Recreation Fee in the amount of \$3,307.00 per 6,400 sq. ft. of existing or proposed floor area at the time that development agreements are executed.

In addition to the foregoing conditions of preliminary/final subdivision and land development approval, the following subdivision and land development ordinance modifications are resolved as follows:

1. **Section 255-12.A** to permit the plan to be approved as a preliminary/final plan.

APPROVED DENIED

2. **Section 255-20.B(1)(n)** as to the requirement that existing manmade features within 500 feet of the site be shown on the final plans;

APPROVED DENIED

3. **Section 263-4.B(2)** to permit the planting of 135 forestry-grade tree width in lieu of 2 ½ caliber shade trees.

APPROVED DENIED

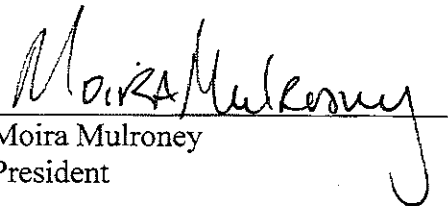
4. **Section 255-27.(C)(4)** to permit a 60 ft. right of way along Eagle Road.

APPROVED DENIED


SO RESOLVED this 13th day of March, A.D. 2023

RADNOR TOWNSHIP

By:


Moira Mulroney
President

ATTEST:


William White
Manager/Secretary



Valley Forge Corporate Center
1010 Adams Avenue
Audubon, PA 19403
P 610.650.8101 | F 610.650.8190

gannettfleming.com

Date: February 15, 2023

To: Steve Norcini, PE Township Engineer

From: Roger Phillips, PE

cc: Kevin W. Kochanski, RLA, CZO – Director of Community Development
John Rice, Esq. – Grim, Biehn, and Thatcher
Damon Drummond, PE – Gilmore & Associates, Inc.
Patricia Sherwin – Radnor Township Engineering Department

RE: 1001 Eagle Road

Date Accepted: 06/06/2022
90 Day Review: 09/04/2022 extended to 03/31/2023

Gannett Fleming, Inc. has completed a review of the Preliminary/Final Land Development plans for the above referenced project for compliance with the Radnor Township Code. The Plans were reviewed for conformance with Subdivision and Land Development, Zoning and other applicable codes of the Township of Radnor.

The applicant is proposing to revise a lot line and construct a facility for the aged at the above referenced location. This project is located in the PI zoning district.

The applicant appeared before the Zoning Hearing Board October 21, 2021. A special exception was granted pursuant to §280-68(B) to permit the applicant's use of the Premises for the Proposed Life Care Residence. The zoning decision is attached.

The applicant has indicated on the plans that the following waivers are being requested:

- §255-12.A – The applicant has submitted this plan as a Preliminary/Final Land Development plan. A waiver must be requested to permit the land development application to proceed and be reviewed as a single preliminary/final land development plan.
- §255-20.B(1)(n) – Existing principal buildings (and their respective uses) and driveways on the adjacent peripheral strip. Sewer lines, storm drains, culverts, bridges, utility easements, quarries, railroads and other significant man-made features within 500 feet of and within the site (this includes properties across streets) must be shown on the plans.
- §263-4.B(2) – Tree replacement formula to permit the planting of 135 forestry grade whips in lieu of one hundred twenty (120) two to two and one-half inch (2-2.5") shade trees.





Preliminary/Final Subdivision and Land Development Plan – Oak Hills at St. Davids

Plans Prepared By: Site Engineering Concepts, LLC
Dated: 05/02/2022, last revised 01/13/2023

Sewage Facilities Planning

1. Final plan approval will not be granted until Planning Approval or a Planning Exemption is received from the PA DEP.

Zoning

1. §280-71.B(2) – Along rear and side property lines, a buffer planting strip must be provided. The applicant has indicated on the plans that a Class A buffer is required along Eagle Road and Lynch Road and has not provided a buffer along Lynch Road due to the existing satisfying the requirement. The applicant has also indicated that a Class B buffer is required along the St. David's Boundary and the Cabrini Boundary but has not provided a buffer along the Cabrini Boundary due to the existing vegetation satisfying the requirement
2. §280-103 – The plan has been revised to indicate which buildings are proposed to have basement parking. A plan of the layout must be provided for each building. The applicant has indicated that this will be provided when the architectural plans are completed.

Subdivision and Land Development

1. §255-12.A – The applicant has submitted this plan as a Preliminary/Final Land Development plan. A waiver must be requested to permit the land development application to proceed and be reviewed as a single preliminary/final land development plan. The applicant has requested a waiver from this requirement.
2. §255-20.B(1)(n) – Existing principal buildings (and their respective uses) and driveways on the adjacent peripheral strip. Sewer lines, storm drains, culverts, bridges, utility easements, quarries, railroads and other significant man-made features within 500 feet of and within the site (this includes properties across streets) must be shown on the plans. The applicant has requested a waiver from this requirement.
3. §255-20.B(1)(o)[3] – The arrangements and use of building and parking areas in nonresidential developments and multifamily residential developments will all necessary dimensions and number of parking spaces must be shown on the plans. Elevations and sketched of proposed buildings are encouraged. The applicant must clearly indicate on the plans the uses for each building. The applicant has provided a Table on Sheet 4 that indicates a breakdown of the uses for each building. The table should be revised to indicate



which building the pool will be located within and to add the proposed dining hall to Building A.

4. §255-27.C(4) – When a subdivision abuts or contains an existing street of inadequate right-of-way width, the Board of Commissioners may require the reservation or dedication of rights-of-way to conform with the required standards. Eagle Road is a Major Collector Road and the right-of-way requirement is 80 feet. A 60 foot right of way is shown on the plans. Should additional right of way be required by the Commissioners, the existing house will be located within that 80 foot right of way.
5. §255-42.B – The applicant has indicated on the plans that a Class A buffer is required along Eagle Road and Lynch Road and has not provided a buffer along Lynch Road due to the existing trees satisfying the requirement. The applicant has also indicated that a Class B buffer is required along the St. David's Boundary and the Cabrini Boundary but has not provided a buffer along the Cabrini Boundary due to the existing trees satisfying the requirement.
6. §255-43.1.B(2) – For all nonresidential or institutional subdivisions and/or land developments involving more than 5,000 square feet of floor area, the amount of land to be dedicated for park and recreational area shall be 2,500 square feet per 6,400 square feet of floor area (existing or proposed), or portion thereof, unless the developer agrees to a fee in lieu of \$3,307 per 6,400 square feet of floor area(existing or proposed). The applicant has indicated that there will be approximately 165,528 SF of open space provided. The applicant has also indicated on the plans that the open space will not be dedicated to the Township. Open space and park and recreational lands are separate items. If this open space will be considered park and recreational land, all requirements of §255-43.1 must be addressed. The applicant has indicated in their response letter that they will work with the Township staff to determine the required recreational fee.

Stormwater

1. The applicant has addressed previous comments related to the SWM systems. Final approval of the stormwater management plan will be required as part of the Grading Permit process. Any revisions to the size or location of the individual structures or other features will be addressed at this time.

Sanitary Sewer

1. The sanitary sewer service connections to the existing dwellings/structures to remain must be shown on the plans. The applicant has indicated that Sheet 2 shows the approximate location of an existing sanitary sewer and connections based on visual field inspection. We note that the information provided in not complete.



2. A detail of the proposed grease trap has been provided. Additionally, calculations must be provided for each grease trap. The applicant has indicated that the grease trap calculations will be provided when the architectural plans are completed.
3. Information regarding the proposed pool must be provided and the potential for discharge to the sanitary sewer. The applicant has indicated that the information will be provided when the architectural plans are completed
4. Deep manholes with a safety platform must be provided for any manholes over 20 feet in depth.

The applicant appeared before the Planning Commission on February 6, 2023. The Planning Commission made a motion to recommend preliminary/final approval to the Board of Commissioners.

If you have any questions or require any additional information, please contact me.

Very truly yours,

GANNETT FLEMING, INC.

A handwritten signature in black ink, appearing to read "R. Phillips", written over a faint circular stamp or watermark.

Roger A. Phillips, P.E.
Senior Project Manager



MEMORANDUM

Date: January 27, 2023

To: Steve Norcini, P.E.
Radnor Township Engineer

From: Damon Drummond, P.E., PTOE
Senior Transportation Engineer

cc: Kevin Kochanski, ASLA, R.L.A. – Director of Community Development
Roger Phillips, P.E. – Gannett Fleming, Inc.
Leslie Bogdnoff, P.E. – Gilmore and Associates, Inc.

Reference: 1001 Eagle Road
Preliminary/Final Plan Review 5
Radnor Township, Delaware County, PA
G&A #22-05021

Gilmore & Associates, Inc. (G&A) has completed a transportation review for the above referenced project and offers the following transportation comments for Radnor Township consideration:

A. BACKGROUND

Rockwell Radnor, LLC proposes to redevelop a portion of the Valley Forge Military Academy and College campus to include various housing types for older residents from personal care/memory care to maintenance-free living for the residents who remain capable of independent living, but who choose to live in the life care community. This proposed redevelopment is to be located along the north side of Eagle Road (S.R. 1042). Access to the site is proposed via a driveway in the same location as an existing Valley Forge Military Academy and College driveway along Eagle Road (S.R. 1042). The development will generate 852 daily trips, 57 AM peak hour trips, and 73 PM peak hour trips. A lot line change is also proposed for the development.

B. DOCUMENTS REVIEWED

1. Oak Hills at St David Preliminary/Final Subdivision and Land Development Plan Set consisting of 33 sheets prepared by Site Engineering Concepts, LLC, dated May 2, 2022, last revised January 13, 2023.



2. Response Letter prepared by Site Engineering Concepts, LLC, dated January 13, 2023.

C. REQUESTED WAIVERS

1. §255-12.A – A waiver is requested to permit the land development application to proceed and be reviewed as a single preliminary/final lot line change/land development plan.
2. §255-20.B(1)(n) – A waiver is requested from showing existing principal buildings (and their respective uses) and driveways on the adjacent peripheral strip, sewer lines, storm drains, culverts, bridges, utility easements, quarries, railroads, and other significant man-made features within 500 feet of and within the site (this includes properties across streets) on the plans.
3. §263-4.B(2) – To permit the planting of 135 forestry grade whips in lieu of one hundred twenty (120) two to two and one-half inch (2-2.5") shade trees.

D. §255-20.B(5) TRAFFIC IMPACT STUDY COMMENTS

1. The applicant's engineer indicates sight distance criteria looking to the left can be met with the removal of some vegetation along the site frontage. The actual available sight distance will need to be verified during Highway Occupancy Permit Process. As previously stated, identify the existing sight distance if the vegetation was not removed.

The following may be required:

- a. To achieve acceptable sight distance, vegetation along the frontage must continuously be maintained. A sight distance easement to maintain this area may be a condition of approval. ***The applicant has acknowledged this may be condition of approval.***
- b. The applicant shall verify acceptable sight distance is achieved following construction. If acceptable sight distance is not achieved the applicant shall mitigate the situation by means found acceptable to the Township and other reviewing agencies. ***If the plans are approved, we recommend this be a condition of approval.***

E. SADLO Comments

1. §255-27.A(8) – Any applicant who encroaches within the legal right-of-way of a state highway is required to obtain a Highway Occupancy Permit from the Pennsylvania Department of Transportation. The applicant is to include the Township in all meetings and copy them on all correspondence. ***The applicant has acknowledged this requirement and has applied for the HOP permit.***
2. §255-27.C.(1) – Eagle Road is classified as a major collector which requires an 80-foot right-of-way width (40-foot half-width) and a 48-foot cartway width (24-foot half-width). The applicant is providing a 60 ft right-of-way in lieu of the 80 ft right-of-way due to an existing house which would remain. ***The applicant has acknowledged this comment.***

3. §255-27.C(4) – Where a subdivision abuts or contains an existing street of inadequate right-of-way width, the Board of Commissioners may require the reservation or dedication of rights-of-way to conform to the §255-27.C.(1) standards. The center line of the ultimate right-of-way shall be the same center line as the existing right-of-way. The applicant is providing a 60 ft right-of-way in lieu of the 80 ft right-of-way due to an existing house which would remain. ***The applicant has acknowledged this comment and will review the right-of-way width with the Board of Commissioners.***
4. Given the proposed ADT of the access, the following street design principals are being applied to maintain a safe alignment and design of the access.
 - a. §255-27.G(2) – Label all slopes shown on the profile for the emergency access and existing dwelling profile. The emergency access exceeds the grade 10% and is steeper than the existing grading. A maximum 10% should be provided. Show existing/proposed grades at the tie-ins. The grading at transitions and tie-ins must be designed and constructed in a safe manner with a maximum 8% algebraic change in grade breaks.
 - b. §255-27.G(3) – Vertical curves shall be used at changes of grade exceeding 1%. Provide a vertical curve at the grade break at Station 11+20 (Access Drive).
 - c. Provide slopes at all vertical grade changes on Sheets 21-23 access centerline profile. It is unclear of slopes at following grade break locations and if a vertical curve is required.
 - i. Station 7+60(Access Drive)
 - ii. Station 11+20(Access Drive)
 - iii. Station 16+60(Access Drive)
 - iv. Station 17+00(Access Drive)
 - v. Station 18+50(Access Drive)
 - vi. Station 19+00(Access Drive)
 - vii. Station 21+00(Access Drive)
 - viii. Station 21+80(Access Drive)
 - d. The vertical curvature rate at Station 17+80 does not meet ASSHTO 2011 standards for a sag curve. There should be a minimum $K= 10$ rate change for sag curves.
5. §255-37 –
 - a. Sidewalk and pedestrian paths shall minimize pedestrian vehicle conflict. It is strongly recommended a grass verge between the sidewalk and roadway be provided leading to/from the independent units due to the roadway geometry, anticipated elderly community and steep slopes. This provides a safer environment for independent tenants and possibly

someone accompanying/assisting that tenant to and from the main facility. **The applicant indicates a grass verge is not provided to avoid steep slope disturbance.** In addition, with the steep slope adjacent to the sidewalk and steep grades, evaluate if safety railing is required. Remove labels of the 4' sidewalk where 5' sidewalk is proposed (i.e. Sheet 8). **The applicant indicates that a safety railing is shown along the pedestrian path that is adjacent to any walls or steep slopes.** Clearly show on the plans where the safety railing is being provided as it is unclear if pedestrian safety railing or guiderail is being provided. The applicant will be responsible to provide adequate pedestrian fall protection were deemed necessary.

- b. 5-scale ADA details including dimensions, spot elevations and slopes should be provided for all proposed curb ramps throughout the site. **The applicant indicates this will be provided later in the permit process.**
6. §255-40.E.(2) – The guiderail along the access and its labels are inconsistent, revise the plans to clearly show the proposed guiderail.
7. §255-40.E.(3) – Provide the proposed pavement section for the emergency access.
8. Fire access to the proposed buildings is to be reviewed by the Radnor Fire Company. **The applicant has acknowledged this comment and indicates they will continue to coordinate with the Radnor Fire Company.**
9. Provide details for the proposed guiderail and the guiderail end treatments. Label the guiderail end treatments on the plan.
10. Provide gore striping between the driveway and the end of the parking area along the access drive to guide vehicles away from the parallel parking.
11. Along the access driveway, between the area of parallel parking, provide painted curb line and/or signage to indicate no parking in these areas.

DAD/ank