

RADNOR TOWNSHIP BOARD OF COMMISSIONERS
CONDITIONAL USE HEARING - 60 WEST GP - WEST AVENUE

TUESDAY, DECEMBER 5, 2023

EXHIBITS

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- A-4 RENDERINGS**
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 - (2) Planting Plan**
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- A-7 PARKING PLAN**
- A-8 FISCAL IMPACT ANALYSIS DATED 7/31/2023**
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- A-15 RENDERINGS (NORTH & SOUTH)**
- A-16 BUILDING PLANTING PLAN (L410)**
- A-17 PARKING LAYOUT STUDY**
- A-18 REVISED CONDITIONAL USE PLAN**

A-1

SAUL EWING

LLP

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August 14, 2023

VIA HAND DELIVERY

Board of Commissioners
Radnor Township
301 Iven Avenue
Wayne, PA 19087

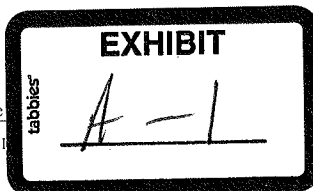
Re: APPLICATION FOR CONDITIONAL USE APPROVAL OF A MIXED USE DEVELOPMENT FOR THE PROPERTY LOCATED AT 60 WEST AVENUE, WAYNE, PA ("PROPERTY") IN THE SPECIAL USE AREA IDENTIFIED BY SECTION 280-53.17 OF THE RADNOR TOWNSHIP ZONING CODE

Dear Commissioners:

60 West GP ("Applicant"), equitable owner of the above-referenced Property located at 60 West Avenue in Wayne, in conjunction with the owner of the Property, AT&T CORP. ("ATT"), hereby applies for conditional use approval of a mixed use building within the Township's Wayne Business Overlay District (Special Use Area) pursuant to Section 280-53.17 of the Radnor Township Code. The required conditional use application fee of \$1,500.00 will be delivered under separate cover.

Enclosed herewith and forming a part of this Conditional Use Application are the following plans and studies (the "Plans and Studies"):

1. Eighteen (18) full sized copies of the conditional use plan set entitled "60 West Avenue Conditional Use Plan" prepared by Site Engineering Concepts, LLC each consisting of eight (8) sheets.
2. Eighteen (18) copies of the Renderings for the Conditional Use Application prepared by Varenhorst dated July 27, 2023 consisting of four (4) sheets.



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3. Eighteen (18) copies of the Planting Plan “Parcel B” and the Site Plan “Parcel B” each prepared by Jonathan Alderson Landscape and Architects dated July 21, 2023 and each consisting of one (1) sheet.

4. Eighteen (18) copies of the Fiscal Impact Analysis prepared by Erik W. Hetzel dated July 31, 2023 consisting of six (6) pages.

5. Eighteen (18) copies of the Parking Exhibit prepared by Site Engineering Concepts consisting of one (1) sheet.

As noted in the initial paragraph above, the subject Property (the AT&T Parking Lot) is identified as a “Special Use Area” by Section 280-53.17 of the Township’s Zoning Code. As such, the Township has identified the Property as an area that is “close to public transit, dining and retail opportunities.” Further, the Township has specifically identified the Special Use Areas as “offering the potential for unique urban residential and nonresidential projects to meet the growing and future demand for different uses within the WBOD.”

Consistent with Section 280-53.17 of the Township Zoning Code, Applicant intends to purchase the Property and to develop the same as a mixed use development consisting of 52 residential condominium units, ground floor retail/commercial space, and 126 parking spaces, 109 of which will be located in a partially below grade parking structure (the “Project”).

The residential units will include a wide variety of units (15 one-Bedroom Units, 17 two-Bedroom Units and 20 three-Bedroom Units) with sizes ranging from 1,100 square feet to 3,100 square feet. Other features proposed for the Project include several landscaped courtyards, significant stormwater management and maintenance of the existing street trees fronting Lancaster Avenue.

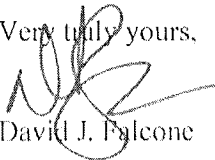
The approximate location of the proposed building and related parking is shown on the Plans. The proposed building will comply with the height, setback, coverage and parking regulations established by Section 280-53.17(D) of the Township Code.

It should be noted that the tract and the immediate area is currently served by public utilities and the proposed density is permitted under Article XIX of the Zoning Ordinance, therefore these impacts are already considered under the Zoning Ordinance. No adverse impacts on public utilities are anticipated. The nature of the stormwater management proposals for the Project are shown on the Plans. Traffic impact analysis is being performed and will be submitted to the Township upon completion.

Applicant hereby requests that this application be forwarded to the Planning Commission for review and comment and that a hearing for the consideration of this application be set by the Board.

Please contact the undersigned with any questions or comments and direct any notices or correspondence there as well. We look forward to working with the Township on this project.

Very truly yours,



David J. Falcone

Enclosures

cc: Mr. William Collins
Mr. Ken Kearns
Mr. Devin Tuohey
Robert Lambert, P.E.

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Wayne C.O./Radnor Twp.,
Delaware Co.
Loc. Nos. 21470 & 21910

DEED

THIS INDENTURE, made the 15th day of December, 1983, between THE BELL TELEPHONE COMPANY OF PENNSYLVANIA, a corporation created and existing under the laws of the Commonwealth of Pennsylvania, having its principal office at One Parkway, Philadelphia, Pennsylvania, party of the first part, and AT&T COMMUNICATIONS OF PENNSYLVANIA, INC., a corporation created and existing under the laws of the Commonwealth of Pennsylvania, having its principal office at 295 North Maple Avenue, Basking Ridge, New Jersey 07920, party of the second part.

W I T N E S S E T H :

IN CONSIDERATION OF One Dollar (\$1.00) and other good and valuable consideration, receipt of which is hereby acknowledged, and pursuant to the Modification of Final Judgment entered by the United States District Court for the District of Columbia in United States v. Western Electric Co. et al, Civil Action No. 82-0192, and the Plan of Reorganization approved by the District Court on August 5, 1983, the party of the first part does hereby remise, release and quit claim unto the party of the second part, its successors and assigns forever, all of the party of the first part's undivided 41/100 fractional interest as tenant in common in the following described parcel of real estate:

ALL THAT CERTAIN lot or piece of ground, with the buildings and improvements erected thereon, situate in the Township of Radnor, County of Delaware, Commonwealth of Pennsylvania, as shown on plan of property for American Telephone & Telegraph Company, prepared by Howard W. Doran, Registered Land Surveyor, Newtown Square, Pennsylvania, dated September 26, 1978, being bounded and described as follows:

BEGINNING at a point marking the intersection of the centerline of Bellevue Avenue (50 feet wide) with the centerline of West Avenue (50 feet wide); THENCE FROM SAID POINT OF BEGINNING along the centerline of Bellevue Avenue extended North 0 degrees 01 minutes 25 seconds East 145.75 feet to a point; THENCE leaving said centerline of Bellevue Avenue extended, North 89 degrees 58 minutes 35 seconds West 74.00 feet to a point; THENCE North 0 degrees 01 minutes 25 seconds East 136.62 feet to a point on the southerly right-of-way line now or late of the Pennsylvania Railroad Company; THENCE along said

VOL 130 232193



right-of-way the following four courses and distances: (1) South 66 degrees 49 minutes East 17.96 feet to a point; (2) THENCE South 64 degrees 53 minutes 50 seconds East 351.03 feet to a point; (3) THENCE North 58 degrees 51 minutes 10 seconds East 12.40 feet to a point; (4) THENCE on the arc of a circle curving to the left having a radius of 4362 feet an arc distance of 140.38 feet to a point; THENCE, leaving said right-of-way line, South 2 degrees 13 minutes 25 seconds West 212.59 feet to a point in the said centerline of West Avenue; THENCE by same, on the arc of a circle curving to the right having a radius of 450 feet an arc distance of 54.37 feet to a point; THENCE leaving said centerline, South 2 degrees 13 minutes 25 seconds West 529.58 feet to a point on the Northerly side of Lancaster Avenue and THENCE, extending along same, the following courses and distances: (1) North 87 degrees 49 minutes 35 seconds West 273.95 feet to a point, an angle, and (2) North 89 degrees 58 minutes 35 seconds West 51.05 feet to a point in the said centerline of Bellevue Avenue; THENCE by same, North 0 degrees 01 minute 25 seconds East 624.25 feet to the point and place of beginning.

CONTAINING an area of 6.6772 Acres more or less.

BEING the same premises which American Telephone and Telegraph Company, a New York corporation, by deed dated August 16, 1979 and recorded on October 1, 1979 in the Office of the Recorder of Deeds in and for Delaware County, Pennsylvania in Deed Book 2712, page 1043, conveyed unto The Bell Telephone Company of Pennsylvania.

UNDER AND SUBJECT, without limitation, to PART B of a certain Agreement of February 1, 1979, as amended February 2, 1979, between the parties hereto, said Part B being entitled "OWNERSHIP APPORTIONMENT OF LAND AND BUILDINGS OWNED AND USED AS TENANTS IN COMMON", and to the payment and performance of the covenants and obligations contained therein.

ALSO UNDER AND SUBJECT, without limitation, to rights of the public and others entitled thereto in and to those portions of the property lying within the bounds of Bellevue, West and Lancaster Avenues, and the aforesaid railroad right-of-way.

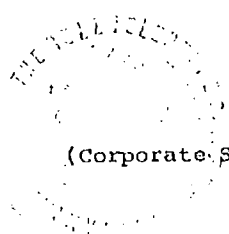
ALSO UNDER AND SUBJECT, without limitation, to all other easements, restrictions, covenants, agreements and conditions of record, and to the payment and performance thereof.

* * * * *

TOGETHER with the appurtenances and with all improvements thereon and fixtures attached thereto, and all the estate and rights of the party of the first part in and to said premises.

AND the party of the first part does covenant with the party of the second part that it will, upon the reasonable request of the party of the second part, its successors and assigns, execute, acknowledge, and deliver such further instruments as may reasonably be required to make effective and confirm this conveyance and to aid and assist the party of the second part, its successors and assigns, in obtaining possession of the premises and in establishing the right, title and interest to the premises herein conveyed.

IN WITNESS WHEREOF, the party of the first part has caused this instrument to be executed by its duly authorized officers as of the date first set forth above.



(Corporate Seal)

THE BELL TELEPHONE COMPANY
OF PENNSYLVANIA

By: R. E. Young
Assistant Vice President

Attest: Doreen B. Ayres
Assistant Secretary

I hereby certify that the address of the within named grantee is 295 North Maple Avenue, Basking Ridge, New Jersey 07920

R. E. Young
On behalf of the grantee



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF REVENUE
BUREAU OF FIELD OPERATIONS

Wayne C.O./Pagnor Twp.,
Delaware County
Loc. Nos. 21470 & 21910

REALTY TRANSFER TAX

AFFIDAVIT OF VALUE

FOR RECORDER'S USE ONLY

BOOK NUMBER 130
PAGE NUMBER 21910
DATE RECORDED 1-6-84

COMPLETE APPLICABLE SECTIONS IN FULL AND FILE IN DUPLICATE WITH RECORDER OF DEEDS WHEN (1) THE FULL CONSIDERATION IS NOT SET FORTH IN THE DEED, (2) THE TRANSFER IS WITHOUT CONSIDERATION OR GIFT, OR (3) A TAX EXEMPTION IS CLAIMED. (REFER SECT. 8, RTT ACT OF DEC. 27, 1951, P.L. 1742 AS AMENDED)

SECTION I

(COMPLETE FOR ALL TRANSACTIONS)

THE BELL TELEPHONE COMPANY OF PENNSYLVANIA, One Parkway, Philadelphia, PA 19102

GRANTOR (S)

ADDRESS

ZIP CODE

AT&T COMMUNICATIONS OF PENNSYLVANIA 295 North Maple Avenue, Basking Ridge, NJ 07920

GRANTEE (S)

ADDRESS

ZIP CODE

LOCATION OF LAND, TENEMENTS AND HEREDITAMENTS:

60 West Avenue, Wayne, Delaware County

R.O. STREET & NUMBER OR OTHER DESCRIPTION

NAME OF LOCAL GOVERNMENTAL UNIT

COUNTY

FULL CONSIDERATION \$ 1.00 HIGHEST ASSESSED VALUE \$ 250,000

FAIR MARKET VALUE \$ 6,162,087 REALTY TRANSFER TAX PAID \$ -

TAX EXEMPT TRANSACTIONS: IF TRANSFER IS PARTIALLY OR WHOLLY EXEMPT, SHOW AMOUNT EXEMPT, REASON (S) AND CITE PORTION OF LAW. Wholly exempt. See attached letter ruling from the Pennsylvania Department of Revenue. Transfer arising from division of corporate assets required under a Plan of Reorganization, as approved by the United States District Court for the District of Columbia, on August 5, 1983.

IF THIS IS A TRANSFER FROM A STRAW, AGENT OR TRUST AGREEMENT, COMPLETE THE REVERSE SIDE.

SECTION II

(COMPLETE ONLY IF PROPERTY WAS SUBJECT TO LIEN OR MORTGAGE AT THE TIME OF TRANSFER)

EXISTING MORTGAGE: \$ _____ DISPOSITION _____

MORTGAGEE

ADDRESS

EXISTING MORTGAGE: \$ _____ DISPOSITION _____

MORTGAGEE

ADDRESS

EXISTING LIEN OR OBLIGATION: \$ _____ DISPOSITION _____

LIENHOLDER

ADDRESS

EXISTING LIEN OR OBLIGATION: \$ _____ DISPOSITION _____

LIENHOLDER

ADDRESS

SECTION III

(COMPLETE ONLY IF TRANSFER IS RESULT OF JUDICIAL SALE)

OFFICIAL CONDUCTING SALE

NAME

ADDRESS

TITLE

SUCCESSFUL BIDDER

NAME

ADDRESS

TITLE

| | JUDGMENT PLUS PRIOR LIENS | BID PRICE | HIGHEST ASSESSED VALUE |
|--------------------------|------------------------------|-----------|---------------------------|
| HIGHEST ASSESSED VALUE | | | \$ |
| JUDGMENT PLUS INTEREST | \$ | \$ | |
| BID PRICE | | \$ | |
| PRIOR RECORDED LIEN | \$ | \$ | |
| PRIOR RECORDED MORTGAGE | \$ | \$ | |
| PRIOR RECORDED MORTGAGE | \$ | \$ | |
| UNPAID REAL ESTATE TAXES | \$ | \$ | |
| WATER RENT DUE | \$ | \$ | |
| SEWAGE RENT DUE | \$ | \$ | |
| ATTORNEY FEES | \$ | \$ | |
| OTHER (COSTS, ETC.) | \$ | \$ | |
| TOTAL | \$ | \$ | \$ |

NOTE: CALCULATIONS MUST BE SHOWN IN ALL COLUMNS.

SWORN AND SUBSCRIBED BEFORE ME THIS

5th DAY OF January 19 84

James M. Fowler
NOTARY PUBLIC

MY COMMISSION EXPIRES 12-16- 19 84

ALL OF THE INFORMATION ENTERED
ON BOTH SIDES OF THIS AFFIDAVIT IS
TRUE, FULL AND COMPLETE TO THE
BEST OF MY KNOWLEDGE, INFORMATION
AND BELIEF.

JE Markin

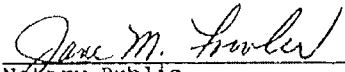
☐ GRANTEE ☐ AGENT FOR GRANTEE
☐ GRANTOR ☒ AGENT FOR GRANTOR
☐ STRAW ☐ TRUSTEE

COMMONWEALTH OF PENNSYLVANIA :
 : 68
COUNTY OF PHILADELPHIA :

ON THIS, the 15th day of December, 1983,
before me, a Notary Public in and for the said Commonwealth and
County, the undersigned officer, personally appeared
R. E. Young who acknowledged himself ~~(XXXXXX)~~ to be the
Asst. Vice President of THE BELL TELEPHONE COMPANY OF
PENNSYLVANIA, a corporation, and that he as such Assistant
Vice President, being authorized to do so, executed the
foregoing instrument for the purposes therein contained by
signing the name of the corporation by himself ~~(XXXXXX)~~ as
Asst. Vice President.

IN WITNESS WHEREOF, I have hereunto set my hand and
official seal.

(Official Seal)


Notary Public

My Commission Expires:

JANE M. FOWLER
Notary Public, Philadelphia, Philadelphia Co.
My Commission Expires February 16, 1984

Redacted

CONTRACT OF SALE

Between

AT&T CORP.

And

WEST AVENUE GP, LLC

Portion of 60 West Avenue, Radnor Township, Delaware County, PA

The mailing, delivery or negotiation of this Contract by Seller or Purchaser or their respective agent or attorney shall not be deemed an offer by Seller or Purchaser to enter into this Contract or to enter into any other relationship with the other, whether on the terms contained herein or on any other terms. This Contract shall not be binding upon Seller or Purchaser, and neither Seller nor Purchaser shall have any obligations or liabilities or any rights with respect thereto, or with respect to the Property, unless and until Purchaser and Seller have executed and delivered this Contract. Until such execution and delivery of this Contract, Seller or Purchaser may terminate all negotiation and discussion of the subject matter hereof, without cause and for any reason, without recourse or liability.

* * *

CONTRACT OF SALE

THIS CONTRACT OF SALE ("Contract"), effective as of the 27th day of January, 2023 ("Contract Date"), by and between AT&T Corp., a New York corporation, successor by merger to AT&T Communications of Pennsylvania, LLC, in turn successor by merger to AT&T Communications of Pennsylvania, Inc., having a mailing address for the purposes hereof at c/o AT&T Services, Inc., One AT&T Way, Bedminster, NJ 07921, Attention: Ms. Whitney Meyer ("Seller") and West Avenue GP, LLC, a Pennsylvania limited liability company, having a mailing address for the purposes hereof at 20 Louella Court, Suite 200, Wayne, Pennsylvania 19087, Attention: Devin Tuohey ("Purchaser").

WITNESSETH:

WHEREAS, Seller owns certain real property having a street address at 60 West Avenue, Radnor Township, Delaware County, Pennsylvania consisting of approximately 5.29 acres, and being Delaware County Tax Parcel No. 360100677801 ("Seller's Existing Property"); and

WHEREAS, Seller's Existing Property lends itself to being subdivided into three (3) separate lots consisting of (i) a northern lot consisting of approximately 1.05 acres and commonly known as the "West Parcel", (ii) a middle lot consisting of approximately 2.6 acres upon which is located an existing building and other improvements used by Seller and commonly known as the "Building Parcel", and (iii) a southern lot consisting of approximately 1.64 acres fronting on Lancaster Avenue and commonly known as the "Bellevue Parcel"; and

WHEREAS, Seller desires to sell and Purchaser desires to purchase the Bellevue Parcel, as said lot is more particularly depicted on Exhibit A attached hereto and made a part hereof; and

WHEREAS, the West Parcel and the Building Parcel are sometimes referred to collectively as "Seller's Retained Property"; and

WHEREAS, Purchaser is willing to purchase and Seller is willing to sell the Bellevue Parcel on the terms and conditions set forth below.

NOW, THEREFORE, for and in consideration of the covenants contained herein and other good and valuable considerations, the receipt and sufficiency whereof are hereby acknowledged by each of the parties hereto, it is hereby agreed that, upon all the terms and conditions hereinafter set forth, Seller shall sell and Purchaser shall purchase the Bellevue Parcel.

1. PURCHASE PRICE. The purchase price to be paid by Purchaser to Seller for the Bellevue Parcel is agreed to be ("Purchase Price"). Said Purchase Price, as adjusted by the credits and prorations described herein, shall be paid by Purchaser to Seller at Closing (as hereinafter defined in paragraph 6) at the election of

Purchaser in certified funds or by wire transfer pursuant to wire transfer instructions provided by Seller.

3. INSPECTION AND SUBDIVISION.

(a) Commencing on the Contract Date, subject to the rights of Radnor Township under its lease dated December 13, 1999, with Seller and AT&T Communications of Pennsylvania, Inc., as landlord (the "**Radnor Township Lease**"), the Purchaser and its employees and agents shall have the right to enter upon the Bellevue Parcel upon at least twenty-four (24) hours' prior notice to Seller for the purpose of investigating the physical condition of the Bellevue Parcel. Purchaser shall and does hereby indemnify and hold harmless Seller from and against any claim, loss, damage, or obligation arising out of or incurred in connection with the exercise of the rights of Purchaser under this paragraph 3(a) (and said indemnity obligation shall survive the Closing or earlier termination of this Contract). For avoidance of doubt, the foregoing indemnity obligations shall not extend to, and Seller hereby releases Purchaser from liability for, any claims, damages or other liability resulting from or related to any existing environmental contamination with respect to the Bellevue Parcel, or other environmental deficiencies in the Bellevue Parcel or Seller's Retained Parcel, that may be discovered by Purchaser as a result of its investigations, unless Purchaser exacerbates an existing environmental contamination, in which case Purchaser shall be liable to the extent the environmental condition is exacerbated. Additionally, prior to entry upon the Bellevue Parcel, Purchaser shall present Seller with a certificate in form and content reasonably satisfactory to Seller, evidencing a commercial general liability insurance policy covering Purchaser's performance of its rights under this paragraph, which policy shall remain in effect during the term of this Contract, the limits of which shall not be less than \$5,000,000 per occurrence and which shall include a contractual liability endorsement covering Purchaser's indemnity obligation under this paragraph. Seller shall be listed on such policy as an additional insured. Further, Purchaser shall diligently and in good faith investigate and pursue the satisfaction of Purchaser's development criteria relating to the Bellevue Parcel (which criteria include, without limitation, matters relating to soil conditions, environmental hazards, utilities, zoning, demographics, and governmental permits). Purchaser shall use commercially reasonable efforts to conduct such right of entry with a minimum of interference of Radnor Township's use of the Bellevue Parcel and if Purchaser or any of its employees or agents cause any damage to the

Bellevue Parcel, Purchaser shall promptly restore the Bellevue Parcel to the same condition as existed prior to any such entry.

(b) Purchaser shall in good faith and using commercially reasonable efforts, seek final, unappealed and unappealable approval from Radnor Township and Delaware County, to subdivide Seller's Existing Property into three separate tax parcels constituting the Bellevue Parcel, the Building Parcel and the West Parcel (the "**Subdivision**"), in accordance with all applicable laws, statutes and ordinances and any rules and regulations enacted thereunder (collectively, "**Legal Requirements**"), subject to (i) such terms and conditions as are acceptable to Purchaser, in its sole and absolute discretion; and (ii) that each of the Bellevue Parcel, the Building Parcel and the West Parcel individually, on a stand-alone basis, complies "as-of-right" with all Legal Requirements including any Legal Requirements of the Township of Radnor, without any variances.

Seller shall cooperate with Purchaser in its efforts to obtain the Subdivision, including, without limitation, Seller's signing a subdivision plan and an application for the Subdivision as the record owner; the execution of all documents, petitions and other instruments that may from time to time be required and joining Purchaser as a petitioner or co-applicant; provided however, that (i) before making any submissions to governmental agencies having jurisdiction over the Subdivision, including, but not limited to submissions to applicable agencies of the Township of Radnor, Purchaser shall first provide Seller with an opportunity to reasonably approve any submission (which approval shall not be unreasonably withheld, conditioned or delayed) and it shall be reasonable for Seller to object to any submission if it involves any variance or other condition unacceptable to Seller in its sole discretion with respect to the Seller Retained Property; provided that if Seller shall fail to affirmatively approve any such submission or fail to issue written notice of any rejection within seven (7) business days of receipt by Seller of such submission for review, Seller shall be deemed to have approved the submission; (ii) Purchaser shall reimburse Seller for any reasonable third party expense incurred by Seller in connection with such cooperation, including, without limitation, reasonable legal fees, within thirty (30) days after Seller's delivery to Purchaser of third party invoices, and (iii) no documents or plans effectuating the Subdivision shall be recorded prior to the completion of Closing.

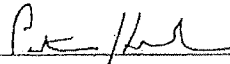
If Purchaser does not obtain the final and unappealable Subdivision (with no appeal therefrom having been taken) (the "**Subdivision Approval**"), on or before the one hundred eightieth (180th) day after the Contract Date (the "**Subdivision Approval Period**") or if Purchaser's application for the Subdivision is denied on or before the end of the Subdivision Approval Period, this Contract shall automatically terminate and upon any such termination Purchaser shall be entitled to a return of the Earnest Money and except as may otherwise be expressly provided for herein neither party shall have any further rights or obligations under this Contract.

Notwithstanding the foregoing, if Purchaser has not received the Subdivision Approval by the end of the Subdivision Approval Period, Purchaser shall have the right to extend the Subdivision Approval Period for two additional periods of ninety (90) days each, by giving

IN WITNESS WHEREOF, Seller and Purchaser have executed this Contract to be effective as of the Contract Date.

SELLER:

AT&T CORP

By: 
Name:
Title:

PURCHASER:

WEST AVENUE GP, LLC

By: _____
Name:
Title:

JOINDER:

Crescent Abstract LLC, being the Escrow Agent and agent for Fidelity National Title Insurance Company, relating to the foregoing Contract of Sale, hereby joins the Contract of Sale for the sole purpose of acknowledging and agreeing that the Seller Corporate Lien Indemnity as defined in Section 5(a) of the Contract for Sale is sufficient for Escrow Agent and Fidelity National Title Company to omit the Seller Corporate Lien from Purchaser's and its mortgagee's title insurance policies for the Bellevue Parcel.

IN WITNESS WHEREOF, Escrow Agent, intending to be legally bound hereby, has caused this document to be duly executed this _____ day of _____, 2023.

CRESCENT ABSTRACT LLC

By: _____
Name:
Title:

IN WITNESS WHEREOF, Seller and Purchaser have executed this Contract to be effective as of the Contract Date.

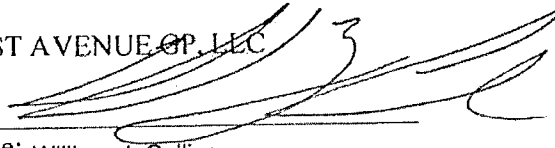
SELLER:

AT&T CORP

By: _____
Name:
Title:

PURCHASER:

WEST AVENUE OP, LLC

By: 
Name: William J. Collins
Title: Manager

JOINDER:

Crescent Abstract LLC, being the Escrow Agent and agent for Fidelity National Title Insurance Company, relating to the foregoing Contract of Sale, hereby joins the Contract of Sale for the sole purpose of acknowledging and agreeing that the Seller Corporate Lien Indemnity as defined in Section 5(a) of the Contract for Sale is sufficient for Escrow Agent and Fidelity National Title Company to omit the Seller Corporate Lien from Purchaser's and its mortgagee's title insurance policies for the Bellevue Parcel.

IN WITNESS WHEREOF, Escrow Agent, intending to be legally bound hereby, has caused this document to be duly executed this _____ day of _____, 2023.

CRESCENT ABSTRACT LLC

By: _____
Name:
Title:

IN WITNESS WHEREOF, Seller and Purchaser have executed this Contract to be effective as of the Contract Date.

SELLER:

AT&T CORP

By: _____
Name:
Title:

PURCHASER:

WEST AVENUE GP, LLC

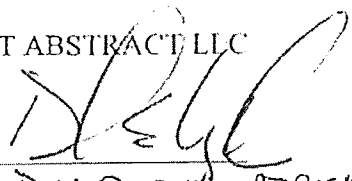
By: _____
Name:
Title:

JOINDER:

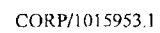
Crescent Abstract LLC, being the Escrow Agent and agent for Fidelity National Title Insurance Company, relating to the foregoing Contract of Sale, hereby joins the Contract of Sale for the sole purpose of acknowledging and agreeing that the Seller Corporate Lien Indemnity as defined in Section 5(a) of the Contract for Sale is sufficient for Escrow Agent and Fidelity National Title Company to omit the Seller Corporate Lien from Purchaser's and its mortgagee's title insurance policies for the Bellevue Parcel.

IN WITNESS WHEREOF, Escrow Agent, intending to be legally bound hereby, has caused this document to be duly executed this 27th day of January, 2023.

CRESCENT ABSTRACT LLC

By: 
Name: DAVID E. W. CZRICKI
Title: MGD

SUBDIVISION SKETCH



A-3



1. RANDOLPH SCHOOL DISTRICT
103 LOUELLA AVENUE
57 WEST AVE
2. EASTERN CONTROLS LLC
57 WEST AVE
3. EARLY FAMILY LIMITED PARTNERSHIP
34 WEST AVENUE
4. LESLIE W. EADEN
163 W. LANCASTER AVENUE
5. GEORGE & JACQUE GLOSTONE
128 W. LANCASTER AVENUE
6. LUMBERMEN MERCHANDISING CORP
130 W. LANCASTER AVENUE
7. WAYNE TOWN CENTER LP
132 135 W. LANCASTER AVENUE
8. WAYNE TOWN CENTER LP
132 135 W. LANCASTER AVENUE
9. 201 WEST 102 LLC
201 W. LANCASTER AVENUE
10. KESKONKA LLC, DEBBIE W. MAZURSKI
118 BELLEVUE AVENUE
11. JONAS K. LEE
118 BELLEVUE AVENUE
12. MELANIE GILMOUR
118 BELLEVUE AVENUE
13. ANGUS R. MACCELLERY
120 BELLEVUE AVENUE
14. DANIEL L. FIRMA & SANDRA BUELER
112 S. BELLEVUE AVENUE
15. DANIEL L. FIRMA & SANDRA BUELER
120 S. BELLEVUE AVENUE
16. THOMAS J. LEE
124 S. BELLEVUE AVENUE
17. DAVID W. MORRIS
126 BELLEVUE AVENUE
18. SETH A. BAGES
201 WEST AVENUE
19. HEATHER A. BREYER
203 WEST AVENUE
20. MACMILLAN, R. MOTTE
205 WEST AVENUE
21. KARA HAMILTON HANOLD
71 BARKIN CIRCLE
22. BRIAN W. SPANSTEDER
205 BARKIN CIRCLE
23. JAMES C. HUNTER
1 MYSTIC CIRCLE
24. JAMES C. HUNTER
1 MYSTIC CIRCLE

VICINITY MAP
INCLUDES STRUCTURES WITHIN 200' OF THE SITE
IMAGERY OBTAINED FROM 2023 GOOGLE EARTH

SITE ENGINEERING CONCEPTS, LLC
ATTN: MICHAEL T. ROKOSNY, P.E.
P.O. BOX 1992 SOUTHEASTERN, PA 19399
P: 610-523-9002
E: MROKOSNY@SITE-ENGINEERS.COM

VARENHORST
ATTN: STEPHEN VARENHORST
230 N 21ST ST. PHILADELPHIA, PA 19103
P: 215-940-1128
E: STEPHEN@VARENHORST.COM

JONATHAN ALDERSON LANDSCAPE ARCHITECTS, INC.
ATTN: JONATHAN ALDERSON
P.O. BOX 661 WAYNE, PA 19087
P 610-341-9925
E: JONATHAN@JONATHANALDERSON.COM

WEST AVENUE GP
ATTN: DEVIN TUOHEY
20 LOUELLA COURT, SUITE 200 WAYNE, PA 19087
P: 347-330-0048
E: DTUOHEY@CONCORDIAGROUP.BIZ

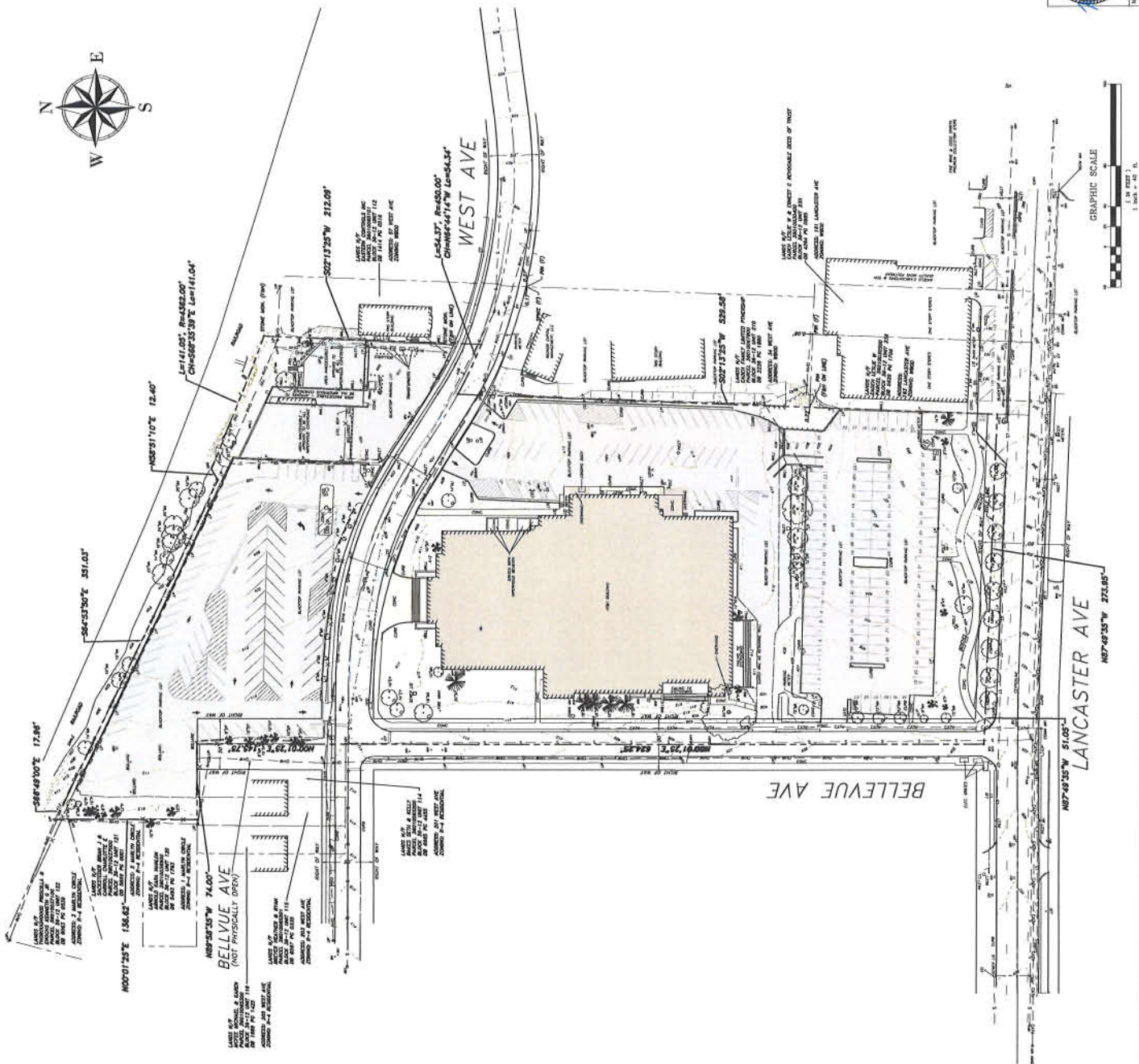
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COVER SHEET

SHEET
1 of 8

MICHAEL T. ROKOSKY, P.E.
PRESIDENT[illegible]

1. RANCE, ILLINOIS
FBI/O. NUMBER: MC-151-2678-01 Book 36-12 584 112
DECL BOOK 6274 PAGE 2194
2. GROSS, LEO ARNOLD 36 FL.
3. SOURCE DESCRIPTION AND RELATIONS SHOWN IN ACCORDANCE
INSTRUMENT SURVEY CONDUCTED BY THIS OFFICE. SURVEY IN-
TERVIEWED BY CLAY AND VARIOUS DETS. AND HANDS OF
INTERVIEWED WITHOUT THE BENEFIT OF A CURRENT TITLE RE-
PORTER AND AGENT. RECORDS, DOCUMENTS, ETC.
4. CONTAINS PICTURE FROM FIELD RUN SURVEY. APPROXIMATE
INCHES ON PAGE

[illegible]

POLYCOM S/W: 80279091262

[illegible][illegible]

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[illegible]

SITE ENGINEERING CONCEPTS, LLC
PLAN INQUIRED BY
P.O. BOX 1992
SOUTHEASTERN, PA 19399
E: 210.240.0610
F: 210.240.0610
WWW.SITEENGINEERINGCONCEPTS.COM

WEST AVENUE GP

60 WEST AVE
WAYNE, PA 19087
DELAWARE COUNTY
PENNSYLVANIA

EXISTING CONDITIONS

SHEET
2 of 8

0507



| PROPOSED PARCEL A | | |
|-----------------------------------|--|-----------------|
| IMPERVIOUS COVERAGE SUMMARY | | |
| 20035 LOT AREA | | 214,414 Sq. Ft. |
| IMPERVIOUS (INC. OVERLAPINGS - F) | | 49,896 Sq. Ft. |
| ASPHALT | | 63,020 Sq. Ft. |
| CONCRETE & MAJOR | | 7,424 Sq. Ft. |
| CURBS, SIDE WALKING, BICYCLE | | 799 Sq. Ft. |
| STOPS | | 1,340 Sq. Ft. |
| PAVING, TIE, WINDOW WELLS | | 9,462 Sq. Ft. |
| UNACCESSIBLE AREAS, IMPERVIOUS | | 3,049 Sq. Ft. |
| TOTAL BUILDING COVERAGE | | 49,896 Sq. Ft. |
| TOTAL SITE IMPERVIOUS COVERAGE | | 51,146 Sq. Ft. |
| | | 23.85% |

| PROPOSED PARCEL B IMPERVIOUS COVERAGE SUMMARY | | 75.00 AC FT. |
|--|---------------|--------------|
| GROSS LOT AREA | | |
| BUILDING (SEE OVERLAP) - 21 | 0.56 AC FT. | |
| ASPHALT | 44.158 AC FT. | |
| CONCRETE & ALUMINUM | 3.379 AC FT. | |
| CLUBHOUSE, INC. PARKING BLACKTOP | 407.54 AC FT. | |
| STOPS | 567.54 AC FT. | |
| 10' WIDE, 15' S. WINDOW WALK | 0.00 AC FT. | |
| UNACCESSIBLE AREA - IMPERVIOUS | 0.00 AC FT. | |
| TOTAL BUILDING COVERAGE | 0.56 AC FT. | 0.00% |
| TOTAL SITE IMPERVIOUS COVERAGE | 59.137 AC FT. | 78.98% |



1. PARCEL INFORMATION
 FOLD NUMBER: 26-12-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040

2.

U.S. and other countries have been unable to agree on a common definition of terrorism. The U.S. has a broad definition of terrorism, while other countries have a more narrow definition. This has led to a lack of cooperation in the fight against terrorism.
3.

The U.S. has a broad definition of terrorism, while other countries have a more narrow definition. This has led to a lack of cooperation in the fight against terrorism.
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10.

The U.S. has a broad definition of terrorism, while other countries have a more narrow definition. This has led to a lack of cooperation in the fight against terrorism.

COUNTY OF DECATUR

IN THE CITY OF
AC, THE UNDERSIGNED KNOW FULLY OF THE CONSEQUENCE OF SIGNING, SETTING
AND ACKNOWLEDGING OFFICER PERSONALLY APPEARED,
WHO ACKNOWLEDGED HER/HIMSELF TO BE THE
OWNER OF THE PROPERTIES DESCRIBED IN
THE PLAN TO BE THE SIGNED PLAN, NAME
AS SET FORTH IN THE SIGNED PLAN, AND
PLAN TO BE THE OFFICIAL PLAN OF THE PROPERTIES SIGNED HEREON, SIGNED IN THE
TOWNSHIP OF BANCOR, CLATSOP COUNTY, OREGON, AND SUBSCRIBED THAT THIS PLAN
IS MADE WITH THE SHERRIFFS FREE CONSENT AND INTENDED TO BE RECORDED ACCORDING TO
[X]

ATTENDING ATTORNEYS AND COUNSELORS AT LAW, THE FIRM HAS BEEN APPOINTED AS

CHANG, P.

THIS IS TO CERTIFY THE BOARD OF SUPERVISORS HAS APPROVED THIS SUBDIVISION MAP FOR 50 WEST AVENUE, ON THE DAY OF _____, 20____, RECORDING AS THE RECORDER OF DEEDS OF CLATSOP COUNTY, WASH., COUNTY OF CLATSOP, WASH. OFFICE OF RECORDATION HAVE BEEN ACCEPTED/REJECTED, BONDS, EASERS OR SECURITIES EASERS HAVE BEEN FILED WITH THE TOWNSHIP AND ACCEPTED TO COVER ALL IMPROVEMENTS SHOWN ON THE PLAN AND REQUIRED UNDER THE SUBDIVISION/AND DEVELOPMENT AGREEMENT.

1

1

REVIEWED BY THE DELAWARE COUNTY PLANNING COMMISSION THIS _____ DAY OF _____, 20____.

RECORDED IN THE OFFICE OF THE RECORDER OF DEEDS OF DELAWARE COUNTY AT MIDDLETOWN, PENNSYLVANIA IN THE

PLAN SCORE _____ 4422 _____ ON TUE _____ ON WED _____

NOTES AND REFERENCES

A-3

[illegible]

SITE ENGINEERING CONCEPTS, LLC
P.O. BOX 1992
SOUTHEASTERN, PA 19399
P 610-240-0662 F 610-240-0661 E INFO@SITE-ENGINEERS.COM

60 WEST AVE
18 WAYNE PA 19097

VIATINE, PA 15007 DELAWARE COUNTY

SUBDIVISION PLAN



GRAPHIC SCALE

DAVID T. ROMONOV, P.E.
OWNER

1000



NOTE: THE EXACT LOCATION AND DEPTH OF EXISTING UTILITIES CANNOT BE GUARANTEED. ALL UTILITIES DEPICTED ON THIS DRAWING ARE BASED ON THE RECORD DRAWING PROVIDED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION, DEPTH, AND TYPE OF ALL UTILITIES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. PENNSYLVANIA STATE LAW REQUIRES NOTIFICATION TO 1-800-242-1774, 3-10-05-0050 BEFORE BEGINNING ANY EXCAVATION.

05/08/2021 5:46 PM 2021051202

[illegible]

GENERAL NOTES

- [illegible]

TREE LEGEND

[illegible]

PLAN LEGEND

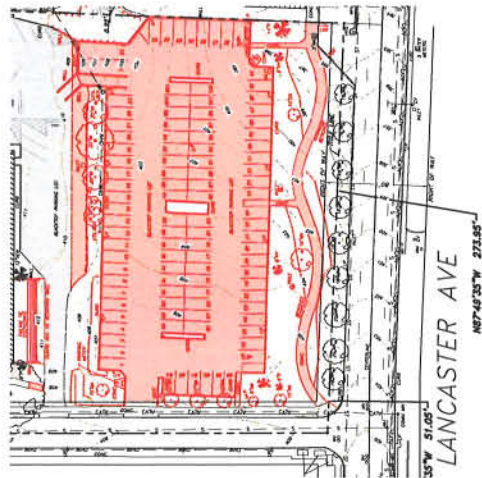
- [illegible]

DE COURTESY OF THE

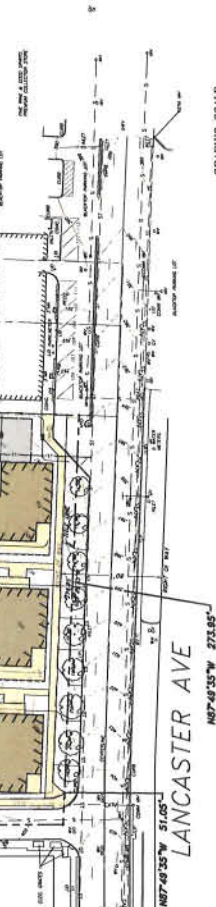
| IMPERVIOUS COVERAGE SUMMARY | | INCHES | SQ. FT. | EXISTING | REMAINE | ADD | PROPOSED |
|--|--|--------|---------|----------|---------|--------|----------|
| PARKING LOT DIFFERENCE: 7 AND 8 | | | | 0 | 0 | 63,525 | 63,525 |
| PARKING LOT 7 | | | | 44,896 | -38,794 | 4,102 | 11,544 |
| CONCRETE 4 INCH | | | | 2,075 | -3,074 | 4,008 | 4,930 |
| SUSPENDED FIBRE REINFORCED CONCRETE 4 INCH | | | | 0 | -597 | 0 | 0 |
| WALLS, TIE WINDOW WALLS | | | | 498 | -688 | 556 | 167 |
| TOTAL IMPERVIOUS COVERAGE | | | | 0 | | 63,525 | 63,525 |
| TOTAL LIFE IMPERVIOUS COVERAGE | | | | 46,447 | -42,421 | 167 | 83,094 |

GRAPHIC SCALE

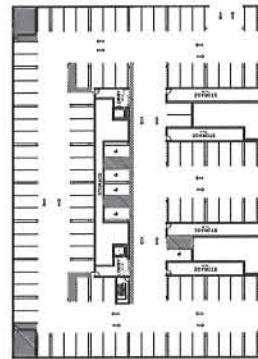
PROPOSED PLAN



DEMOLITION PLAN



PROPOSED PLAN



SUB-SURFACE PARKING

[illegible]

T. W. KOSOV, P.E.

[illegible]

17 JAN 2023 10:25:23



| |
|--|
| |
| |
| |
| |
| |

100

PLAN 995 (6/82) (FCH)
WEST AVENUE GP



WAYNE, PA 19087
DELAWARE COUNTY

FORMWATER

STORMWATER
MANAGEMENT PLAN

APPENDIX 1



Site plan of Parcel 'B' showing building layout, parking, and dimensions. The plan includes a large building footprint with various internal divisions, a parking area with 10 spaces, and a driveway. Dimensions are provided for the lot and building setbacks.

Parcel 'B' dimensions: 529'58" (S02°13'25"W) and 51'05" (S02°13'25"W).

Building dimensions: 589'57"18"E and 333.86'.

Setback dimensions: 222.15' and 222.15'.

Other dimensions: 100'00' and 100'00'.

Labels include: "PARCEL 'B'", "DRIVEWAY", "PARKING", "SETBACK", "100'00'", "222.15'", "589'57"18"E", "333.86'", "529'58" (S02°13'25"W)", and "51'05" (S02°13'25"W)".

GENERAL NOTES

- [illegible]

TREE LEGEND

[illegible]

THIS SURVEY IS NOT TO BE USED FOR
ANYTHING ALONG PROPERTY LINES.
THESE LOCATIONS ARE APPROXIMATE FOR
FIELD RECORD PURPOSES. PRECISE LINE
LOCATIONS BE FIELD MARKED WITH STAKES SET
BY A LICENSED SURVEYOR.

PLAN LEGEND

- [illegible]

A-3

| | | |
|--|--|--|
| | | |
| | | |
| | | |
| | | |
| | | |

MANAGED BY
SITE ENGINEERING CONCEPTS, LLC
P.O. BOX 1992
SOUTHEASTERN, PA 19399

810-240-8418 F 810-240-0411 E INFO@SITE-ENGINEERS.COM
PLAN PREPARED FOR
WEST AVENUE GP

60 WEST AVE
WAYNE, PA 19087
DELAWARE COUNTY
PENNSYLVANIA

EROSION AND
SEDIMENTATION
CONTROL PLAN



CONTROL NOTES



Author's address:

POST SOCK)



3



A-4



A-4(1)

02 OCTOBER 2021

VARENHORST

SOUTHEAST CORNER

60 WEST AVE



A-4(2)

60 WEST AVE

SOUTH COURTYARD

02 OCTOBER 2021
VARENHORST



60 WEST AVE

SOUTHWEST CORNER

A-4(3)

02 OCTOBER 2021

VARENHORST



A-4(4)

02 OCTOBER 2021

SOUTHWEST CORNER

60 WEST AVE

VARENHORST



A-4(5)

60 WEST AVE

NORTHWEST CORNER

02 OCTOBER 2021

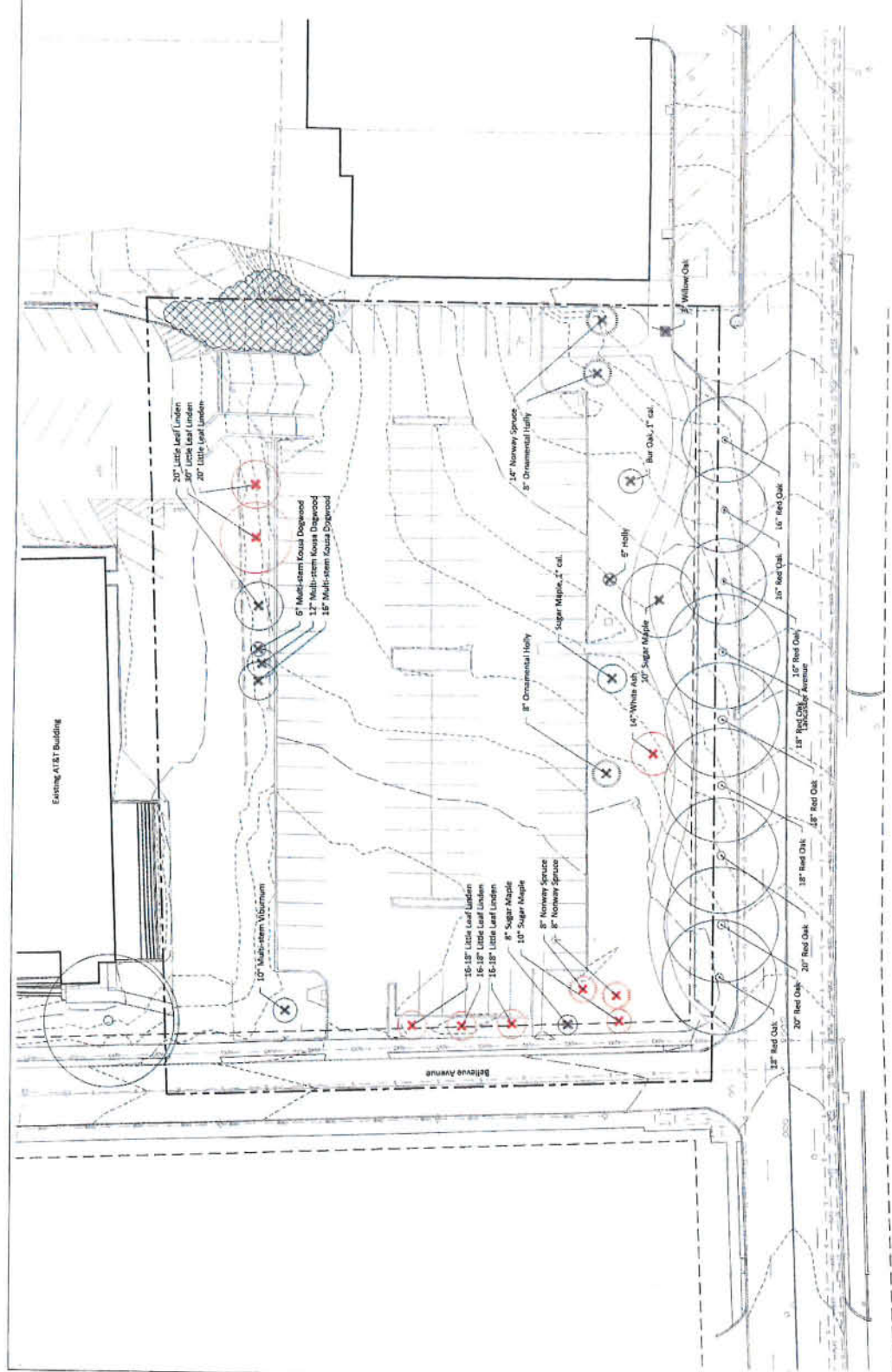
VARENHORST

A-5

JONATHAN LANDSCAPE ARCHITECTS, P.C.
 1500 24th Street, Suite 100
 Wayne, PA 19087
 Tel: 610-666-9933 Fax: 610-666-9934
 www.jonathanlandscape.com

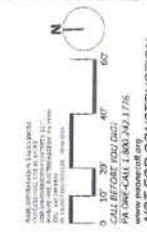
WEST AVENUE GP
 60 WEST AVE
 WAYNE, PA 19087

DATE: 2023-07-21
 CHECKED: [Signature]
 PROJECT #: 22072
 SHEET: 1 OF 2
 A-5(1)
 L000
 Existing Conditions
 Parcel B



Legend

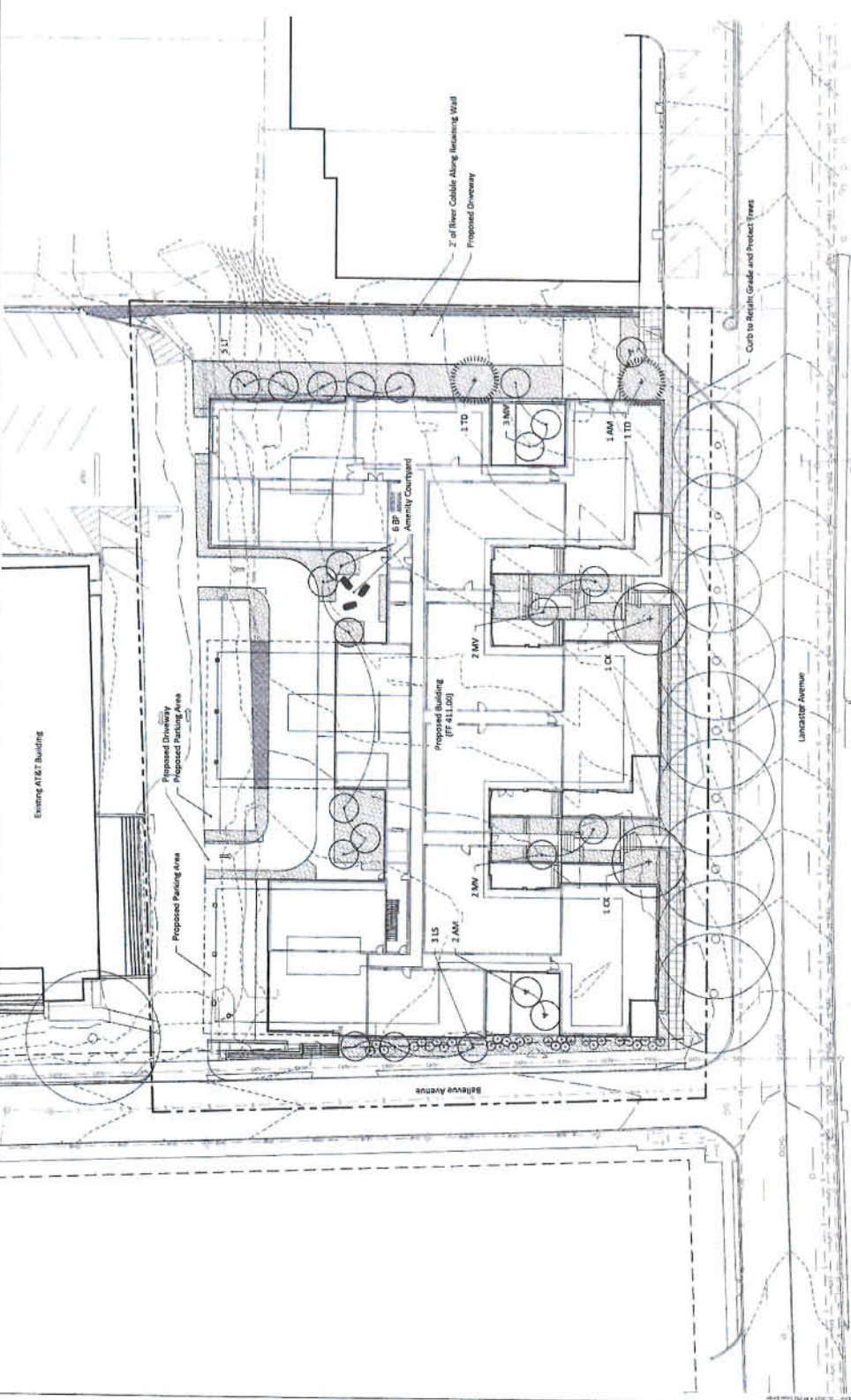
- Existing Tree to be Removed (Must be removed for Street Right-of-Way or Public Tree Commission)
- Existing Tree to be Retained (Must be retained for Street Right-of-Way or Public Tree Commission)
- Existing Tree to be Retained (Must be retained for Street Right-of-Way or Public Tree Commission)
- Free Protection Fencing (See Detail 1000)
- Existing Vegetation



Notes:
 • "Dual and hazardous, invasive species (e.g. Norway Spruce, and Norway Spruce) trees do not count toward the replacement tree quantity. See Appendix Report for details.
 • All replacement trees shall have a minimum 2 to 2 1/2 inch DBH.
 • Protective tree preservation fence must be installed and maintained until the work is complete and not removed until directed by the Township. See Engineer's Tree Protection Plan for details.
 • All trees to be removed with in the area of disturbance must be clearly marked at the base of each tree with visible, permanent forestry type paint in this color of paint indicating the status of each tree. All trees to remain with in the area of disturbance must be clearly marked at the base of each tree with forestry stake flagging tags in green color.

| Minimum Canopy Tree Removal and Replacement Requirements | | | | | 10/1/2024 |
|--|-------------------------------------|--------------------------------------|--|-----------------------------|-------------------------|
| Tree Removal Size | Quantity Removed (Total or Divided) | Quantity Replaced (Minimum to Match) | Other Tree Replaced (Minimum to Match) | Large Canopy Tree Replaced* | Total Quantity Required |
| < 4" DBH | 0 | 0 | 0 | 0 | 0 |
| 4" - 18" DBH | 1 | 1 | 1 | 0 | 2 |
| 18" - 24" DBH | 1 | 1 | 1 | 0 | 2 |
| > 24" DBH | 1 | 1 | 1 | 0 | 2 |
| Total Required Replacements | | | | | 23 |
| Total Removed | | | | | 23 |

NOT FOR CONSTRUCTION



- Legend**
- Existing Tree to Remain
 - Proposed Large Canopy Tree
 - Proposed Medium Shade Tree
 - Proposed Small Shade Tree
 - Proposed Flowering Tree
 - Proposed Shrub
 - Perennial Bed
 - Hardscape
 - River Cobble
 - Sidewalk
 - Extensive Green Build

Radnor Township Tree Replacement Requirement and Additional Proposed

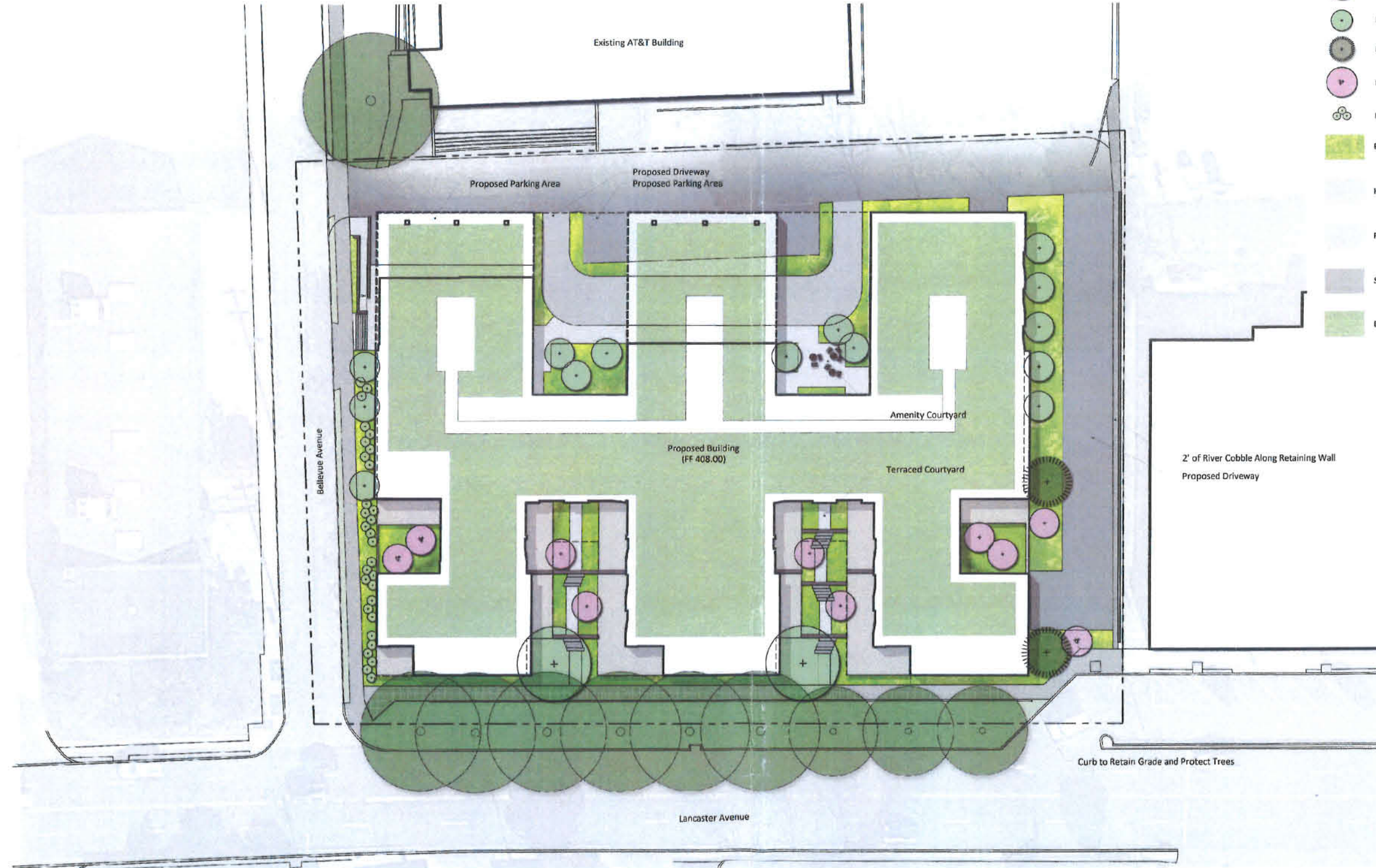
| Category | Required Replacement | Additional Proposed |
|-------------------------|----------------------|---------------------|
| Large Canopy Trees | 2 | 15 |
| Other (Medium to Small) | 11 | 15 |
| Total Required | 13 | 15 |
| Total Proposed | 28 | 15 |

Radnor Township Tree Replacement Plant Schedule

| ID | COMMON NAME | SIZE | COMMENTS |
|-----|------------------------|-------|------------------------------|
| 1 | American Elm | 8-10' | Medium, Small to Medium Tree |
| 2 | Bald Cypress | 8-10' | Small to Medium Tree |
| 3 | Box Elder | 8-10' | Small to Medium Tree |
| 4 | Chinese Elm | 8-10' | Small to Medium Tree |
| 5 | Flowering Dogwood | 8-10' | Small to Medium Tree |
| 6 | Japanese Maple | 8-10' | Small to Medium Tree |
| 7 | Red Maple | 8-10' | Small to Medium Tree |
| 8 | Shagbark Hickory | 8-10' | Small to Medium Tree |
| 9 | Sweetgum | 8-10' | Small to Medium Tree |
| 10 | Tulip Poplar | 8-10' | Small to Medium Tree |
| 11 | White Birch | 8-10' | Small to Medium Tree |
| 12 | White Oak | 8-10' | Small to Medium Tree |
| 13 | White Pine | 8-10' | Small to Medium Tree |
| 14 | Yellow Birch | 8-10' | Small to Medium Tree |
| 15 | Yellow Oak | 8-10' | Small to Medium Tree |
| 16 | Yellow Pine | 8-10' | Small to Medium Tree |
| 17 | Black Oak | 8-10' | Small to Medium Tree |
| 18 | Black Pine | 8-10' | Small to Medium Tree |
| 19 | Black Walnut | 8-10' | Small to Medium Tree |
| 20 | Black Cherry | 8-10' | Small to Medium Tree |
| 21 | Black Locust | 8-10' | Small to Medium Tree |
| 22 | Black Alder | 8-10' | Small to Medium Tree |
| 23 | Black Sycamore | 8-10' | Small to Medium Tree |
| 24 | Black Gum | 8-10' | Small to Medium Tree |
| 25 | Black Birch | 8-10' | Small to Medium Tree |
| 26 | Black Spruce | 8-10' | Small to Medium Tree |
| 27 | Black Fir | 8-10' | Small to Medium Tree |
| 28 | Black Juniper | 8-10' | Small to Medium Tree |
| 29 | Black Cedar | 8-10' | Small to Medium Tree |
| 30 | Black Willow | 8-10' | Small to Medium Tree |
| 31 | Black Dogwood | 8-10' | Small to Medium Tree |
| 32 | Black Magnolia | 8-10' | Small to Medium Tree |
| 33 | Black Camellia | 8-10' | Small to Medium Tree |
| 34 | Black Azalea | 8-10' | Small to Medium Tree |
| 35 | Black Hydrangea | 8-10' | Small to Medium Tree |
| 36 | Black Forsythia | 8-10' | Small to Medium Tree |
| 37 | Black Lilac | 8-10' | Small to Medium Tree |
| 38 | Black Rose | 8-10' | Small to Medium Tree |
| 39 | Black Clematis | 8-10' | Small to Medium Tree |
| 40 | Black Wisteria | 8-10' | Small to Medium Tree |
| 41 | Black Jasmine | 8-10' | Small to Medium Tree |
| 42 | Black Verbena | 8-10' | Small to Medium Tree |
| 43 | Black Salvia | 8-10' | Small to Medium Tree |
| 44 | Black Lavender | 8-10' | Small to Medium Tree |
| 45 | Black Yucca | 8-10' | Small to Medium Tree |
| 46 | Black Agave | 8-10' | Small to Medium Tree |
| 47 | Black Cactus | 8-10' | Small to Medium Tree |
| 48 | Black Palm | 8-10' | Small to Medium Tree |
| 49 | Black Banana | 8-10' | Small to Medium Tree |
| 50 | Black Hibiscus | 8-10' | Small to Medium Tree |
| 51 | Black Begonia | 8-10' | Small to Medium Tree |
| 52 | Black Impatiens | 8-10' | Small to Medium Tree |
| 53 | Black Dianthus | 8-10' | Small to Medium Tree |
| 54 | Black Petunia | 8-10' | Small to Medium Tree |
| 55 | Black Zinnia | 8-10' | Small to Medium Tree |
| 56 | Black Marigold | 8-10' | Small to Medium Tree |
| 57 | Black Nasturtium | 8-10' | Small to Medium Tree |
| 58 | Black Kale | 8-10' | Small to Medium Tree |
| 59 | Black Spinach | 8-10' | Small to Medium Tree |
| 60 | Black Lettuce | 8-10' | Small to Medium Tree |
| 61 | Black Broccoli | 8-10' | Small to Medium Tree |
| 62 | Black Cauliflower | 8-10' | Small to Medium Tree |
| 63 | Black Asparagus | 8-10' | Small to Medium Tree |
| 64 | Black Artichoke | 8-10' | Small to Medium Tree |
| 65 | Black Brussels Sprouts | 8-10' | Small to Medium Tree |
| 66 | Black Cabbage | 8-10' | Small to Medium Tree |
| 67 | Black Carrot | 8-10' | Small to Medium Tree |
| 68 | Black Potato | 8-10' | Small to Medium Tree |
| 69 | Black Onion | 8-10' | Small to Medium Tree |
| 70 | Black Garlic | 8-10' | Small to Medium Tree |
| 71 | Black Leek | 8-10' | Small to Medium Tree |
| 72 | Black Radish | 8-10' | Small to Medium Tree |
| 73 | Black Turnip | 8-10' | Small to Medium Tree |
| 74 | Black Beet | 8-10' | Small to Medium Tree |
| 75 | Black Chard | 8-10' | Small to Medium Tree |
| 76 | Black Spinach | 8-10' | Small to Medium Tree |
| 77 | Black Lettuce | 8-10' | Small to Medium Tree |
| 78 | Black Broccoli | 8-10' | Small to Medium Tree |
| 79 | Black Cauliflower | 8-10' | Small to Medium Tree |
| 80 | Black Asparagus | 8-10' | Small to Medium Tree |
| 81 | Black Artichoke | 8-10' | Small to Medium Tree |
| 82 | Black Brussels Sprouts | 8-10' | Small to Medium Tree |
| 83 | Black Cabbage | 8-10' | Small to Medium Tree |
| 84 | Black Carrot | 8-10' | Small to Medium Tree |
| 85 | Black Potato | 8-10' | Small to Medium Tree |
| 86 | Black Onion | 8-10' | Small to Medium Tree |
| 87 | Black Garlic | 8-10' | Small to Medium Tree |
| 88 | Black Leek | 8-10' | Small to Medium Tree |
| 89 | Black Radish | 8-10' | Small to Medium Tree |
| 90 | Black Turnip | 8-10' | Small to Medium Tree |
| 91 | Black Beet | 8-10' | Small to Medium Tree |
| 92 | Black Chard | 8-10' | Small to Medium Tree |
| 93 | Black Spinach | 8-10' | Small to Medium Tree |
| 94 | Black Lettuce | 8-10' | Small to Medium Tree |
| 95 | Black Broccoli | 8-10' | Small to Medium Tree |
| 96 | Black Cauliflower | 8-10' | Small to Medium Tree |
| 97 | Black Asparagus | 8-10' | Small to Medium Tree |
| 98 | Black Artichoke | 8-10' | Small to Medium Tree |
| 99 | Black Brussels Sprouts | 8-10' | Small to Medium Tree |
| 100 | Black Cabbage | 8-10' | Small to Medium Tree |

A-6

1801 E 40th Street, Lancaster, PA 17601-1000, Tel: 717-391-1000, Fax: 717-391-1001, Email: info@paonecall.org, www.paonecall.org



- Legend**
- Existing Tree to Remain
 - Proposed Large Canopy Tree
 - Proposed Columnar Shade Tree
 - Proposed Evergreen Tree
 - Proposed Flowering Tree
 - Proposed Shrubs
 - Perennial Bed
 - Hardscape
 - River Cobble
 - Sidewalk
 - Extensive Green Roof

1" = 20'

0 10' 20' 40' 60'

CALL BEFORE YOU DIG!
PA ONE-CALL 1.800.242.1776
www.paonecall.org
NOT FOR CONSTRUCTION

NOTES:
1. THE LANDSCAPE DESIGN IS BASED ON THE INFORMATION PROVIDED BY THE CLIENT AND THE LANDSCAPE ARCHITECT HAS NOT CONDUCTED A FIELD SURVEY OF THE SITE.
2. THE LANDSCAPE ARCHITECT HAS NOT CONDUCTED A FIELD SURVEY OF THE SITE.
3. THE LANDSCAPE ARCHITECT HAS NOT CONDUCTED A FIELD SURVEY OF THE SITE.
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10. THE LANDSCAPE ARCHITECT HAS NOT CONDUCTED A FIELD SURVEY OF THE SITE.

**JONATHAN LANDSCAPE
ALDERSON ARCHITECTS, LLC**
Post Office Box 661, Wayne, Pennsylvania 19087-0661
(610) 341-9925 Fax (610) 341-9926
e-mail: info@jonathanalderson.com

WEST AVENUE GP
60 WEST AVE
WAYNE, PA 19087

ISSUED:

EXHIBIT
A-6

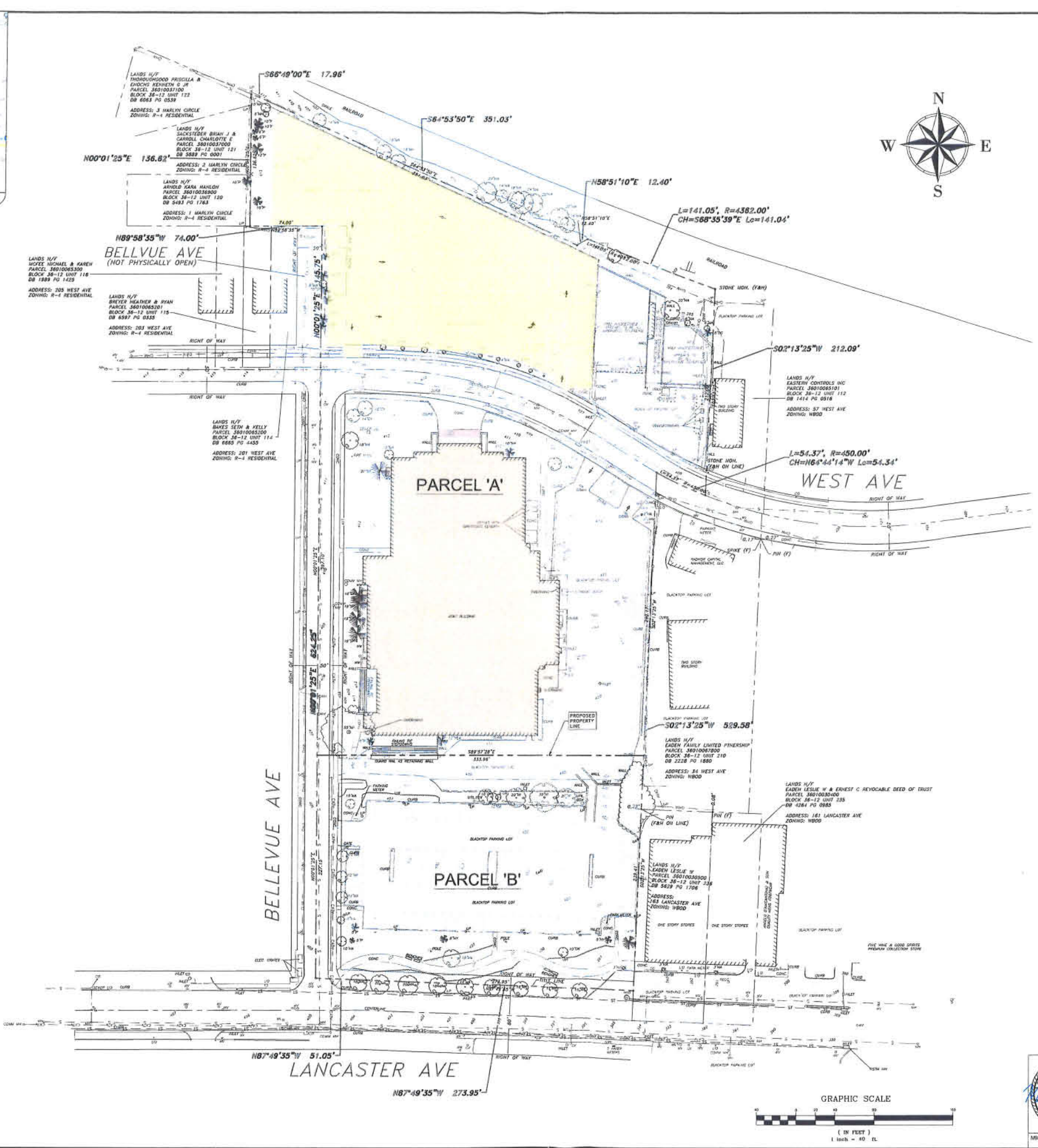
DATE: 2023-07-21
CHECKED: JA
DRAWN BY: GR, LH
PROJECT #: 00769

L100
Site
Plan
'Parcel B'
SCALE: 1" = 20'

A-7



NOTE: THE EXACT LOCATION AND DEPTH OF EXISTING UTILITIES CANNOT BE GUARANTEED. ALL UTILITIES DEPICTED ON THIS PLAN HAVE BEEN DEVELOPED FROM AERIAL PHOTOGRAPHS, OBSERVATIONS AND/OR EXISTING RECORDS. CONTRACTOR MUST VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. PENNSYLVANIA STATE LAW REQUIRES NOTIFICATION TO 1-800-242-1776 3-10 BUSINESS DAYS PRIOR TO ANY EXCAVATION.



- GENERAL NOTES**
1. PARCEL INFORMATION:
FLOOD NUMBER: 38-210-0679-01 Block 38-12 Unit 113
DEED BOOK 6574 PAGE 0184
 2. GROSS LOT AREA: 291,448 Sq. Ft.
 3. OUTLINE DESCRIPTION AND LOCATIONS SHOWN IN ACCORDANCE WITH AN ACTUAL FIELD INSTRUMENT SURVEY CONDUCTED BY THIS OFFICE. SURVEY PREPARED FROM DEED AS SUPPLIED BY CLIENT AND VARIOUS DEEDS AND PLANS OF RECORD. THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A CURRENT TITLE REPORT, WHICH WOULD DISCLOSE ANY RIGHTS, RESERVATIONS, EASEMENTS, ETC. OF RECORD.
 4. CONTOURS PLOTTED FROM FIELD RUN SURVEY. APPROXIMATE ELEVATION BENCHMARK IS BASED ON NG84.
 5. THIS SURVEY IS NOT TO BE USED FOR TREE REMOVAL ALONG PROPERTY LINES. TREE LOCATIONS ARE APPROXIMATE. PROPERTY LINES MUST BE FIELD MARKED WITH STAKES SET TO ESTABLISH EXACT TREE OWNERSHIP.
 6. THERE IS NO IDENTIFIABLE FEMA FLOOD PLAN AREAS WITHIN THE PROJECT SITE AS ILLUSTRATED ON COMMUNITY PANEL NUMBER 40017-1 OF THE FLOOD INSURANCE RATE MAP AS PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FOR THE TOWNSHIP OF RADNOR, PENNSYLVANIA.
 7. EXISTING SUBSURFACE UTILITY INFORMATION INDICATED IS BASED UPON VISUAL FIELD INSPECTION BY JEFFERY P. TURNER, PLS. SUCH INFORMATION CONCERNING THE SIZE, LOCATION, DEPTH, QUANTITY, ETC. OF SUBSURFACE UTILITIES IS APPROXIMATE IN NATURE AND HAS BEEN OBTAINED AS A SUPPLEMENT TO THE SITE SURVEY. THE INFORMATION PROVIDED IS REPRESENTATIVE OF SUBSURFACE CONDITIONS ONLY AT LOCATIONS AND DEPTHS WHERE SUCH INFORMATION WAS OBTAINED. THERE IS NO EXPRESSED OR IMPLIED AGREEMENT THAT UTILITY SIZE, LOCATION, DEPTH, QUANTITY, ETC. OF ALL UTILITIES BEFORE EXCAVATION. THE EXISTENCE AND/OR LOCATION OF ALL SUBSURFACE UTILITIES SHALL BE CONSIDERED APPROXIMATE AND MUST BE FIELD VERIFIED BY ALL CONTRACTORS PRIOR TO ANY CONSTRUCTION. NO GUARANTEE IS MADE THAT UNDERGROUND UTILITIES ARE ACCURATELY OR COMPLETELY SHOWN HEREON.

AT&T PARKING AREA
TO BE DEDICATED TO
RADNOR TOWNSHIP

EXHIBIT
A-7

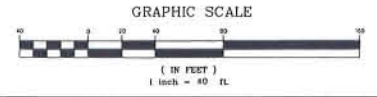
| NUM. | DATE | REVISION |
|------|------|----------|
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| | | |
| | | |

PLAN PREPARED BY
SITE ENGINEERING CONCEPTS, LLC
P.O. BOX 1992
SOUTHEASTERN, PA 19399
P: 610-240-0450 E: INFO@SITE-ENGINEERS.COM

PLAN PREPARED FOR
WEST AVENUE GP
80 WEST AVE
WAYNE, PA 19087
RADNOR TOWNSHIP DELAWARE COUNTY PENNSYLVANIA
AUGUST 1, 2023

PARKING EXHIBIT

SHEET
1 of 1
SCALE: 1"=40'



A-8

ERIK W. HETZEL, AICP/PP, LEED AP
16 MANOR ROAD
PAOLI, PA 19301
610.322.7154
erik@erikhetzel.com

Memorandum

To: William J. Collins, The Concordia Group

From: Erik Hetzel, AICP/PP, LEED AP

Date: July 31, 2023

Re: Fiscal Impact Analysis – Mixed Use Residential/Retail Development, Radnor Township

The Concordia Group is proposing a mixed use building on the site of the property located at 60 West Avenue in Radnor Township, Delaware County. Fifty-two (52) single-family attached condominium units and 1,302 square feet of first floor retail space are planned. This memorandum describes the anticipated future annual fiscal impacts related to the proposed development. A concise summary of fiscal impacts is presented in a table on the last page of this memorandum.

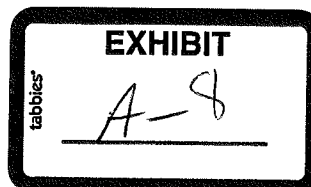
Fiscal impacts presented in this analysis were estimated using a methodology developed by the Rutgers University Center for Urban Policy Research, as originally described in The New Practitioner's Guide to Fiscal Analysis¹ and further developed in a later publication by the same authors entitled Development Impact Assessment Handbook². It is projected that, in total, the proposed development will result in beneficial, net-positive annual fiscal impacts to both Radnor Township and the Radnor Township School District.

Revenue Impacts

Real Estate Property Tax - At full build-out under the proposed concept, the development will have a total market value of approximately \$78.39 million, which translates to an assessed value of approximately \$51.57 million. This assessment calculation is based on the current (2022-2023) Delaware County common-level ratio of

¹ Burchell, Robert W., David Listokin, et al. *The New Practitioner's Guide to Fiscal Impact Analysis*, New Brunswick, NJ: Rutgers, The State University of New Jersey, 1985.

² Burchell, Robert W., David Listokin, et al. *Development Impact Assessment Handbook*. Washington, D.C.: ULI-the Urban Land Institute, 1994.



1.52, which estimates assessed value at approximately 65.78% of market value. The proposed development will generate ongoing real estate tax revenue to the local taxing authorities, with an estimated \$123,078 going to the Township and \$754,659 going to the School District annually.

Real Estate Transfer Tax – The Township levies the Real Estate Transfer Tax at the rate of 1.0% of sale price, and the School District levies the Real Estate Transfer Tax at 0.5%. This analysis anticipates that an average of approximately 5% of the residential units in the proposed development will transfer ownership (be sold) in any given year, which equates to annual Transfer Tax Revenues from the residential portion of the building totaling \$39,000 to the Township and \$19,500 to the School District. In addition to the annual Transfer Tax revenues estimated here, it is also important to note that the Township and School District will also receive significant Transfer Tax revenues from the initial sales of every residential unit from the builder to the first homeowners. With a total market value of \$78 million in 2023, this equates to an estimated \$780,000 in initial-sales transfer taxes to the Township (\$78 million market value x 1.0% transfer tax rate = \$780,000). For the School District, initial home sales would generate transfer taxes totaling \$390,000 (\$78 million market value x 0.5% transfer tax rate = \$390,000).

In calculating transfer tax revenues from the non-residential portion of the development, it is assumed that ownership would transfer less frequently than the residential units, approximately once every ten years. Viewed as an annualized figure, this results in transfer tax revenues to the Township totaling \$391 and \$195 to the School District each year.

Other Revenues - In addition to the aforementioned tax revenues, the proposed development is expected to generate approximately \$56,800 in Township revenues from other sources, as reported in the Radnor Township 2023 General Fund Budget. These sources include licenses & permits, fines & costs, and departmental earnings. Similarly, the School District will realize additional revenues totaling approximately \$33,415 in revenues from non-tax sources (LEA activities and rentals) and intergovernmental sources (State and Federal funding) as identified in the Radnor Township School District 2023-2024 Final General Fund Budget.

Population Impacts

An estimated 90 residents will be living in the proposed development, including 6 school-aged children. These population estimates are based on demographic

multipliers published by the Rutgers University Center for Urban Policy Research (2006)³. This source uses information from the U.S. Census to derive population multipliers specific to the Commonwealth of Pennsylvania, categorized by household structure type (i.e., single-family detached, single-family attached, apartments, etc.), and by the number of bedrooms per household. The single-family attached residential bedroom mix considered in this analysis includes 15 1-bedroom units, 17 2-bedroom units, and 30 3-bedroom units.

Economic Impacts

The proposed development will have a beneficial economic “ripple effect” in the local economy, as the new residents and employees use goods and services in and around Radnor Township. In addition, the development phase of the project will provide construction jobs and result in construction-related consumption expenditures in the local and regional economies. These impacts are not reflected in the summary table included in this memorandum but will provide economic benefits over and above the annual revenues described therein.

Cost Analysis

Annual Township and School District expenditures attributable to the proposed development were projected using the Per Capita Multiplier Method described in the Development Impact Assessment Handbook. In calculating the per capita expenditure value for the Township, the methodology uses information from the current (2023) Township budget and accounts for the fact that costs are divided differently among serving both residential and non-residential portions of the Township, based on the actual mix of land uses provided by the County Board of Assessment. Overall, it is estimated that the proposed development will result in Township costs totaling approximately \$84,990 annually, which is more than offset by revenues totaling \$219,269 annually from the tax and non-tax sources described previously.

A similar per capita cost calculation is used for the Radnor Township School District. Based on current (2023) enrollment and budget information published by the School District, the estimated annual total cost-per-student in the Radnor Township School District used in this analysis is approximately \$32,179. With 6 school-aged

³ Burchell, Robert W., David Listokin, et al. *Residential Demographic Multipliers (Pennsylvania)*. New Brunswick, New Jersey: Center for Urban Policy Research, Edward J. Bloustein School of Planning and Public Policy - Rutgers, the State University of New Jersey (2006).

children projected to reside in the proposed development, this results in projected annual costs of \$193,076 to the School District, which is more than offset by revenues from taxes and other sources totaling \$807,769. This estimate assumes that all 6 school-aged children will be attending public schools; however, it is likely that some will attend private schools, which would result in lower costs to the Radnor Township School District than estimated here, and a higher net-positive fiscal impact.

Impacts to Public Safety Services and Facilities

Overall, impacts on public safety services and facilities from the proposed development are expected to be minimal and can be offset by the projected net positive fiscal impact. Demands for Police, Fire, and Emergency Management Services (EMS) personnel, vehicles, and facilities are presented in the following table, using planning standards published in the Development Impact Assessment Handbook. Personnel, vehicles, and facilities for Police and Fire are based on the noted planning standards per 1,000 population. EMS standards for personnel and vehicles are per 30,000 population, and EMS calls are per 1,000 population per year.

**Public Safety Demand Factors and
Projected Demand from Proposed Development**

| | Residential Planning Standard | Non- Residential Planning Standard | Projected Demand |
|-------------------------------------|--|---|-----------------------------|
| <u>Police</u> | | | |
| Personnel | 1.50 | 0.50 | 0.14 |
| Vehicles | 0.45 | 0.15 | 0.04 |
| Facilities (square feet) | 150 | 50 | 13.65 |
| <u>Fire</u> | | | |
| Personnel | 1.24 | 0.41 | 0.11 |
| Vehicles | 0.15 | 0.05 | 0.01 |
| Facilities (square feet) | 187.5 | 62.5 | 17.06 |
| <u>EMS</u> | | | |
| Personnel | 3.08 | 1.03 | 0.01 |
| Vehicles | 0.75 | 0.25 | 0.0023 |
| Calls per year per 1,000 population | 27.4 | 9.1 | 2.49 |

Conclusions and Summary

In conclusion, the net positive fiscal impact in terms of projected revenues over costs for Radnor Township is expected to be over \$134,000 annually at project completion. The projected net positive fiscal impact to the Radnor Township School District is projected to be over \$600,000 per year. The combined net positive fiscal impact for both taxing authorities is estimated at nearly \$750,000 annually. Not included in these annual estimates are significant real estate transfer fees that will be paid on the initial sales of every unit from the builder to the first homeowners. The table on the next page summarizes the fiscal impacts to the Township and School District.

Fiscal Impact Summary

| | Condominium Units | Retail | TOTAL |
|--|----------------------|-----------------|---------------------|
| Residential Units | 52 | 0 | 52 |
| Non-Residential Square Feet | 0 | 1,302 | 1,302 |
| Value per Unit | \$1,500,000 | \$300 | \$1,500,300 |
| Market Value of Proposed Development | \$78,000,000 | \$390,600 | \$78,390,600 |
| Assessed Value (approx. 65.78% of market value) | \$51,315,789 | \$256,974 | \$51,572,763 |
| New Employee Population | 0 | 3 | 3 |
| New Residential Population | 90 | 0 | 90 |
| New School-Aged Children | 6 | 0 | 6 |
| Radnor Township | | | |
| Real Estate Tax Revenue (2.3865 mills) | \$ 122,465 | \$ 613 | \$ 123,078 |
| Non-Property Tax Revenue | \$ 56,560 | \$ 241 | \$ 56,800 |
| Real Estate Transfer Tax (1.0%) | \$ 39,000 | \$ 391 | \$ 39,391 |
| Total Township Revenues | \$ 218,025 | \$ 1,244 | \$ 219,269 |
| Total Township Expenditures | \$ (84,123) | \$ (867) | \$ (84,990) |
| Net Township Fiscal Impact | \$ 133,902 | \$ 378 | \$ 134,280 |
| Radnor Township School District | | | |
| Real Estate Tax Revenue (14.6329 mills) | \$ 750,899 | \$ 3,760 | \$ 754,659 |
| Non-Property Tax Revenue | \$ 1,837 | \$ - | \$ 1,837 |
| Intergovernmental Revenue | \$ 31,578 | \$ - | \$ 31,578 |
| Real Estate Transfer Tax (0.5%) | \$ 19,500 | \$ 195 | \$ 19,695 |
| Total School District Revenues | \$ 803,814 | \$ 3,956 | \$ 807,769 |
| Total School District Expenditures | \$ (193,076) | \$ - | \$ (193,076) |
| Net School District Fiscal Impact | \$ 610,738 | \$ 3,956 | \$ 614,693 |
| Total Development-Generated Revenues (Township + School District) | \$ 1,021,839 | \$ 5,200 | \$ 1,027,039 |
| Total Development-Generated Expenditures (Township + School District) | \$ (277,199) | \$ (867) | \$ (278,065) |
| Total Net Annual Fiscal Impact | \$ 744,640 | \$ 4,333 | \$ 748,973 |

A-9

Traffic Impact Assessment for the Proposed Mixed-Use Development – Lancaster Avenue

Radnor Township, Delaware County, PA



Mark A. Roth, P.E.
PA License Number PE052382E

Prepared by
McMahon, a Bowman Company
1515 Market Street, Suite 1360
Philadelphia, PA 19102
215.433.1660

Prepared for
The Concordia Group

August 2023
Updated October 2023
McMahon Project 310903-01-001

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Executive Summary

The Concordia Group proposes to develop the mixed-use development to be located on the north side of Lancaster Avenue (S.R. 0030), between Bellevue Avenue and Wayne Avenue in Radnor Township, Delaware County, Pennsylvania (**Figure 1**). The proposed mixed-use development consists of 52 multifamily apartment units (mid-rise) and 1,302 s.f. of commercial retail space (**Figure 2**). The project also proposes to provide 119 parking spaces for the residential portion and 9 parking spaces for the retail portion on site. Access to the site is proposed to be provided via one (1) full-movement driveway along Bellevue Avenue. The property to be redeveloped by the proposed mixed-use development is currently occupied by a municipal parking lot. The existing municipal parking lot will be relocated along West Avenue adjacent to the train tracks.

Township review comments were received on September 25, 2023. A copy of the review comments is included in **Appendix K**.

The scope of this Traffic Impact Assessment is based on PennDOT's guidelines, per the Department's *Publication 282, Appendix A Policies and Procedures for Transportation Impact Studies Related to Highway Occupancy Permits*, dated September 2022, and the requirements of the Township Ordinance and Township review letter.

The purpose of this traffic impact assessment is to evaluate the traffic impacts of the proposed development. The scope of this study includes an evaluation of the existing weekday morning and weekday afternoon peak hours, as well as the future 2025 build-out year, both without and with the development at the following study intersections:

- Lancaster Avenue (S.R. 0030) and Bellevue Avenue
- Bellevue Avenue and Proposed Driveway
- West Avenue and Bellevue Avenue
- West Avenue and AT&T Building Driveway
- North Wayne Avenue (S.R. 1046) and West Avenue/Station Road
- North Wayne Avenue (S.R. 1046) and Poplar Avenue
- West Avenue and Banbury Way
- Eagle Road and West Avenue
- Lancaster Avenue (S.R. 0030) and Wayne Avenue (S.R. 1046)
- Lancaster Avenue (S.R. 0030) and Bloomingdale Avenue/Banbury Way

Based on trip generation data compiled for Multifamily Housing (Mid-Rise) (ITE Land Use Code 221) and Strip Retail Plaza (<40k) (ITE Land Use Code 822) contained in the Institute of Transportation Engineers (ITE) publication entitled, *Trip Generation Manual, 11th Edition*, and assumed mass transit and pedestrian reductions, the proposed development will generate a total of approximately 15 "new" trips during the weekday morning peak hour and 32 "new" trips during the weekday afternoon peak hour. Due to the location of the development in Wayne within close proximity to a SEPTA Regional Rail Line, there will be less dependency on vehicles. A large portion of trips will be supplemented by transit (SEPTA) and pedestrians.

For residential modal reductions, McMahon referenced data from the United States Census Bureau titled "Commuting Characteristics by Sex, 2017-2021 American Community Survey 5-Year Estimates" (**Appendix C**). Based on this data, the Wayne area of Radnor Township (19087 Zip Code) has a mode of transport to work breakdown of 69% car, 7% transit, 4% walk, 0% bike, 19% home, and 1% other. For the residential uses, McMahon assumed approximately 69% car, 7% transit, and 24% pedestrians/other.

As a conservative approach, pass-by traffic percentages for the retail use were not applied to the trip generation.

Per the traffic evaluation, the following on-site and off-site traffic improvements are recommended to mitigate the proposed development impacts:

Site Access

Bellevue Avenue and Proposed Driveway

- Classified as a low volume driveway based on the anticipated daily traffic volumes.
- Provide one ingress lane and one egress lane for the access.
- Provide appropriate corner radius length, which will be verified based on the largest vehicle anticipated to utilize the driveway.
- Provide stop-control on the egress approach.
- Based on warrants, turn lanes are not warranted or recommended.

Off-Site Traffic Improvements

Lancaster Avenue (S.R. 0030) and Bellevue Avenue

- No improvements are required.
- As requested by the Township, upgrade the existing ramps to meet the current ADA design standards and install a crosswalk across Bellevue Avenue at Lancaster Avenue (S.R. 0030).

West Avenue and Bellevue Avenue

- No improvements are required or recommended.

West Avenue and AT&T Building Driveway

- No improvements are required or recommended.

North Wayne Avenue (S.R. 1046) and West Avenue/Station Road

- No improvements are required or recommended.

North Wayne Avenue (S.R. 1046) and Poplar Avenue

- No improvements are required or recommended.

West Avenue and Banbury Way

- No improvements are required or recommended.

Eagle Road and West Avenue

- No improvements are required or recommended.

Lancaster Avenue (S.R. 0030) and Wayne Avenue (S.R. 1046)

- No improvements are required or recommended.

Lancaster Avenue (S.R. 0030) and Bloomingdale Avenue/Banbury Way

- No improvements are required or recommended.

The traffic analyses contained herein reveal that efficient access to and from the proposed development can be provided, and furthermore, site-generated traffic can be accommodated at the study area intersections. Detailed results of the level-of-service and queuing analysis are contained in the matrices provided in **Tables 1 and 2**.

Table 1 - Level of Service Matrices

1. Lancaster Avenue (S.R. 0030) and Bellevue Avenue

| Time Period | | Weekday Morning Peak Hour | | | | Weekday Afternoon Peak Hour | | | |
|------------------------------|---------------|---------------------------|------------------------|------------|------------|-----------------------------|------------------------|------------|------------|
| Year | | 2023 | 2025 Build-Out Year | | | 2023 | 2025 Build-Out Year | | |
| Development Condition | | Existing | w/o Dev | w/Dev Base | w/Dev Imps | Existing | w/o Dev | w/Dev Base | w/Dev Imps |
| Lancaster Avenue (S.R. 0030) | Left | A | A | A | --- | A | A | A | --- |
| | EB Thru | 0.4 | 0.4 | 0.4 | --- | 0.4 | 0.4 | 0.5 | --- |
| | WB Thru Right | (1) | (1) | (1) | --- | (1) | (1) | (1) | --- |
| Bellevue Avenue | SB Right | B 10.5 | B 10.5 | B 10.6 | --- | B 10.7 | B 10.7 | B 10.7 | --- |
| | Overall | A 0.3 | A 0.3 | A 0.3 | --- | A 0.4 | A 0.4 | A 0.5 | --- |

(1) Movement operates at free-flow conditions.

Table 1 - Level of Service Matrices
2. Bellevue Avenue and Proposed Driveway

| Time Period | | Weekday Morning Peak Hour | | Weekday Afternoon Peak Hour | |
|-----------------------|----------|---------------------------|------------|-----------------------------|------------|
| Year | | 2025 Build-Out Year | | 2025 Build-Out Year | |
| Development Condition | | w/Dev Base | w/Dev Imps | w/Dev Base | w/Dev Imps |
| Proposed Driveway | Left | A | --- | A | --- |
| | WB Right | 8.3 | --- | 8.5 | --- |
| Bellevue Avenue | Thru | (1) | --- | (1) | --- |
| | NB Right | | | | |
| | Left | A | --- | A | --- |
| | SB Thru | 0.5 | --- | 1.0 | --- |
| Overall | | A | --- | A | --- |
| | | 1.4 | --- | 1.5 | --- |

(1) Movement operates at free-flow conditions.

Table 1 - Level of Service Matrices
3. West Avenue and Bellevue Avenue

| Time Period | | Weekday Morning Peak Hour | | | | Weekday Afternoon Peak Hour | | | |
|-----------------------|----------|---------------------------|------------------------|------------|------------|-----------------------------|------------------------|------------|------------|
| Year | | 2023 | 2025 Build-Out Year | | | 2023 | 2025 Build-Out Year | | |
| Development Condition | | Existing | w/o Dev | w/Dev Base | w/Dev Imps | Existing | w/o Dev | w/Dev Base | w/Dev Imps |
| West Avenue | Thru | A | A | A | --- | A | A | A | --- |
| | EB Right | 7.6 | 7.6 | 7.6 | --- | 7.5 | 7.5 | 7.6 | --- |
| | Left | A | A | A | --- | A | A | A | --- |
| | WB Thru | 7.6 | 7.6 | 7.6 | --- | 7.9 | 7.9 | 8.0 | --- |
| Bellevue Avenue | Left | A | A | A | --- | A | A | A | --- |
| | NB Right | 6.9 | 6.9 | 7.0 | --- | 7.1 | 7.1 | 7.2 | --- |
| Overall | | A | A | A | --- | A | A | A | --- |
| | | 7.5 | 7.5 | 7.5 | --- | 7.6 | 7.6 | 7.7 | --- |

Table 1 - Level of Service Matrices
4. West Avenue and AT&T Building Driveway

| Time Period | | Weekday Morning Peak Hour | | | | Weekday Afternoon Peak Hour | | | |
|-----------------------|----------|---------------------------|------------------------|------------|------------|-----------------------------|------------------------|------------|------------|
| Year | | 2023 | 2025 Build-Out Year | | | 2023 | 2025 Build-Out Year | | |
| Development Condition | | Existing | w/o Dev | w/Dev Base | w/Dev Imps | Existing | w/o Dev | w/Dev Base | w/Dev Imps |
| West Avenue | Thru | | | | | | | | |
| | EB Right | (1) | (1) | (1) | --- | (1) | (1) | (1) | --- |
| | Left | A | A | A | --- | A | A | A | --- |
| | WB Thru | 0.4 | 0.4 | 0.4 | --- | 0.2 | 0.2 | 0.2 | --- |
| AT&T Driveway | Left | A | A | A | --- | A | A | A | --- |
| | NB Right | 9.2 | 9.2 | 9.3 | --- | 9.0 | 9.0 | 9.0 | --- |
| Overall | | A | A | A | --- | A | A | A | --- |
| | | 0.3 | 0.3 | 0.3 | --- | 0.4 | 0.4 | 0.4 | --- |

(1) Movement operates at free-flow conditions.

Table 1 - Level of Service Matrices

5. North Wayne Avenue (S.R. 1046) and West Avenue/Station Road

| Time Period | | Weekday Morning Peak Hour | | | | Weekday Afternoon Peak Hour | | | |
|--------------------------------|---------|---------------------------|------------------------|---------------|---------------|-----------------------------|------------------------|---------------|---------------|
| Year | | 2023 | 2025 Build-Out Year | | | 2023 | 2025 Build-Out Year | | |
| Development Condition | | Existing | w/o Dev | w/Dev Base | w/Dev Imps | Existing | w/o Dev | w/Dev Base | w/Dev Imps |
| West Avenue/Station Road | Left | C | C | C | --- | C | C | C | --- |
| | EB Thru | 20.6 | 20.6 | 20.7 | --- | 21.9 | 21.9 | 22.1 | --- |
| | Right | B | B | B | --- | B | B | B | --- |
| | | 18.5 | 18.5 | 18.8 | --- | 17.8 | 17.8 | 18.1 | --- |
| | Left | C | C | C | --- | C | C | C | --- |
| | WB Thru | 21.4 | 21.4 | 21.4 | --- | 22.2 | 22.2 | 22.2 | --- |
| North Wayne Avenue (S.R. 1046) | Right | A | A | A | --- | A | A | A | --- |
| | NB Thru | 6.3 | 6.3 | 6.3 | --- | 7.2 | 7.2 | 7.2 | --- |
| | Left | A | A | A | --- | A | A | A | --- |
| | SB Thru | 4.5 | 4.5 | 4.5 | --- | 4.0 | 4.0 | 4.0 | --- |
| Overall | | A | A | A | --- | B | B | B | --- |
| | | 8.9 | 8.9 | 9.0 | --- | 10.5 | 10.5 | 10.6 | --- |

Table 1 - Level of Service Matrices
6. North Wayne Avenue (S.R. 1046) and Poplar Avenue

| Time Period | | Weekday Morning Peak Hour | | | | Weekday Afternoon Peak Hour | | | |
|-----------------------------------|-------|---------------------------|------------------------|---------------|---------------|-----------------------------|------------------------|---------------|---------------|
| Year | | 2023 | 2025 Build-Out Year | | | 2023 | 2025 Build-Out Year | | |
| Development Condition | | Existing | w/o Dev | w/Dev Base | w/Dev Imps | Existing | w/o Dev | w/Dev Base | w/Dev Imps |
| Poplar Avenue | Left | B | B | B | --- | B | B | B | --- |
| | Right | 18.3 | 18.3 | 18.3 | --- | 16.7 | 16.7 | 16.7 | --- |
| North Wayne Avenue (S.R. 1046) | Thru | A | A | A | --- | A | A | A | --- |
| | Right | 6.1 | 6.1 | 6.2 | --- | 7.8 | 7.8 | 7.8 | --- |
| | Left | A | A | A | --- | A | A | A | --- |
| | Thru | 8.3 | 8.3 | 8.3 | --- | 8.0 | 8.0 | 8.0 | --- |
| Overall | | A | A | A | --- | A | A | A | --- |
| | | 8.0 | 8.0 | 8.0 | --- | 8.1 | 8.1 | 8.1 | --- |

Table 1 - Level of Service Matrices
7. West Avenue and Banbury Way

| Time Period | | Weekday Morning Peak Hour | | | | Weekday Afternoon Peak Hour | | | |
|-----------------------|----------|---------------------------|------------------------|------------|------------|-----------------------------|------------------------|------------|------------|
| Year | | 2023 | 2025 Build-Out Year | | | 2023 | 2025 Build-Out Year | | |
| Development Condition | | Existing | w/o Dev | w/Dev Base | w/Dev Imps | Existing | w/o Dev | w/Dev Base | w/Dev Imps |
| West Avenue | Thru | A | A | A | --- | A | A | A | --- |
| | EB Right | 7.3 | 7.3 | 7.3 | --- | 7.1 | 7.1 | 7.1 | --- |
| | Left | A | A | A | --- | A | A | A | --- |
| | WB Thru | 7.8 | 7.8 | 7.8 | --- | 7.8 | 7.8 | 7.9 | --- |
| Banbury Way | Left | A | A | A | --- | A | A | A | --- |
| | NB Right | 7.6 | 7.6 | 7.6 | --- | 7.4 | 7.4 | 7.4 | --- |
| Overall | | A | A | A | --- | A | A | A | --- |
| | | 7.6 | 7.6 | 7.6 | --- | 7.5 | 7.5 | 7.5 | --- |

Table 1 - Level of Service Matrices

8. Eagle Road and West Avenue

| Time Period | | Weekday Morning Peak Hour | | | | Weekday Afternoon Peak Hour | | | |
|-----------------------|---------|---------------------------|------------------------|------------|------------|-----------------------------|------------------------|------------|------------|
| Year | | 2023 | 2025 Build-Out Year | | | 2023 | 2025 Build-Out Year | | |
| Development Condition | | Existing | w/o Dev | w/Dev Base | w/Dev Imps | Existing | w/o Dev | w/Dev Base | w/Dev Imps |
| West Avenue | Left | A | A | A | --- | A | A | A | --- |
| | EB Thru | 8.0 | 8.0 | 8.0 | --- | 7.4 | 7.4 | 7.4 | --- |
| | Right | | | | | | | | |
| | WB Thru | A | A | A | --- | A | A | A | --- |
| Eagle Road | Left | A | A | A | --- | A | A | A | --- |
| | NB Thru | 8.3 | 8.3 | 8.3 | --- | 8.4 | 8.4 | 8.4 | --- |
| | Right | | | | | | | | |
| | SB Thru | A | A | A | --- | A | A | A | --- |
| Overall | | 8.2 | 8.2 | 8.2 | --- | 8.5 | 8.5 | 8.5 | --- |

Table 1 - Level of Service Matrices

9. Lancaster Avenue (S.R. 0030) and Wayne Avenue (S.R. 1046)

| Time Period | | | Weekday Morning Peak Hour | | | | Weekday Afternoon Peak Hour | | | |
|------------------------------|----|-------|---------------------------|------------------------|---------------|---------------|-----------------------------|------------------------|---------------|---------------|
| Year | | | 2023 | 2025 Build-Out Year | | | 2023 | 2025 Build-Out Year | | |
| Development Condition | | | Existing | w/o Dev | w/Dev Base | w/Dev Imps | Existing | w/o Dev | w/Dev Base | w/Dev Imps |
| Lancaster Avenue (S.R. 0030) | EB | Left | A | A | A | --- | A | A | A | --- |
| | | Thru | 7.8 | 7.8 | 7.9 | --- | 6.4 | 6.4 | 6.6 | --- |
| | | Right | A | A | A | --- | A | A | A | --- |
| | WB | Left | 7.6 | 7.6 | 7.7 | --- | 7.5 | 7.5 | 7.6 | --- |
| | | Thru | A | A | A | --- | A | A | A | --- |
| | | Right | 6.4 | 6.4 | 6.5 | --- | 6.1 | 6.1 | 6.3 | --- |
| Wayne Avenue (S.R. 1046) | NB | Left | D | D | D | --- | D | D | D | --- |
| | | Thru | 36.6 | 36.6 | 36.5 | --- | 50.8 | 50.8 | 50.7 | --- |
| | | Right | D | D | D | --- | D | D | D | --- |
| | | Right | 41.2 | 41.2 | 40.9 | --- | 46.6 | 46.6 | 46.1 | --- |
| | SB | Left | E | E | E | --- | E | E | E | --- |
| | | Thru | 68.0 | 68.0 | 68.1 | --- | 68.5 | 68.5 | 70.1 | --- |
| | | Right | D | D | D | --- | E | E | E | --- |
| | | Right | 41.9 | 41.9 | 41.6 | --- | 57.8 | 57.8 | 57.0 | --- |
| Overall | | | B | B | B | --- | B | B | B | --- |
| | | | 18.3 | 18.3 | 18.4 | --- | 19.6 | 19.6 | 19.8 | --- |

Table 1 - Level of Service Matrices

10. Lancaster Avenue (S.R. 0030) and Bloomingdale Avenue/Banbury Way

| Time Period | | | Weekday Morning Peak Hour | | | | Weekday Afternoon Peak Hour | | | |
|---------------------------------|----|----------------|---------------------------|------------------------|---------------|---------------|-----------------------------|------------------------|---------------|---------------|
| Year | | | 2023 | 2025 Build-Out Year | | | 2023 | 2025 Build-Out Year | | |
| Development Condition | | | Existing | w/o Dev | w/Dev Base | w/Dev Imps | Existing | w/o Dev | w/Dev Base | w/Dev Imps |
| Lancaster Avenue (S.R. 0030) | EB | Left/ Thru | A | A | A | --- | A | A | A | --- |
| | | Thru/ Right | 4.4 | 4.4 | 4.4 | --- | 4.6 | 4.6 | 4.6 | --- |
| | WB | Left/ Thru | A | A | A | --- | A | A | A | --- |
| | | Thru/ Right | 4.5 | 4.5 | 4.5 | --- | 4.7 | 4.7 | 4.7 | --- |
| | NB | Left | A | A | A | --- | A | A | A | --- |
| | | Thru | 9.9 | 9.9 | 10.0 | --- | 8.1 | 8.1 | 8.1 | --- |
| Bloomingdale Avenue/Banbury Way | SB | Right | B | B | B | --- | A | A | A | --- |
| | | Left | 10.1 | 10.1 | 10.1 | --- | 8.2 | 8.2 | 8.3 | --- |
| | NB | Left | D | D | D | --- | C | C | C | --- |
| | | Thru | 42.3 | 42.3 | 42.3 | --- | 24.8 | 24.8 | 24.8 | --- |
| | SB | Left | D | D | D | --- | C | C | C | --- |
| | | Thru | 45.1 | 45.1 | 45.1 | --- | 24.6 | 24.6 | 24.6 | --- |
| Overall | | | B | B | B | --- | A | A | A | --- |
| | | | 13.3 | 13.3 | 13.3 | --- | 9.5 | 9.5 | 9.5 | --- |

Table 2 - 95th Percentile Queue Matrices
1. Lancaster Avenue (S.R. 0030) and Bellevue Avenue

| Time Period | | Current Storage ⁽¹⁾ | Future Storage ⁽²⁾ | Weekday Morning Peak Hour | | | | Weekday Afternoon Peak Hour | | | |
|------------------------------|---------------|--------------------------------|-------------------------------|---------------------------|---------------------|------------|------------|-----------------------------|---------------------|------------|------------|
| Year | | | | 2023 | 2025 Build-Out Year | | | 2023 | 2025 Build-Out Year | | |
| Development Condition | | | | Existing | w/o Dev | w/Dev Base | w/Dev Imps | Existing | w/o Dev | w/Dev Base | w/Dev Imps |
| Lancaster Avenue (S.R. 0030) | EB Left Thru | 465 | | 25 | 25 | 25 | | 25 | 25 | 25 | |
| | WB Thru Right | (3) | | (3) | (3) | (3) | | (3) | (3) | (3) | |
| Bellevue Avenue | SB Right | 580 | | 25 | 25 | 25 | | 25 | 25 | 25 | |

(1) Distance to adjacent intersections shown in italics.

(2) Future storage/distance to adjacent intersections shown if different/improved from existing conditions.

(3) Movement operates at free-flow conditions.

Table 2 - 95th Percentile Queue Matrices
2. Bellevue Avenue and Proposed Driveway

| Time Period | | Current Storage ⁽¹⁾ | Future Storage ⁽²⁾ | Weekday Morning Peak Hour | | Weekday Afternoon Peak Hour | |
|-----------------------|--------------------------------|--------------------------------|-------------------------------|---------------------------|------------|-----------------------------|------------|
| Year | | | | 2025 Build-Out Year | | 2025 Build-Out Year | |
| Development Condition | | | | w/Dev Base | w/Dev Imps | w/Dev Base | w/Dev Imps |
| Proposed Driveway | Left WB Right | | 100 | 25 | | 25 | |
| | Bellevue Avenue NB Right | | (3) | (3) | | (3) | |
| Left SB Thru | | | 360 | 25 | | 25 | |

(1) Distance to adjacent intersections shown in italics.

(2) Future storage/distance to adjacent intersections shown if different/improved from existing conditions.

(3) Movement operates at free-flow conditions.

Table 2 - 95th Percentile Queue Matrices
3. West Avenue and Bellevue Avenue

| Time Period | | Current Storage ⁽¹⁾ | Future Storage ⁽²⁾ | Weekday Morning Peak Hour | | | | Weekday Afternoon Peak Hour | | | |
|-----------------------|---------------|--------------------------------|-------------------------------|---------------------------|---------------------|------------|------------|-----------------------------|---------------------|------------|------------|
| Year | | | | 2023 | 2025 Build-Out Year | | | 2023 | 2025 Build-Out Year | | |
| Development Condition | | | | Existing | w/o Dev | w/Dev Base | w/Dev Imps | Existing | w/o Dev | w/Dev Base | w/Dev Imps |
| West Avenue | EB Thru Right | 490 | | 25 | 25 | 25 | | 25 | 25 | 25 | |
| | WB Left Thru | 950 | | 25 | 25 | 25 | | 25 | 25 | 25 | |
| Bellevue Avenue | NB Left Right | 590 | | 25 | 25 | 25 | | 25 | 25 | 25 | |

(1) Distance to adjacent intersections shown in italics.

(2) Future storage/distance to adjacent intersections shown if different/improved from existing conditions.

Table 2 - 95th Percentile Queue Matrices
4. West Avenue and AT&T Building Driveway

| Time Period | | Current Storage ⁽¹⁾ | Future Storage ⁽²⁾ | Weekday Morning Peak Hour | | | | Weekday Afternoon Peak Hour | | | |
|-----------------------|---------------|--------------------------------|-------------------------------|---------------------------|------------------------|------------|------------|-----------------------------|------------------------|------------|------------|
| Year | | | | 2023 | 2025 Build-Out Year | | | 2023 | 2025 Build-Out Year | | |
| Development Condition | | | | Existing | w/o Dev | w/Dev Base | w/Dev Imps | Existing | w/o Dev | w/Dev Base | w/Dev Imps |
| West Avenue | EB Thru Right | (3) | | (3) | (3) | (3) | | (3) | (3) | (3) | |
| | WB Left Thru | 640 | | 25 | 25 | 25 | | 25 | 25 | 25 | |
| AT&T Driveway | NB Left Right | 100 | | 25 | 25 | 25 | | 25 | 25 | 25 | |

(1) Distance to adjacent intersections shown in italics.

(2) Future storage/distance to adjacent intersections shown if different/improved from existing conditions.

(3) Movement operates at free-flow conditions.

Table 2 - 95th Percentile Queue Matrices
5. North Wayne Avenue (S.R. 1046) and West Avenue/Station Road

| Time Period | | Current Storage ⁽¹⁾ | Future Storage ⁽²⁾ | Weekday Morning Peak Hour | | | | Weekday Afternoon Peak Hour | | | |
|--------------------------------|---------|--------------------------------|-------------------------------|---------------------------|---------------------|------------|------------|-----------------------------|---------------------|------------|------------|
| Year | | | | 2023 | 2025 Build-Out Year | | | 2023 | 2025 Build-Out Year | | |
| Development Condition | | | | Existing | w/o Dev | w/Dev Base | w/Dev Imps | Existing | w/o Dev | w/Dev Base | w/Dev Imps |
| West Avenue/Station Road | Left | 940 | | 45 | 45 | 46 | | 60 | 60 | 60 | |
| | EB Thru | | | | | | | | | | |
| | Right | 80 | | 25 | 25 | 27 | | 29 | 29 | 33 | |
| | Left | 460 | | 64 | 64 | 64 | | 91 | 91 | 91 | |
| WB Thru | | | | | | | | | | | |
| | Right | | | | | | | | | | |
| North Wayne Avenue (S.R. 1046) | Left | 420 | | 64 | 64 | 64 | | 91 | 91 | 91 | |
| | NB Thru | | | | | | | | | | |
| | Right | | | | | | | | | | |
| | Left | 185 | | 45 | 45 | 45 | | 37 | 37 | 36 | |
| SB Thru | | | | | | | | | | | |
| | Right | | | | | | | | | | |

(1) Distance to adjacent intersections shown in italics.

(2) Future storage/distance to adjacent intersections shown if different/improved from existing conditions.

Table 2 - 95th Percentile Queue Matrices
6. North Wayne Avenue (S.R. 1046) and Poplar Avenue

| Time Period | | Current Storage ⁽¹⁾ | Future Storage ⁽²⁾ | Weekday Morning Peak Hour | | | | Weekday Afternoon Peak Hour | | | |
|--------------------------------|---------|--------------------------------|-------------------------------|---------------------------|---------------------|------------|------------|-----------------------------|---------------------|------------|------------|
| Year | | | | 2023 | 2025 Build-Out Year | | | 2023 | 2025 Build-Out Year | | |
| Development Condition | | | | Existing | w/o Dev | w/Dev Base | w/Dev Imps | Existing | w/o Dev | w/Dev Base | w/Dev Imps |
| Poplar Avenue | Left WB | 880 | | 29 | 29 | 29 | | 25 | 25 | 25 | |
| | Right | | | | | | | | | | |
| North Wayne Avenue (S.R. 1046) | Thru NB | 185 | | 82 | 82 | 84 | | 117 | 117 | 118 | |
| | Right | | | | | | | | | | |
| | Left SB | 1,000+ | | 152 | 152 | 153 | | 123 | 123 | 125 | |
| Thru | | | | | | | | | | | |

(1) Distance to adjacent intersections shown in italics.

(2) Future storage/distance to adjacent intersections shown if different/improved from existing conditions.

Table 2 - 95th Percentile Queue Matrices
7. West Avenue and Banbury Way

| Time Period | | Current Storage ⁽¹⁾ | Future Storage ⁽²⁾ | Weekday Morning Peak Hour | | | | Weekday Afternoon Peak Hour | | | |
|-----------------------|---------------------|--------------------------------|-------------------------------|---------------------------|---------------------|------------|------------|-----------------------------|---------------------|------------|------------|
| Year | | | | 2023 | 2025 Build-Out Year | | | 2023 | 2025 Build-Out Year | | |
| Development Condition | | | | Existing | w/o Dev | w/Dev Base | w/Dev Imps | Existing | w/o Dev | w/Dev Base | w/Dev Imps |
| West Avenue | Thru EB Right | 980 | | 25 | 25 | 25 | | 25 | 25 | 25 | |
| | Left WB Thru | 490 | | 25 | 25 | 25 | | 25 | 25 | 25 | |
| Banbury Way | Left NB Right | 575 | | 25 | 25 | 25 | | 25 | 25 | 25 | |

(1) Distance to adjacent intersections shown in italics.

(2) Future storage/distance to adjacent intersections shown if different/improved from existing conditions.

Table 2 - 95th Percentile Queue Matrices

8. Eagle Road and West Avenue

| Time Period | | | Current Storage ⁽¹⁾ | Future Storage ⁽²⁾ | Weekday Morning Peak Hour | | | | Weekday Afternoon Peak Hour | | | |
|-----------------------|---------|--------|--------------------------------|-------------------------------|---------------------------|---------------------|------------|------------|-----------------------------|---------------------|------------|------------|
| Year | | | | | 2023 | 2025 Build-Out Year | | | 2023 | 2025 Build-Out Year | | |
| Development Condition | | | | | Existing | w/o Dev | w/Dev Base | w/Dev Imps | Existing | w/o Dev | w/Dev Base | w/Dev Imps |
| West Avenue | Left | | | | | | | | | | | |
| | EB Thru | 500 | | 25 | 25 | 25 | | 25 | 25 | 25 | | |
| | Right | | | | | | | | | | | |
| | Left | | | | | | | | | | | |
| | WB Thru | 980 | | 25 | 25 | 25 | | 25 | 25 | 25 | | |
| | Right | | | | | | | | | | | |
| | Left | | | | | | | | | | | |
| | NB Thru | 720 | | 25 | 25 | 25 | | 25 | 25 | 25 | | |
| | Right | | | | | | | | | | | |
| Eagle Road | Left | | | | | | | | | | | |
| | SB Thru | 1,000+ | | 25 | 25 | 25 | | 25 | 25 | 25 | | |
| | Right | | | | | | | | | | | |

(1) Distance to adjacent intersections shown in italics.

(2) Future storage/distance to adjacent intersections shown if different/improved from existing conditions.

Table 2 - 95th Percentile Queue Matrices
9. Lancaster Avenue (S.R. 0030) and Wayne Avenue (S.R. 1046)

| Time Period | | | Current Storage ⁽¹⁾ | Future Storage ⁽²⁾ | Weekday Morning Peak Hour | | | | Weekday Afternoon Peak Hour | | | |
|------------------------------|----|-------|--------------------------------|-------------------------------|---------------------------|---------------------|------------|------------|-----------------------------|---------------------|------------|------------|
| Year | | | | | 2023 | 2025 Build-Out Year | | | 2023 | 2025 Build-Out Year | | |
| Development Condition | | | | | Existing | w/o Dev | w/Dev Base | w/Dev Imps | Existing | w/o Dev | w/Dev Base | w/Dev Imps |
| Lancaster Avenue (S.R. 0030) | EB | Left | 1,000+ | | 182 | 182 | 182 | | 193 | 193 | 198 | |
| | | Thru | | | | | | | | | | |
| | | Right | | | | | | | | | | |
| | WB | Left | 620 | | 150 | 150 | 151 | | 161 | 161 | 167 | |
| | | Thru | | | | | | | | | | |
| | | Right | | | | | | | | | | |
| Wayne Avenue (S.R. 1046) | NB | Left | 80 | | 55 | 55 | 56 | | 67 | 67 | 69 | |
| | | Thru | | | | | | | | | | |
| | | Right | | | | | | | | | | |
| | SB | Left | 70 | | 155 | 155 | 159 | | 160 | 160 | 165 | |
| | | Thru | | | | | | | | | | |
| | | Right | | | | | | | | | | |
| | | 450 | | 152 | 152 | 153 | | 232 | 232 | 231 | | |

(1) Distance to adjacent intersections shown in italics.

(2) Future storage/distance to adjacent intersections shown if different/improved from existing conditions.

Table 2 - 95th Percentile Queue Matrices

10. Lancaster Avenue (S.R. 0030) and Bloomingdale Avenue/Banbury Way

| Time Period | | | Current Storage ⁽¹⁾ | Future Storage ⁽²⁾ | Weekday Morning Peak Hour | | | | Weekday Afternoon Peak Hour | | | |
|---------------------------------|-------|-------------|--------------------------------|-------------------------------|---------------------------|---------------------|------------|------------|-----------------------------|---------------------|------------|------------|
| Year | | | | | 2023 | 2025 Build-Out Year | | | 2023 | 2025 Build-Out Year | | |
| Development Condition | | | | | Existing | w/o Dev | w/Dev Base | w/Dev Imps | Existing | w/o Dev | w/Dev Base | w/Dev Imps |
| Lancaster Avenue (S.R. 0030) | EB | Left/ Thru | 1,000+ | | 93 | 93 | | 63 | 63 | 63 | | |
| | | Thru/ Right | 1,000+ | | 88 | 88 | | 58 | 58 | 58 | | |
| | WB | Left/ Thru | 1,000+ | | 243 | 243 | 245 | 138 | 138 | 140 | | |
| | | Thru/ Right | 1,000+ | | 223 | 223 | 223 | 120 | 120 | 120 | | |
| Bloomingdale Avenue/Banbury Way | NB | Left | | | 130 | 130 | 130 | 93 | 93 | 93 | | |
| | | Thru | 770 | | | | | | | | | |
| | | Right | | | | | | | | | | |
| | SB | Left | | | 193 | 193 | 193 | 83 | 83 | 83 | | |
| | Thru | 575 | | | | | | | | | | |
| | Right | | | | | | | | | | | |

(1) Distance to adjacent intersections shown in italics.

(2) Future storage/distance to adjacent intersections shown if different/improved from existing conditions.

Existing Transportation Settings and Conditions

The proposed development will be located on the north side of Lancaster Avenue (S.R. 0030), between Bellevue Avenue and Wayne Avenue in Radnor Township, Delaware County, Pennsylvania (**Figure 1**). The existing roadways and intersections in the vicinity of the site, which comprise the study area roadway network, are described in this section.

Roadway Characteristics

The study area roadway network and characteristics are summarized below in **Table 3**.

Table 3. Existing Roadway Characteristics

| Roadway Name (Jurisdiction) | Average Daily Traffic Volumes (vehicles per day) | Roadway Classification | | Travel Lanes (per direction) | Posted Speed Limit (mph) |
|---------------------------------|--|--|-------------------------------------|---------------------------------|--------------------------------|
| | | PennDOT Roadway Typologies ⁽¹⁾ | PennDOT/ Township ⁽²⁾ | | |
| Lancaster Avenue (S.R. 0030) | 18,915 ⁽³⁾ | Regional Arterial | Urban – Principal Arterial | 2 | 25 - 35 |
| Bellevue Avenue | n/a | Local | Local | 1 | 25 |
| West Avenue | n/a | Local | Local | 1 | 25 |
| Wayne Avenue (S.R. 1046) | 2,386 – 4,821 ⁽³⁾ | Community Arterial | Urban – Minor Arterial | 1 | 25 |
| Poplar Avenue | n/a | Local | Local | 1 | 25 |
| Banbury Way | n/a | Local | Local | 1 | 25 |
| Eagle Road | 2,024 ⁽³⁾ | Community Arterial | Urban – Minor Arterial | 1 | 25 |
| Bloomingdale Avenue | n/a | Local | Local | 1 | 25 |

(1) Based on Table 1.2 – Roadway Typologies in the PennDOT *Publication 13M, Design Manual Part 2*.

(2) Based on the roadway classifications provided on PennDOT's Traffic Information Repository (TIRe) website.

(3) Based on traffic data from PennDOT's Traffic Information Repository (TIRe) website.

The following key intersections in the vicinity of the site comprise the study area:

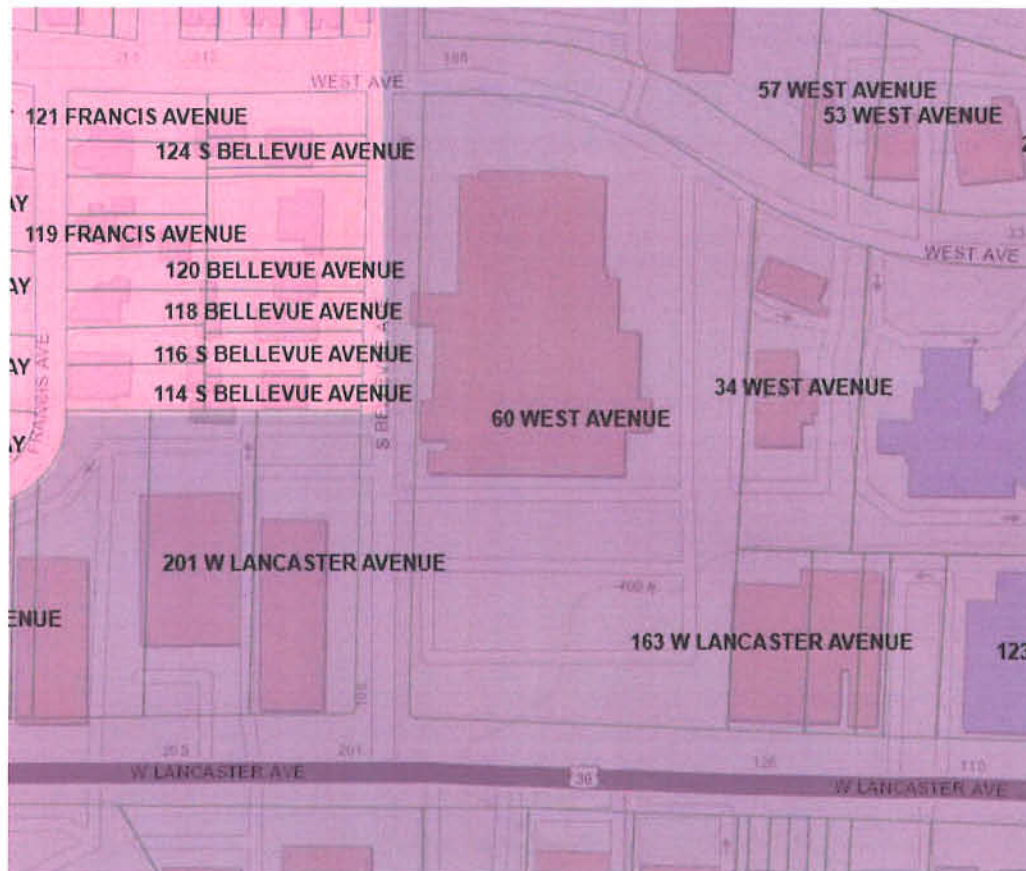
- Lancaster Avenue (S.R. 0030) and Bellevue Avenue
- Bellevue Avenue and Proposed Driveway
- West Avenue and Bellevue Avenue
- West Avenue and AT&T Building Driveway
- North Wayne Avenue (S.R. 1046) and West Avenue/Station Road

- North Wayne Avenue (S.R. 1046) and Poplar Avenue
- West Avenue and Banbury Way
- Eagle Road and West Avenue
- Lancaster Avenue (S.R. 0030) and Wayne Avenue (S.R. 1046)
- Lancaster Avenue (S.R. 0030) and Bloomingdale Avenue/Banbury Way

The existing characteristics of the study intersections, including field sketches, signal permit plans, and photographs are provided in **Appendix A**.

Land Use Context

The proposed development is located in Radnor Township, within WBOD (Wayne Business Overlay District) as seen in the Radnor Township Zoning Map below.



Source: Radnor Township Zoning Map

Area Transit Services

Transit services are currently provided by bus and train services within the vicinity of the proposed site. SEPTA Train Line – Paoli/Thorndale Line is located at Wayne Station which is approximately 0.2 miles from the proposed site.

SEPTA Bus Route 106 is located at the intersection of Lancaster Avenue (S.R. 0030) and Banbury Way/Bloomingdale Avenue.

Pedestrian-Bicycle Facilities

Currently, there are sidewalks located along the study intersections. There are no bicycle lanes located along the study intersections.

Traffic Count Data

Daily traffic counts were obtained from PennDOT's Traffic Information Repository (TIRe) website.

Turning movement traffic counts were conducted in October 2023 during the weekday morning (7:00 AM – 9:00 AM) and weekday afternoon (4:00 PM – 6:00 PM) peak periods. The results of these traffic counts are tabulated by 15-minute intervals in **Appendix B**. The four highest consecutive 15-minute peak intervals during these traffic count periods constitute the peak hours that are the basis of this traffic analysis.

The resultant peak hour traffic volumes are depicted in **Figure 3A** for the weekday morning (7:00 AM – 9:00 AM) and weekday afternoon (4:00 PM – 6:00 PM) peak periods. The traffic volumes in Figure 3A were then analyzed to determine the existing operating conditions, and the results of this analysis are shown in **Figure 3B**. Specific details regarding the analysis results and traffic operations are provided later in this report.

Site Characteristics

This section presents the details regarding the proposed site, including the incremental increase in traffic volumes generated by the development during the peak hours and the distribution of site traffic to the study area roadways, as well as the proposed site access configuration, traffic control, and sight distance requirements.

Existing Site Trips Relocated

Due to the development of the site, existing trips associated with the existing municipal parking lot located along Bellevue Avenue were removed from the site, and then redistributed throughout the study area. The existing municipal parking lot trips were relocated to West Avenue. An assignment figure depicting the redistribution of existing site trips is provided in **Appendix D**.

Trip Generation

Traffic volumes generated by the proposed development were prepared based on trip generation data compiled from numerous studies contained in the Institute of Transportation Engineers (ITE) publication, *Trip Generation, 11th Edition*, and assumed mass transit and pedestrian reductions. Due to the location of the development in Wayne within close proximity to a SEPTA Regional Rail Line, there will be less dependency on vehicles. A large portion of trips will be supplemented by transit (SEPTA) and pedestrians. There are multiple SEPTA services located within the vicinity of the site. These SEPTA services include a bus route and a train line.

For residential modal reductions, McMahon referenced data from the United States Census Bureau titled "Commuting Characteristics by Sex, 2017-2021 American Community Survey 5-Year Estimates" (**Appendix C**). Based on this data, the Wayne area of Radnor Township (19087 Zip Code) has a mode of transport to work breakdown of 69% car, 7% transit, 4% walk, 0% bike, 19% home, and 1% other. For the residential uses, McMahon assumed approximately 69% car, 7% transit, and 24% pedestrians/other.

As a conservative approach, pass-by traffic percentages for the retail use were not applied to the trip generation.

Table 4 presents the anticipated vehicular trip generation for the proposed development.

Table 4. Vehicular Trip Generation

| Land Use | Size | Daily | Weekday Morning Peak Hour | | | Weekday Afternoon Peak Hour | | |
|--|------------|------------|---------------------------|----------|-----------|-----------------------------|-----------|-----------|
| | | | In | Out | Total | In | Out | Total |
| Proposed Residential ⁽¹⁾ | 52 Units | 202 | 3 | 8 | 11 | 13 | 8 | 21 |
| Transit/Pedestrian Reductions ⁽³⁾ | | -63 | -1 | -2 | -3 | -4 | -3 | -7 |
| "New" Residential Trips | | 139 | 2 | 6 | 8 | 9 | 5 | 14 |
| Proposed Retail ⁽²⁾ | 1,302 s.f. | 285 | 4 | 3 | 7 | 9 | 9 | 18 |
| "New" Retail Trips | | 285 | 4 | 3 | 7 | 9 | 9 | 18 |
| Total "New" Trips | | 424 | 6 | 9 | 15 | 18 | 14 | 32 |

(1) ITE Land Use Code 221 for Multifamily Housing (Mid-Rise).

(2) ITE Land Use Code 822 for Strip Retail Plaza (<40k).

(3) Assumed to be 69% car and 31% transit/pedestrians.

Trip Distribution and Assignment

Site-generated traffic will approach and depart the site via different routes depending on factors such as the existing traffic patterns, location of major roadways, and the location of the development's site access. The distribution percentages for the anticipated directions of approach and departure and traffic assignment percentages are illustrated in **Figure 4A**. Application of the percentages illustrated in Figure 4A to the new peak hour trips contained in Table 4, provides an estimate of site traffic to be added to the study area. The site-generated traffic is also shown in **Figure 4B** for the weekday morning and weekday afternoon peak hours.

Site Access Configuration and Traffic Control

Access to the site is proposed to be provided via one (1) full-movement driveway along Bellevue Avenue. The recommendations for the proposed access designs, including auxiliary turn lanes, traffic control, and geometric design, were based on industry accepted criteria and guidelines. Specifically, the need for left- and right-turn deceleration lanes was based on the current PennDOT guidelines in accordance with *Publication 46, Chapter 11 – Traffic Studies*. The turn lane warrant/guideline analysis worksheets are contained in **Appendix J**.

Table 5 summarizes the results of the auxiliary turn lane warrants for the site access intersection along Bellevue Avenue.

Table 5. Turn Lane Warrant Summary

| Intersection | Auxiliary Lane Warrant | Warrant Satisfied? ⁽¹⁾ | Required Lane Length ⁽¹⁾ | Proposed Lane Length |
|---------------------------------------|------------------------|-----------------------------------|-------------------------------------|----------------------|
| Bellevue Avenue and Proposed Driveway | Northbound Right | NO | Not Required | - |
| | Southbound Left | NO | Not Required | - |

(1) Based on PennDOT Publication 46, *Traffic Engineering Manual*, Chapter 11.16

Additionally, the geometric design of the proposed site access was preliminarily evaluated based on guidelines contained in the *Pennsylvania Code, Chapter 441, Access to and Occupancy of Highways by Driveways and Local Roads*, as well as local PennDOT District policies.

Based on the results of this evaluation, the following access configurations and traffic controls are recommended, subject to the detailed engineering of the site access:

Site Access

Bellevue Avenue and Proposed Driveway

- Classified as a low volume driveway based on the anticipated daily traffic volumes.
- Provide one ingress lane and one egress lane for the access.
- Provide appropriate corner radius length, which will be verified based on the largest vehicle anticipated to utilize the driveway.
- Provide stop-control on the egress approach.
- Based on warrants, turn lanes are not warranted or recommended.

Sight Distance

Sight distance field measurements and an evaluation were performed at the proposed access intersection along Bellevue Avenue. Generally, the prevailing (85th percentile) travel speed, roadway grades and profiles, and the number of travel lanes play a role in determining if safe sight distances are available for egress and ingress at the proposed access. The existing sight distances at the proposed access intersection were measured and compared to PennDOT's sight distance requirements. These sight distance requirements are contained in *Pennsylvania Code, Chapter 441, Access to and Occupancy of Highways by Driveways and Local Roads*.

Table 6 summarizes the available sight distance measurements, as well as PennDOT's sight distance requirements at the proposed access location.

**Table 6. Sight Distance Evaluation
Bellevue Avenue and Proposed Driveway**

| Movement | Direction | Posted Speed (mph) | Approximate Grade | PennDOT Requirements (feet) | | Available Sight Distance (feet) |
|-----------------------|---------------|--------------------|-------------------|-----------------------------|------------------------|---------------------------------|
| | | | | Desirable ⁽¹⁾ | Minimum ⁽²⁾ | |
| Exiting | Looking Left | 25 | +2% | 250 | 144 | 250+ |
| | Looking Right | 25 | -1% | 195 | 148 | 250+ |
| Left turn Entering | Looking Ahead | 25 | +2% | 190 | 144 | 250+ |
| | From the Rear | 25 | -1% | N/A | 148 | 250+ |

- (1) Based on the desirable sight distance requirements contained in the *Pennsylvania Code, Chapter 441, Access to and Occupancy of Highways by Driveways and Local Roads* and the posted speed limit, unless otherwise noted.
- (2) Based on the safe stopping sight distance requirements contained in the *Pennsylvania Code, Chapter 441, Access to and Occupancy of Highways by Driveways and Local Roads* and the posted speed limit, unless otherwise noted.

As shown in Table 6, all of the existing available sight distances at the site access intersection meet PennDOT's desirable sight distance criteria. The actual available sight distances should be verified during detailed engineering of the site access. The PennDOT M-950S form is completed and provided in **Appendix E** for the site access intersection.

Future Traffic Conditions

This section presents the future build-out year (2025) traffic conditions, both without and with the proposed development, which is anticipated to be completed and occupied by 2025. The future 2025 build-out year without-development traffic volumes were estimated by increasing the existing 2023 traffic volumes to account for regional growth, as described below. The incremental increase due to the anticipated trip generation for the site was then added, resulting in the future 2025 build-out year with-development traffic volumes.

Regional Traffic Growth

To account for regional traffic growth, the existing traffic volumes were increased by an annual traffic growth rate of 0.00 percent per year compounded for two years to 2025. This growth rate is consistent with the traffic growth rate recommended by the PennDOT Bureau of Planning and Research *Growth Factors for September 2023 to July 2024* for similar, Urban Non-Interstate roadways in Delaware County.

Local Traffic Growth

It is our understanding that there are no nearby planned developments that would affect the intersections within the study area.

Planned Roadway Improvements

It is our understanding that there are no roadway projects planned by the Radnor Township, PennDOT, or other area development projects that would have an impact on any of the study intersections.

Future Traffic Conditions

The total background growth was then added to the existing 2023 traffic volumes, resulting in the future 2025 without-development traffic volumes. Next, the site generated traffic volumes, as shown in Figure 4B, were added to the future 2025 without-development traffic volumes, resulting in the future 2025 with-development traffic volumes.

The resultant future 2025 peak hour traffic volumes without development are illustrated in **Figure 5A**, and the future 2025 with-development peak hour traffic volumes are illustrated in **Figure 5B** for the weekday morning and weekday afternoon peak hours. These traffic volumes were then analyzed to determine the future 2025 without and with development traffic operating conditions, and the results of this analysis are shown in **Figures 5C and 5D**.

Capacity/Level-of-Service Results

The peak hour traffic volumes were analyzed to determine the existing and future traffic operating conditions, both without and with the proposed development, in accordance with the standard techniques contained in the current *Highway Capacity Manual (6th Edition)* for both signalized and unsignalized intersections. The HCM 6th Edition Methodology within Synchro 11.1 (build 2, rev. 9) traffic analysis software was utilized in the traffic analyses.

These standard capacity/level-of-service analysis techniques, which calculate total control delay, are described in **Appendix F** for both signalized and unsignalized intersections, as well as the correlation between average total control delay and the respective level-of-service (LOS) criteria for each intersection type.

According to PennDOT's Policies and Procedures for Transportation Impact Studies Related to Highway Occupancy Permit Plans, the following procedures and assumptions were utilized:

- For signalized intersections, the Pennsylvania base saturation flow rate (Exhibit 10-9) and Pennsylvania traffic signal control calibration parameters (Exhibit 10-10) outlined in PennDOT's Publication 46, Traffic Engineering Manual, were used.
- For unsignalized intersections, the base critical headways at TWSC intersections (Exhibit 10-11) and base follow-up headways at TWSC intersections (Exhibit 10-12) outlined in PennDOT's Publication 46, Traffic Engineering Manual, were used.
- If the evaluation of without-development to with-development conditions indicates that the overall intersection level-of-service has dropped, mitigation will be required if the increase in delay is greater than 10 seconds. If the overall intersection delay increase is less than or equal to 10 seconds, mitigation of the intersection will not be required.

The existing, future build-out year (2025) traffic conditions, both without and with the proposed development, are summarized in **Figures 3B, 5C, and 5D**, respectively while the detailed capacity/level-of-service analysis worksheets are provided in **Appendices G, H, and I**. As stated in the executive summary, the level-of-service and queue matrices are provided in **Tables 1 and 2**.

As illustrated in **Figures 3B, 5C, and 5D**, with the proposed site and with the site related improvement recommendations, all study intersections will satisfy PennDOT's level-of-service criteria. **Table 7** below summarizes the overall levels of service for the study, and the detailed results of the level-of-service analysis are contained in the matrices provided in **Table 1**.

**Table 7. Overall Intersection Levels-of-Service
Weekday Morning Peak Hour**

| Intersection | Overall Level-of-Service (Delay in Seconds) | | Delay Increase | Requires Mitigation ⁽²⁾ |
|---|--|------------------------------------|-------------------|---------------------------------------|
| | Without Development | With Development ⁽¹⁾ | | |
| Lancaster Ave & Bellevue Ave | A (0.3) | A (0.3) | +0.0 | NO |
| Bellevue Ave & Proposed Dwy | N/A | A (1.4) | N/A | N/A |
| West Ave & Bellevue Ave | A (7.5) | A (7.5) | +0.0 | NO |
| West Ave & AT&T Building Dwy | A (0.3) | A (0.3) | +0.0 | NO |
| N Wayne Ave & West Ave/Station Rd | A (8.9) | A (9.0) | +0.1 | NO |
| N Wayne Ave & Poplar Ave | A (8.0) | A (8.0) | +0.0 | NO |
| West Ave & Banbury Way | A (7.6) | A (7.6) | +0.0 | NO |
| Eagle Rd & West Ave | A (8.2) | A (8.2) | +0.0 | NO |
| Lancaster Ave & Wayne Ave | B (18.3) | B (18.4) | +0.1 | NO |
| Lancaster Ave & Bloomingdale Ave/Banbury Way | B (13.3) | B (13.3) | +0.0 | NO |

Weekday Afternoon Peak Hour

| Intersection | Overall Level-of-Service (Delay in Seconds) | | Delay Increase | Requires Mitigation ⁽²⁾ |
|---|--|------------------------------------|-------------------|---------------------------------------|
| | Without Development | With Development ⁽¹⁾ | | |
| Lancaster Ave & Bellevue Ave | A (0.4) | A (0.5) | +0.1 | NO |
| Bellevue Ave & Proposed Dwy | N/A | A (1.5) | N/A | N/A |
| West Ave & Bellevue Ave | A (7.6) | A (7.7) | +0.1 | NO |
| West Ave & AT&T Building Dwy | A (0.4) | A (0.4) | +0.0 | NO |
| N Wayne Ave & West Ave/Station Rd | B (10.5) | B (10.6) | +0.1 | NO |
| N Wayne Ave & Poplar Ave | A (8.1) | A (8.1) | +0.0 | NO |
| West Ave & Banbury Way | A (7.5) | A (7.5) | +0.0 | NO |
| Eagle Rd & West Ave | A (8.5) | A (8.5) | +0.0 | NO |
| Lancaster Ave & Wayne Ave | B (19.6) | B (19.8) | +0.2 | NO |
| Lancaster Ave & Bloomingdale Ave/Banbury Way | A (9.5) | A (9.5) | +0.0 | NO |

(1) With-development base conditions without improvements.

(2) Based on the difference in delay from without-development to with-development conditions, in accordance with PennDOT's level of service requirements.

Queuing Analysis

A queuing analysis was completed at the study intersections based on the HCM 6th Edition methodology. At the intersection of Lancaster Avenue (S.R. 0030) and Wayne Avenue (S.R. 1046), the southbound left queue length extends past the storage length since existing conditions. The queue lengths will not extend into adjacent intersections or past the storage length at any of the other study intersections.

Matrices summarizing the results of the queuing analysis are provided in **Table 2**.

Conclusions and Recommendations

The following improvements are proposed in conjunction with the proposed development:

Site Access

Bellevue Avenue and Proposed Driveway

- Classified as a low volume driveway based on the anticipated daily traffic volumes.
- Provide one ingress lane and one egress lane for the access.
- Provide appropriate corner radius length, which will be verified based on the largest vehicle anticipated to utilize the driveway.
- Provide stop-control on the egress approach.
- Based on warrants, turn lanes are not warranted or recommended.

Off-Site Traffic Improvements

Lancaster Avenue (S.R. 0030) and Bellevue Avenue

- No improvements are required.
- As requested by the Township, upgrade the existing ramps to meet the current ADA design standards and install a crosswalk across Bellevue Avenue at Lancaster Avenue (S.R. 0030).

West Avenue and Bellevue Avenue

- No improvements are required or recommended.

West Avenue and AT&T Building Driveway

- No improvements are required or recommended.

North Wayne Avenue (S.R. 1046) and West Avenue/Station Road

- No improvements are required or recommended.

North Wayne Avenue (S.R. 1046) and Poplar Avenue

- No improvements are required or recommended.

West Avenue and Banbury Way

- No improvements are required or recommended.

Eagle Road and West Avenue

- No improvements are required or recommended.

Lancaster Avenue (S.R. 0030) and Wayne Avenue (S.R. 1046)

- No improvements are required or recommended.

Lancaster Avenue (S.R. 0030) and Bloomingdale Avenue/Banbury Way

- No improvements are required or recommended.

The traffic analyses contained herein reveal that efficient access to and from the proposed development can be provided, and furthermore, site-generated traffic can be accommodated at the study area intersections.

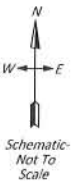
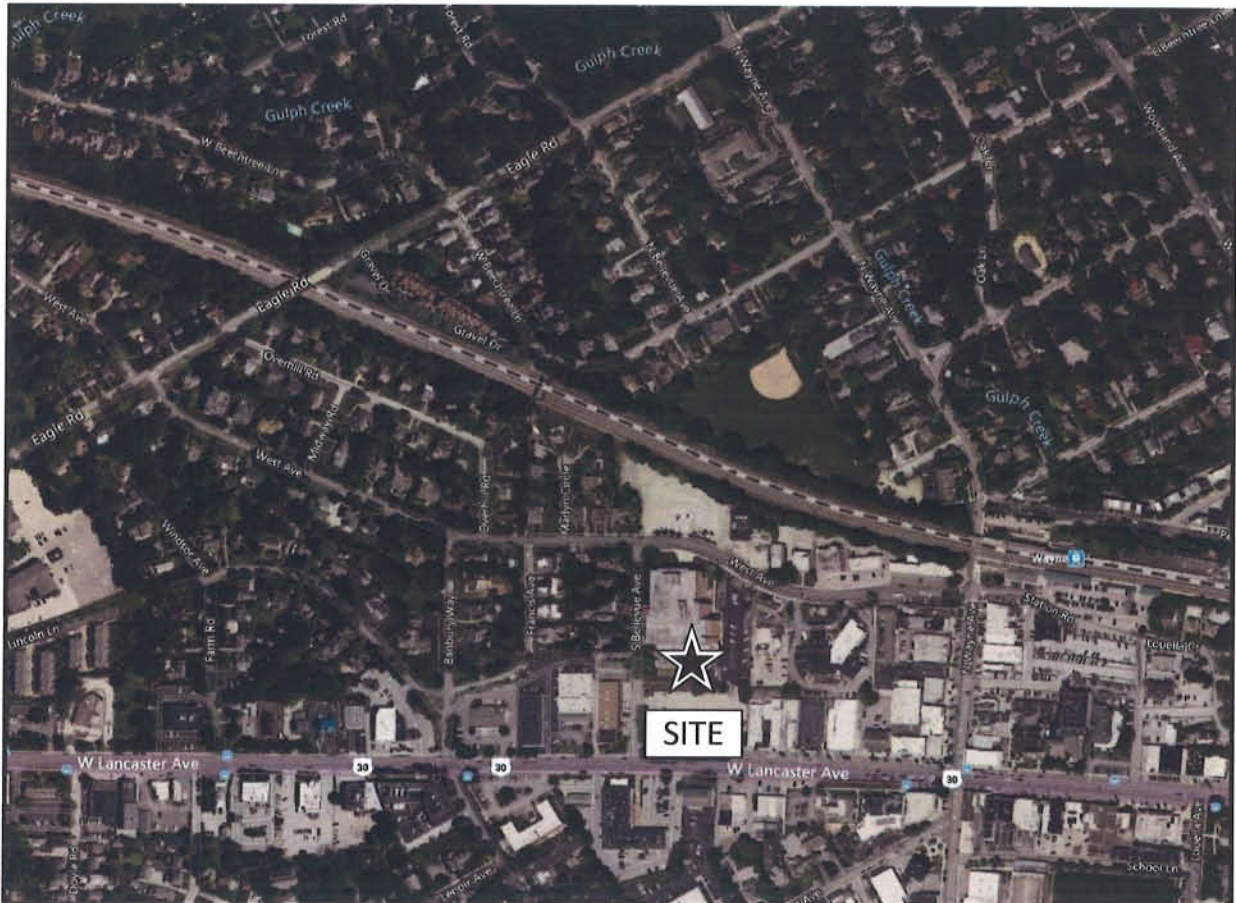


FIGURE 1

Site Location

PROPOSED MIXED-USE DEVELOPMENT - LANCASTER AVENUE RADNOR TOWNSHIP, DELAWARE COUNTY, PA

MCM MAHON
a Bowman company

AREAL - 10/12/2023 - Q:\PA-PRJ-MCM\Maping\CONCRETE\BZ366-12 - AT&T Site - Traffic and Parking\Traffic\Graphics\1 - Traffic Impact Assessment - October 2023\figure 1.dwg

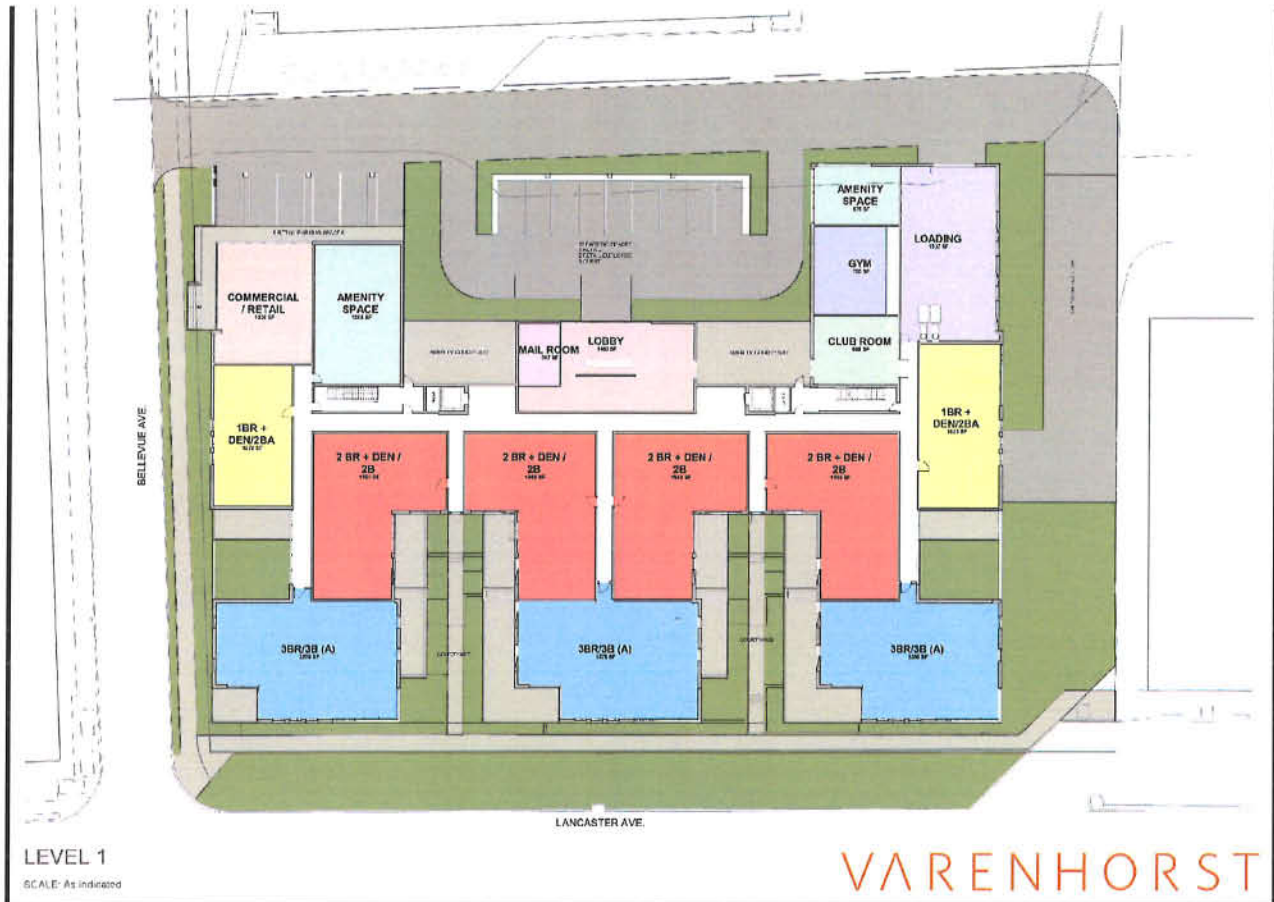


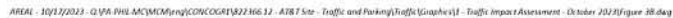
FIGURE 2

Site Plan

**PROPOSED MIXED-USE DEVELOPMENT -
LANCASTER AVENUE**
RADNOR TOWNSHIP, DELAWARE COUNTY, PA

McMAHON
a Bowman company

AREA: 08/18/2023 - 11pm\CONCORD\122866.12 - AT&T Site - Traffic and Parking\Traffic\Graphics\figure 2.dwg





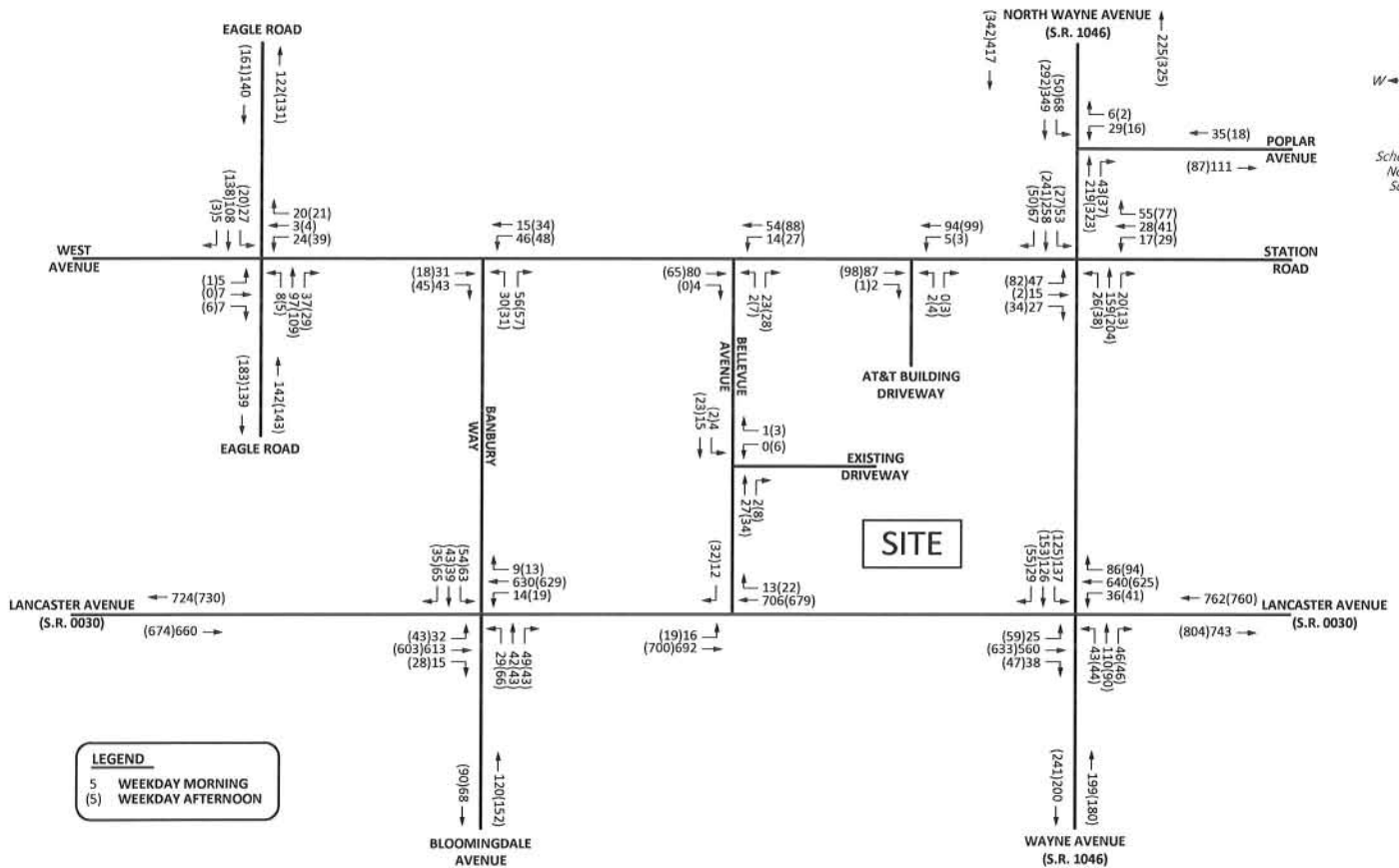
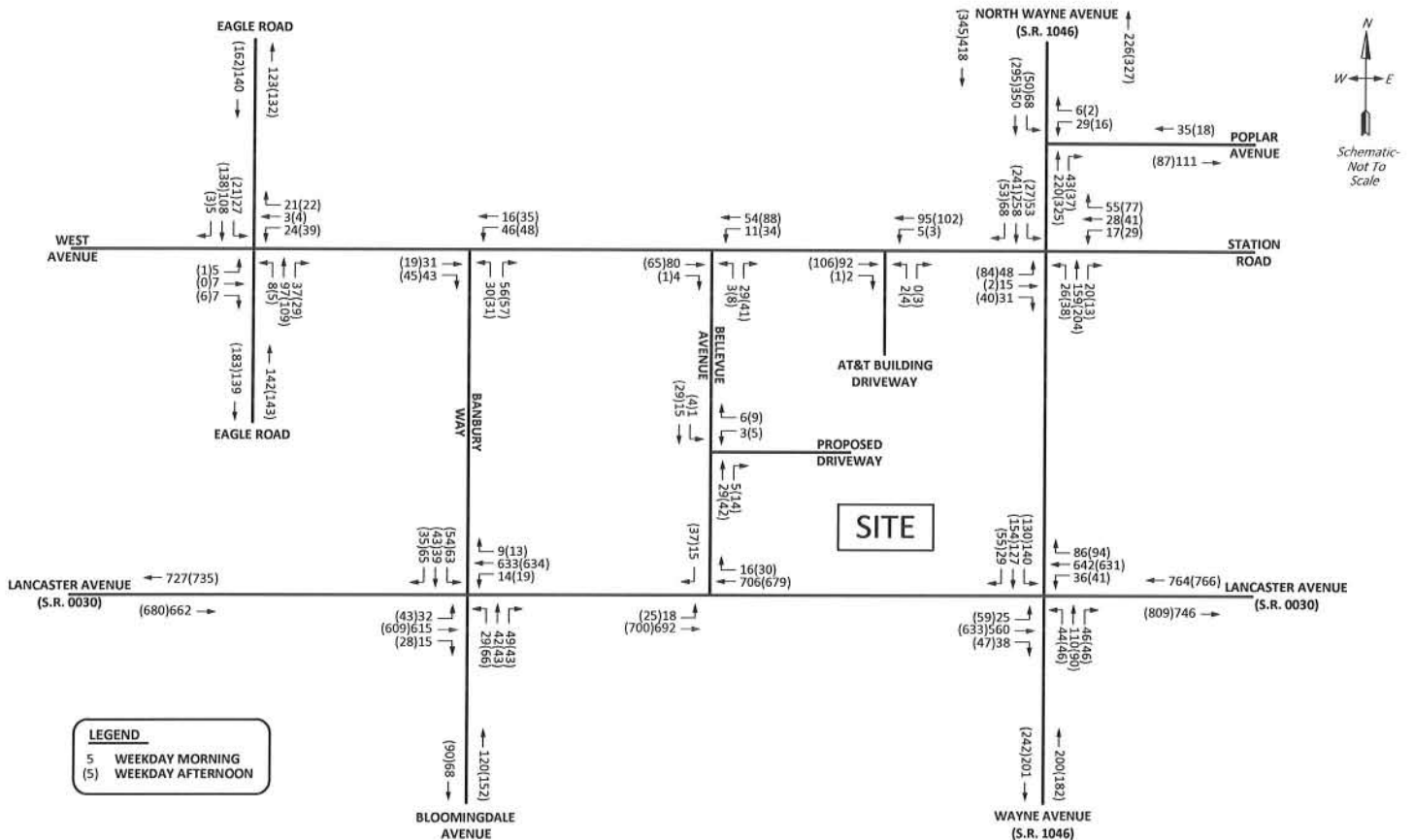


FIGURE 5A
2025 Future without Development Peak Hour Traffic Volumes
PROPOSED MIXED-USE DEVELOPMENT -
LANCASTER AVENUE
RADNOR TOWNSHIP, DELAWARE COUNTY, PA

MCM MAHON
a Bowman company

AREAL - 10/19/2023 - Q:\PA-PHIL-MCM\mcm\p\ng\CONCORD\1822366.12 - AT&T Site - Traffic and Parking\Traffic\Graphics\11 - Traffic Impact Assessment - October 2023\Figure 5A.dwg



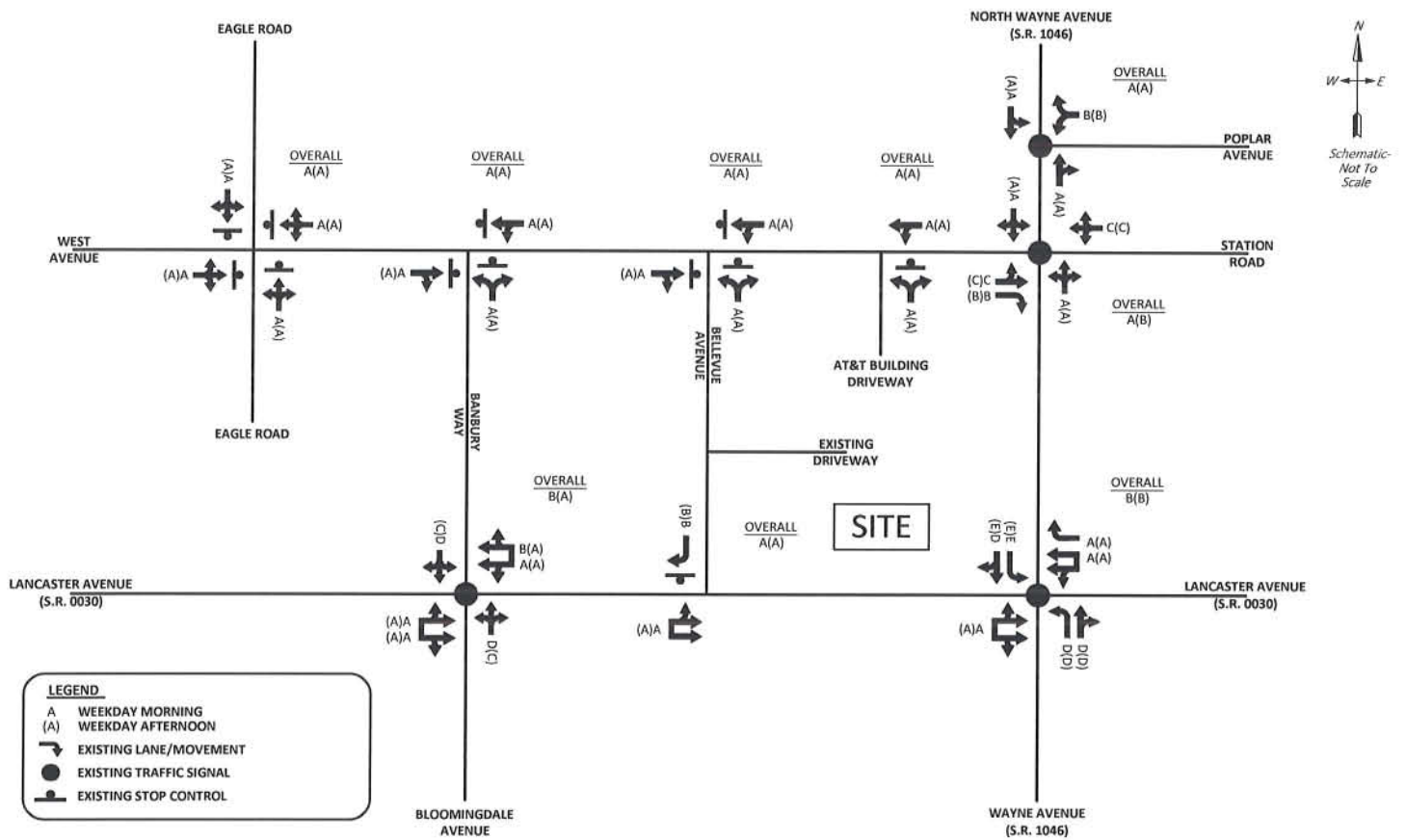
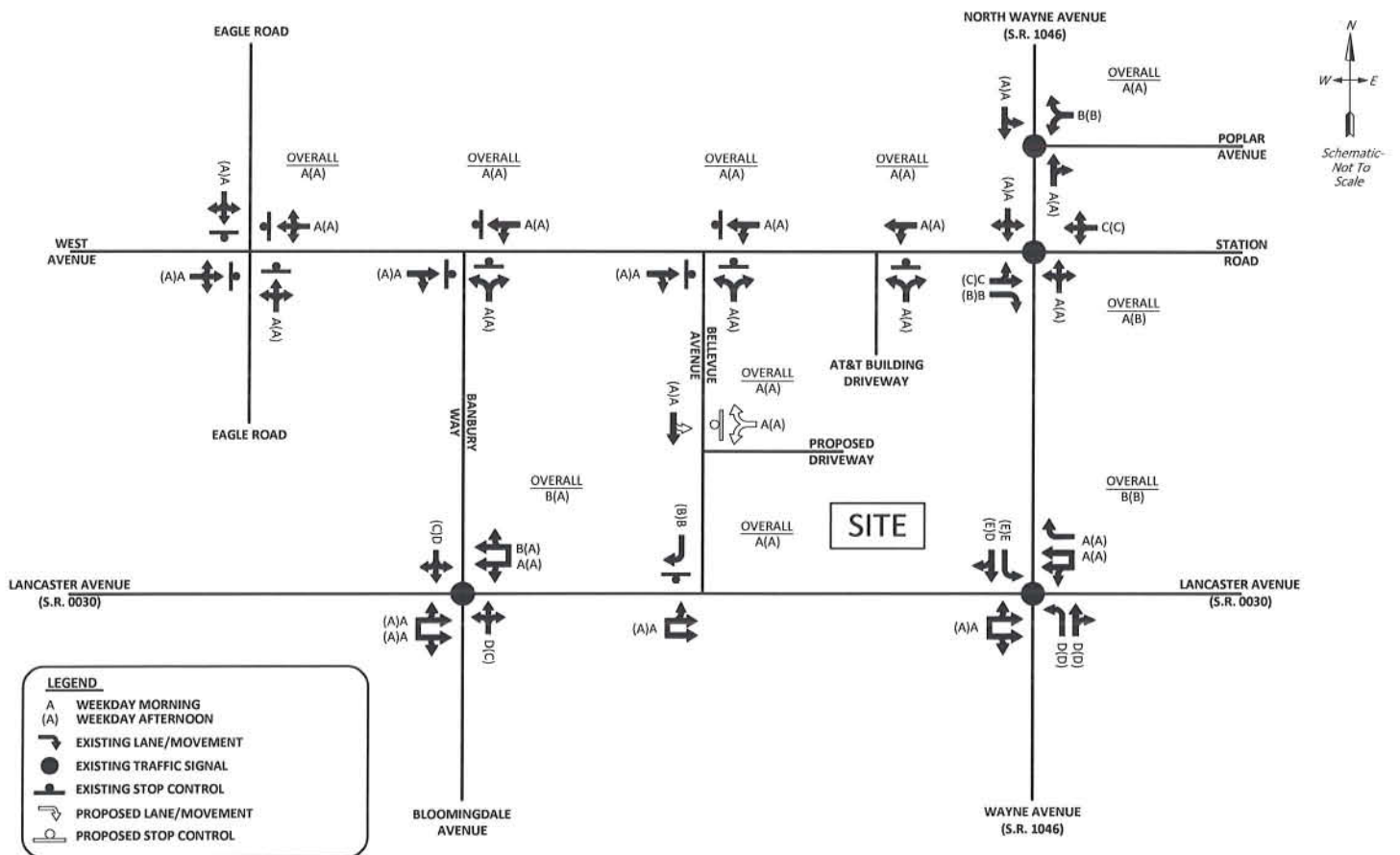


FIGURE 5C
 2025 Future without Development Levels of Service
PROPOSED MIXED-USE DEVELOPMENT -
LANCASTER AVENUE
 RADNOR TOWNSHIP, DELAWARE COUNTY, PA



A-10

MEMORANDUM

TO: Devin Tuohey, The Concordia Group

FROM: Mark A. Roth, P.E.

DATE: September 28, 2023

SUBJECT: Traffic Evaluation Memo – West Avenue
Proposed Mixed-Use Development – Lancaster Avenue
Radnor Township, Delaware County, PA

As requested, McMahon, a Bowman Company, has completed its Traffic Evaluation Memo for submission to the Project Team and Radnor Township for the proposed municipal parking lot to be located along West Avenue in Radnor Township, Delaware County, Pennsylvania (**Figure 1**). The existing municipal parking lot along Bellevue Avenue will be relocated along West Avenue adjacent to the train tracks.

The purpose of this Traffic Evaluation Memo is to provide a trip generation evaluation for the existing AT&T parking lot and the proposed municipal parking lot, as well as to evaluate the traffic impact of the proposed municipal parking lot on the traffic operations along West Avenue.

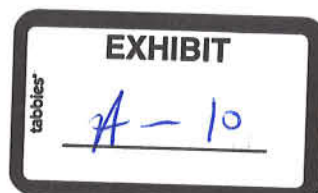
Trip Generation Data

In order to determine the peak hour trip generation of the existing municipal parking lot, McMahon performed counts at the existing driveway to the parking lot. Turning movement traffic counts were conducted in April 2022 during the weekday morning peak period (7:00 AM to 9:00 AM), weekday afternoon peak period (4:00 PM to 6:00 PM), and Saturday midday peak period (11:00 AM to 1:00 PM). The results of the trip generation traffic counts are tabulated by 15-minute intervals in **Attachment 1**.

Trip Generation Evaluation

Traffic volumes generated by the existing AT&T office building were prepared based on trip generation data compiled from numerous studies contained in the Institute of Transportation Engineers (ITE) publication, *Trip Generation, 11th Edition*.

Traffic volumes generated by the proposed municipal parking lot were based on trip generation traffic counts conducted at the existing municipal parking lot currently located along Bellevue Avenue. With the relocation of the municipal parking lot from Bellevue Avenue to West Avenue in future conditions, the proposed municipal parking along West Avenue will generate a similar amount of traffic as the existing municipal parking lot. The use of the parking lot and the surrounding area served by the parking lot will remain the same.



Existing AT&T Parking Lot

Table 1 presents the vehicular trip generation for the existing AT&T parking lot which is utilized by the 30,000 s.f. of office space within the existing AT&T building along West Avenue. Traffic volumes associated with the 30,000 s.f. of office space are currently being split between the two existing AT&T parking lots along West Avenue. In future conditions, the parking lot north of the existing AT&T building will be removed and replaced by the proposed municipal parking lot. All AT&T traffic will then only utilize the parking lot east of the existing AT&T building.

Table 1. Vehicular Trip Generation – Existing AT&T Office

| Land Use | Size | Weekday Morning Peak Hour | | | Weekday Afternoon Peak Hour | | | Saturday Midday Peak Hour | | |
|--------------------------------|-------------|---------------------------|-----|-------|-----------------------------|-----|-------|---------------------------|-----|-------|
| | | In | Out | Total | In | Out | Total | In | Out | Total |
| Existing Office ⁽¹⁾ | 30,000 s.f. | 52 | 7 | 59 | 10 | 51 | 61 | 9 | 7 | 16 |

(1) ITE Land Use Code 710 for General Office Building.

Proposed Municipal Parking Lot

Table 2 presents the vehicular trip generation for the proposed municipal parking lot.

Table 2. Vehicular Trip Generation – Proposed Municipal Parking Lot

| Land Use | Size | Weekday Morning Peak Hour | | | Weekday Afternoon Peak Hour | | | Saturday Midday Peak Hour | | |
|---|------------|---------------------------|-----|-------|-----------------------------|-----|-------|---------------------------|-----|-------|
| | | In | Out | Total | In | Out | Total | In | Out | Total |
| Proposed Municipal Parking Lot ⁽¹⁾ | 103 spaces | 9 | 1 | 10 | 6 | 10 | 16 | 6 | 2 | 8 |

(1) Based on traffic counts performed at the existing driveway for the existing municipal parking lot.

Anticipated Trip Distribution

Site-generated traffic will approach and depart the site via different routes depending on factors such as the existing traffic patterns, location of major roadways, and the location of the site accesses. The distribution percentages for the anticipated directions of approach and departure are provided in **Table 3**. The existing ADT volumes of the surrounding roadways were obtained from PennDOT's TIRe website.

Table 3. Anticipated Trip Distribution – Proposed Municipal Parking Lot

| Roadway Name (Jurisdiction) | Average Daily Traffic Volumes (vehicles per day) | Trip Distribution Percentages |
|-----------------------------------|--|-------------------------------------|
| Lancaster Avenue (S.R. 0030) | 18,915 ⁽¹⁾ | 73% |
| North Wayne Avenue (S.R. 1046) | 4,821 ⁽¹⁾ | 19% |
| Eagle Road | 2,024 ⁽¹⁾ | 8% |

(1) Based on traffic data from PennDOT's Traffic Information Repository (TIRE) website.

Based on the existing ADT volumes of the surrounding roadways, the majority of traffic from the proposed municipal parking lot will approach and depart the site via Lancaster Avenue (S.R. 0030) or North Wayne Avenue (S.R. 1046). Therefore, only a small percentage of the traffic will utilize West Avenue to travel to/from Eagle Road.

Traffic Along West Avenue

Traffic volumes along West Avenue were obtained from the traffic volume diagram depicted on the traffic signal plan of North Wayne Avenue (S.R. 1046) and West Avenue provided in **Attachment 2**. The traffic volumes along West Avenue are summarized in **Table 4**.

Table 4. Traffic Volumes Along West Avenue ⁽¹⁾

| Peak Hour | Direction – West Avenue | | Total Traffic Volume |
|----------------------|-------------------------|-----------|-------------------------|
| | Eastbound | Westbound | |
| Weekday Morning | 118 | 114 | 232 |
| Weekday Afternoon | 128 | 81 | 209 |

(1) Based on traffic data obtained from the traffic signal plan.

Based on low peak hour volumes along West Avenue, as well as low trip generation associated with the proposed municipal parking lot, it is our opinion the traffic operations along West Avenue will operate at acceptable conditions with low delays and queue lengths that will not extend into adjacent intersections. With the low peak hour volumes along West Avenue, as a conservative approach, even if the trip generation of the proposed municipal parking lot was doubled, the traffic operations along West Avenue would still operate at acceptable conditions.

West Avenue Traffic Calming Measures

As requested, McMahon evaluated potential traffic calming measures along the 200 and 300 blocks of West Avenue. Based on roadway observations and obtained data from PennDOT, this portion of West Avenue does not experience high traffic volumes, truck traffic is restricted, the surrounding land uses are residential, the posted speed limit is 25 mph, and all intersections are All-Way Stop Controlled. Based on these observations, it is our opinion that no traffic calming measures are required along this portion of West Avenue. However, one potential traffic calming measure that is appropriate for this roadway is the installation of speed humps. If speed humps are desirable, it is recommended to perform a speed study along this portion of West Avenue to determine the 85th percentile speed.

Conclusions and Recommendations

- The existing AT&T office building generates approximately 59 total trips during the weekday morning peak hour, 61 total trips during the weekday afternoon peak hour, and 16 total trips during the Saturday midday peak hour.
- The proposed municipal parking lot is anticipated to generate approximately 10 total trips during the weekday morning peak hour, 16 total trips during the weekday afternoon peak hour, and 8 total trips during the Saturday midday peak hour.
- Based on the existing ADT volumes of the surrounding roadways, the majority of traffic from the proposed municipal parking lot will approach and depart the site via Lancaster Avenue (S.R. 0030) or North Wayne Avenue (S.R. 1046). Therefore, only a small percentage of the traffic will utilize West Avenue to travel to/from Eagle Road.
- Based on low peak hour volumes along West Avenue, as well as low trip generation associated with the proposed municipal parking lot, it is our opinion the traffic operations along West Avenue will operate at acceptable conditions with low delays and queue lengths that will not extend into adjacent intersections.
- It is our opinion that no traffic calming measures are required along the 200 and 300 blocks of West Avenue. However, one potential traffic calming measure that is appropriate for this roadway is the installation of speed humps. If speed humps are desirable, it is recommended to perform a speed study along this portion of West Avenue to determine the 85th percentile speed.

We trust that this Traffic Evaluation Memo responds to your requests and satisfactorily addresses the traffic-related questions at this time that are related to the proposed municipal parking lot. If you have any questions, or require further clarification, please feel free to contact me.

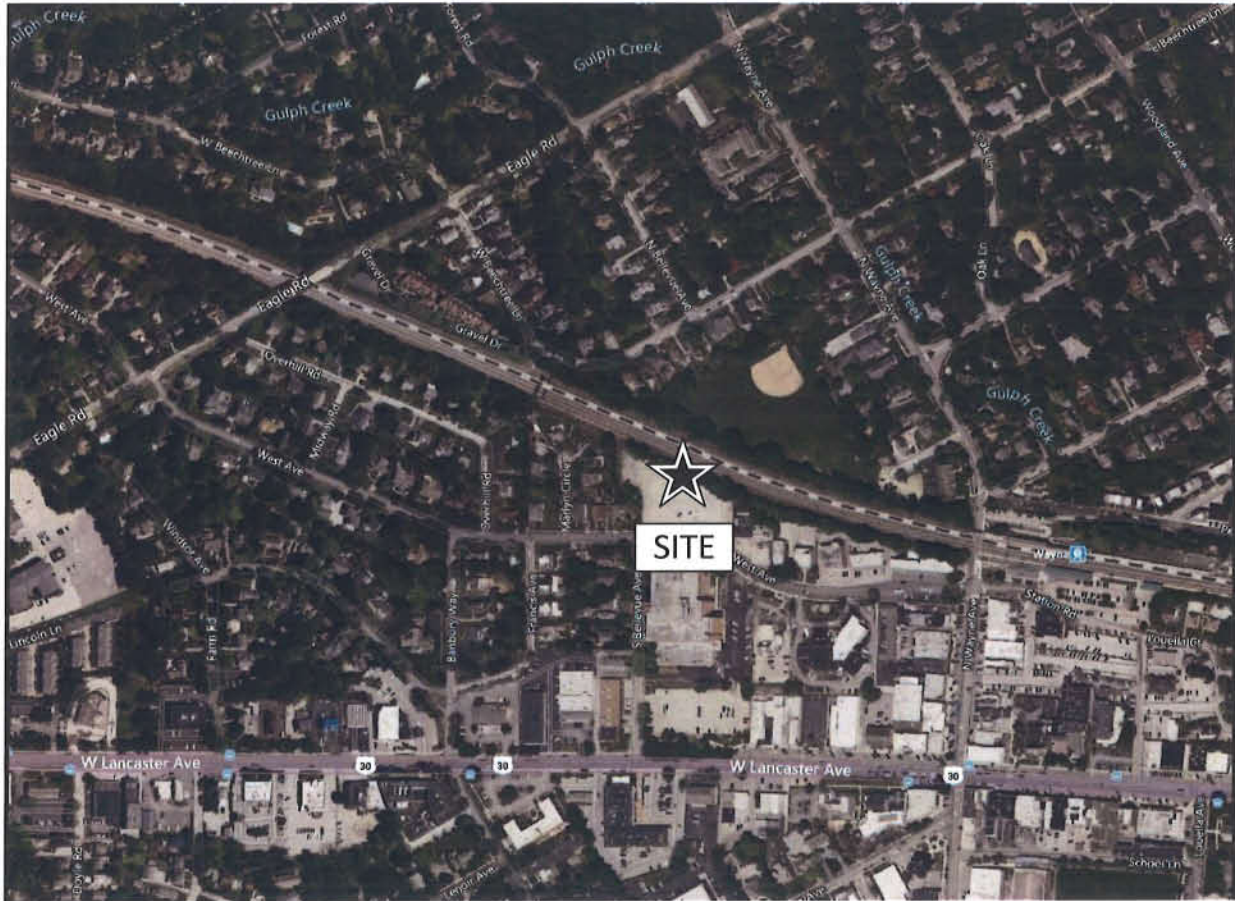


FIGURE 1

Proposed Municipal Parking Lot

PROPOSED MIXED-USE DEVELOPMENT - LANCASTER AVENUE

RADNOR TOWNSHIP, DELAWARE COUNTY, PA

MCMMAHON
a Bowman company

AREA - 09/20/2021 - (3) Y&A Phil MC/MCM/pmg/CONCOG/PA/2236612 - AT&T Site - Traffic and Parking/Traffic/Graphic/figure 1 - West Ave.dwg

Attachment 1

Existing Municipal Parking Lot – Trip Generation Traffic Counts

Project: Lancaster & Bellevue
Municipality: Wayne, Delaware County, PA
Setup: DR
Location: 40.044664, -75.391265

Imperial
TRAFFIC & DATA COLLECTION
Imperial Traffic & Data Collection
www.imperialtdc.com
PO BOX 4637
Cherry Hill, New Jersey, United States 08034
609-706-6100 lklein@imperialtdc.com

Count Name: 2. Bellevue Avenue and Existing
Parking Lot Driveway
Site Code: 2
Start Date: 04/21/2022
Page No: 1

Turning Movement Data

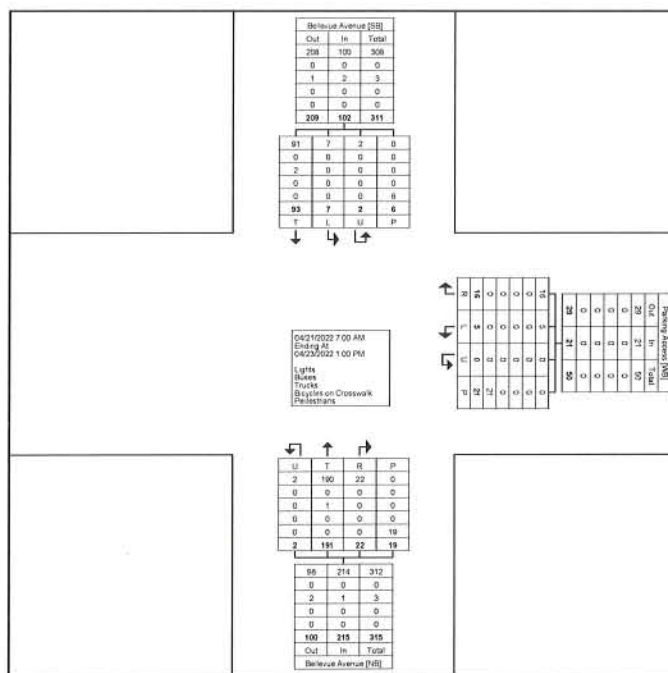
| Start Time | Parking Access Westbound | | | | | Bellevue Avenue Northbound | | | | | Bellevue Avenue Southbound | | | | | Int. Total |
|---------------|-----------------------------|------|-------|------|------------|-------------------------------|------|-------|------|------------|-------------------------------|------|------|------|------------|------------|
| | U-Turn | Left | Right | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | |
| 7:00 AM | 0 | 0 | 0 | 3 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 6 |
| 7:15 AM | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 2 | 0 | 2 | 7 |
| 7:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 1 | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 9 |
| Hourly Total | 0 | 0 | 0 | 5 | 0 | 0 | 19 | 3 | 0 | 22 | 0 | 1 | 4 | 0 | 5 | 27 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 10 | 0 | 1 | 2 | 0 | 3 | 13 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 1 | 10 | 0 | 0 | 4 | 1 | 4 | 14 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 5 | 7 | 0 | 0 | 5 | 0 | 5 | 12 |
| 8:45 AM | 0 | 0 | 1 | 2 | 1 | 0 | 7 | 1 | 0 | 8 | 0 | 1 | 4 | 0 | 5 | 14 |
| Hourly Total | 0 | 0 | 1 | 2 | 1 | 0 | 28 | 7 | 6 | 35 | 0 | 2 | 15 | 1 | 17 | 53 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 0 | 1 | 2 | 0 | 3 | 0 | 6 | 1 | 1 | 7 | 0 | 0 | 2 | 0 | 2 | 12 |
| 4:15 PM | 0 | 0 | 1 | 1 | 1 | 0 | 11 | 0 | 5 | 11 | 0 | 0 | 8 | 0 | 8 | 20 |
| 4:30 PM | 0 | 0 | 1 | 1 | 1 | 0 | 5 | 0 | 1 | 5 | 0 | 0 | 5 | 0 | 5 | 11 |
| 4:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 0 | 3 | 7 | 0 | 0 | 3 | 2 | 3 | 10 |
| Hourly Total | 0 | 1 | 4 | 3 | 5 | 0 | 29 | 1 | 10 | 30 | 0 | 0 | 18 | 2 | 18 | 53 |
| 5:00 PM | 0 | 0 | 4 | 0 | 4 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 6 | 0 | 6 | 17 |
| 5:15 PM | 0 | 1 | 3 | 0 | 4 | 0 | 11 | 4 | 0 | 15 | 0 | 1 | 1 | 0 | 2 | 21 |
| 5:30 PM | 0 | 1 | 0 | 1 | 1 | 1 | 10 | 0 | 0 | 11 | 0 | 0 | 6 | 0 | 6 | 18 |
| 5:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 7 | 1 | 0 | 8 | 1 | 0 | 3 | 0 | 4 | 13 |
| Hourly Total | 0 | 2 | 8 | 1 | 10 | 1 | 35 | 5 | 0 | 41 | 1 | 1 | 16 | 0 | 18 | 69 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 11:00 AM | 0 | 0 | 1 | 4 | 1 | 1 | 9 | 0 | 0 | 10 | 1 | 1 | 4 | 0 | 6 | 17 |
| 11:15 AM | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 5 | 0 | 5 | 12 |
| 11:30 AM | 0 | 0 | 1 | 1 | 1 | 0 | 12 | 1 | 0 | 13 | 0 | 1 | 9 | 1 | 10 | 24 |
| 11:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 6 | 12 |
| Hourly Total | 0 | 0 | 2 | 8 | 2 | 1 | 33 | 2 | 0 | 36 | 1 | 2 | 24 | 1 | 27 | 65 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 3 | 0 | 16 | 0 | 0 | 6 | 0 | 6 | 22 |
| 12:15 PM | 0 | 1 | 0 | 1 | 1 | 0 | 9 | 0 | 1 | 9 | 0 | 1 | 4 | 0 | 5 | 15 |
| 12:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 11 | 0 | 1 | 11 | 0 | 0 | 3 | 2 | 3 | 14 |
| 12:45 PM | 0 | 1 | 1 | 0 | 2 | 0 | 14 | 1 | 1 | 15 | 0 | 0 | 3 | 0 | 3 | 20 |
| Hourly Total | 0 | 2 | 1 | 2 | 3 | 0 | 47 | 4 | 3 | 51 | 0 | 1 | 16 | 2 | 17 | 71 |
| Grand Total | 0 | 5 | 16 | 21 | 21 | 2 | 191 | 22 | 19 | 215 | 2 | 7 | 93 | 6 | 102 | 338 |
| Approach % | 0.0 | 23.8 | 76.2 | - | - | 0.9 | 88.6 | 10.2 | - | - | 2.0 | 6.9 | 91.2 | - | - | - |
| Total % | 0.0 | 1.5 | 4.7 | - | 6.2 | 0.6 | 56.5 | 6.5 | - | 63.6 | 0.6 | 2.1 | 27.5 | - | 30.2 | - |
| Lights | 0 | 5 | 16 | - | 21 | 2 | 190 | 22 | - | 214 | 2 | 7 | 91 | - | 100 | 335 |

| | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|-------|-------|-------|-------|------|-------|-------|------|-------|-------|------|-------|------|------|
| % Lights | - | 100.0 | 100.0 | - | 100.0 | 100.0 | 99.5 | 100.0 | - | 99.5 | 100.0 | 100.0 | 97.8 | - | 98.0 | 99.1 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Buses | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Trucks | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 2 | - | 2 | 3 |
| % Trucks | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.5 | 0.0 | - | 0.5 | 0.0 | 0.0 | 2.2 | - | 2.0 | 0.9 |
| Bicycles on Crosswalk | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Bicycles on Crosswalk | - | - | - | 0.0 | - | - | - | - | 0.0 | - | - | - | - | 0.0 | - | - |
| Pedestrians | - | - | - | 21 | - | - | - | - | 19 | - | - | - | - | 6 | - | - |
| % Pedestrians | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - |

Project: Lancaster & Bellevue
Municipality: Wayne, Delaware County, PA
Setup: DR
Location: 40.044664, -75.391265

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609-706-6100 lklein@imperialtdc.com

Count Name: 2. Bellevue Avenue and Existing
Parking Lot Driveway
Site Code: 2
Start Date: 04/21/2022
Page No: 3



Turning Movement Data Plot



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609-706-6100 iklein@imperialtdc.com

Project: Lancaster & Bellevue
Municipality: Wayne, Delaware County, PA
Setup: DR
Location: 40.044664, -75.391265

Count Name: 2. Bellevue Avenue and Existing
Parking Lot Driveway
Site Code: 2
Start Date: 04/21/2022
Page No: 4

Turning Movement Peak Hour Data (8:00 AM)

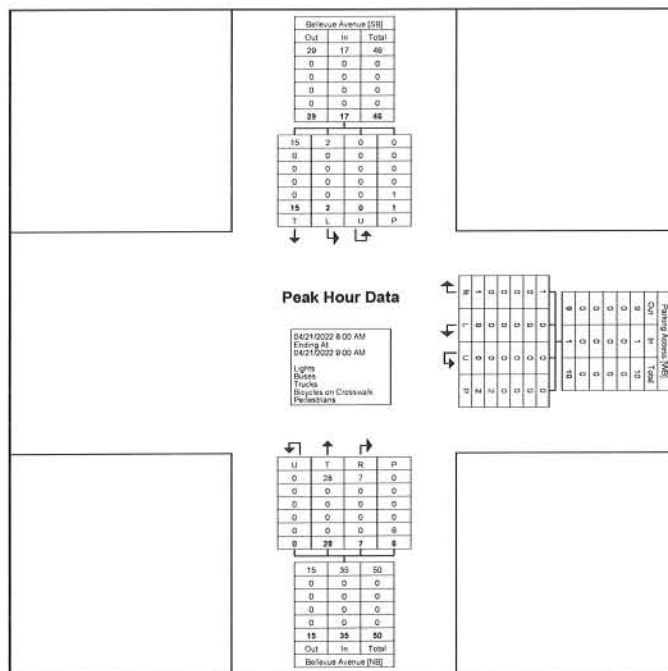
| Start Time | Parking Access Westbound | | | | | Bellevue Avenue Northbound | | | | | Bellevue Avenue Southbound | | | | | Int. Total |
|-------------------------|--------------------------|-------|-------|-------|------------|----------------------------|-------|-------|-------|------------|----------------------------|-------|-------|-------|------------|------------|
| | U-Turn | Left | Right | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 10 | 0 | 1 | 2 | 0 | 3 | 13 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 1 | 10 | 0 | 0 | 4 | 1 | 4 | 14 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 5 | 7 | 0 | 0 | 5 | 0 | 5 | 12 |
| 8:45 AM | 0 | 0 | 1 | 2 | 1 | 0 | 7 | 1 | 0 | 8 | 0 | 1 | 4 | 0 | 5 | 14 |
| Total | 0 | 0 | 1 | 2 | 1 | 0 | 28 | 7 | 6 | 35 | 0 | 2 | 15 | 1 | 17 | 53 |
| Approach % | 0.0 | 0.0 | 100.0 | - | - | 0.0 | 80.0 | 20.0 | - | - | 0.0 | 11.8 | 88.2 | - | - | - |
| Total % | 0.0 | 0.0 | 1.9 | - | 1.9 | 0.0 | 52.8 | 13.2 | - | 66.0 | 0.0 | 3.8 | 28.3 | - | 32.1 | - |
| PHF | 0.000 | 0.000 | 0.250 | - | 0.250 | 0.000 | 0.778 | 0.583 | - | 0.875 | 0.000 | 0.500 | 0.750 | - | 0.850 | 0.946 |
| Lights | 0 | 0 | 1 | - | 1 | 0 | 28 | 7 | - | 35 | 0 | 2 | 15 | - | 17 | 53 |
| % Lights | - | - | 100.0 | - | 100.0 | - | 100.0 | 100.0 | - | 100.0 | - | 100.0 | 100.0 | - | 100.0 | 100.0 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Buses | - | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Trucks | - | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Bicycles on Crosswalk | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Bicycles on Crosswalk | - | - | - | 0.0 | - | - | - | - | 0.0 | - | - | - | - | 0.0 | - | - |
| Pedestrians | - | - | - | 2 | - | - | - | - | 6 | - | - | - | - | 1 | - | - |
| % Pedestrians | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - |

Project: Lancaster & Bellevue
Municipality: Wayne, Delaware County, PA
Setup: DR
Location: 40.044664, -75.391265



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Count Name: 2. Bellevue Avenue and Existing
Parking Lot Driveway
Site Code: 2
Start Date: 04/21/2022
Page No: 5



Turning Movement Peak Hour Data Plot (8:00 AM)



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Project: Lancaster & Bellevue
Municipality: Wayne, Delaware County, PA
Setup: DR
Location: 40.044664, -75.391265

Count Name: 2. Bellevue Avenue and Existing
Parking Lot Driveway
Site Code: 2
Start Date: 04/21/2022
Page No: 6

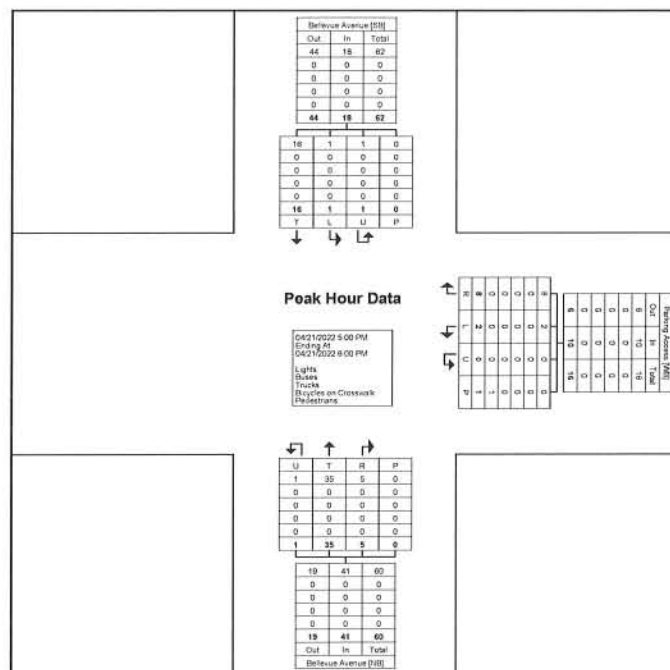
Turning Movement Peak Hour Data (5:00 PM)

| Start Time | Parking Access Westbound | | | | | Bellevue Avenue Northbound | | | | | Bellevue Avenue Southbound | | | | | Int. Total |
|-------------------------|-----------------------------|-------|-------|-------|------------|-------------------------------|-------|-------|------|------------|-------------------------------|-------|-------|------|------------|------------|
| | U-Turn | Left | Right | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | |
| 5:00 PM | 0 | 0 | 4 | 0 | 4 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 6 | 0 | 6 | 17 |
| 5:15 PM | 0 | 1 | 3 | 0 | 4 | 0 | 11 | 4 | 0 | 15 | 0 | 1 | 1 | 0 | 2 | 21 |
| 5:30 PM | 0 | 1 | 0 | 1 | 1 | 1 | 10 | 0 | 0 | 11 | 0 | 0 | 6 | 0 | 6 | 18 |
| 5:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 7 | 1 | 0 | 8 | 1 | 0 | 3 | 0 | 4 | 13 |
| Total | 0 | 2 | 8 | 1 | 10 | 1 | 35 | 5 | 0 | 41 | 1 | 1 | 16 | 0 | 18 | 69 |
| Approach % | 0.0 | 20.0 | 80.0 | - | - | 2.4 | 85.4 | 12.2 | - | - | 5.6 | 5.6 | 88.9 | - | - | - |
| Total % | 0.0 | 2.9 | 11.6 | - | 14.5 | 1.4 | 50.7 | 7.2 | - | 59.4 | 1.4 | 1.4 | 23.2 | - | 26.1 | - |
| PHF | 0.000 | 0.500 | 0.500 | - | 0.625 | 0.250 | 0.795 | 0.313 | - | 0.683 | 0.250 | 0.250 | 0.667 | - | 0.750 | 0.821 |
| Lights | 0 | 2 | 8 | - | 10 | 1 | 35 | 5 | - | 41 | 1 | 1 | 16 | - | 18 | 69 |
| % Lights | - | 100.0 | 100.0 | - | 100.0 | 100.0 | 100.0 | 100.0 | - | 100.0 | 100.0 | 100.0 | 100.0 | - | 100.0 | 100.0 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Buses | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Trucks | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Bicycles on Crosswalk | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Bicycles on Crosswalk | - | - | - | 0.0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| Pedestrians | - | - | - | 1 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | 100.0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |

Project: Lancaster & Bellevue
Municipality: Wayne, Delaware County, PA
Setup: DR
Location: 40.044664, -75.391265

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Count Name: 2. Bellevue Avenue and Existing
Parking Lot Driveway
Site Code: 2
Start Date: 04/21/2022
Page No: 7



Turning Movement Peak Hour Data Plot (5:00 PM)



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Project: Lancaster & Bellevue
 Municipality: Wayne, Delaware County, PA
 Setup: DR
 Location: 40.044664, -75.391265

Count Name: 2. Bellevue Avenue and Existing
 Parking Lot Driveway
 Site Code: 2
 Start Date: 04/21/2022
 Page No: 8

Turning Movement Peak Hour Data (11:30 AM)

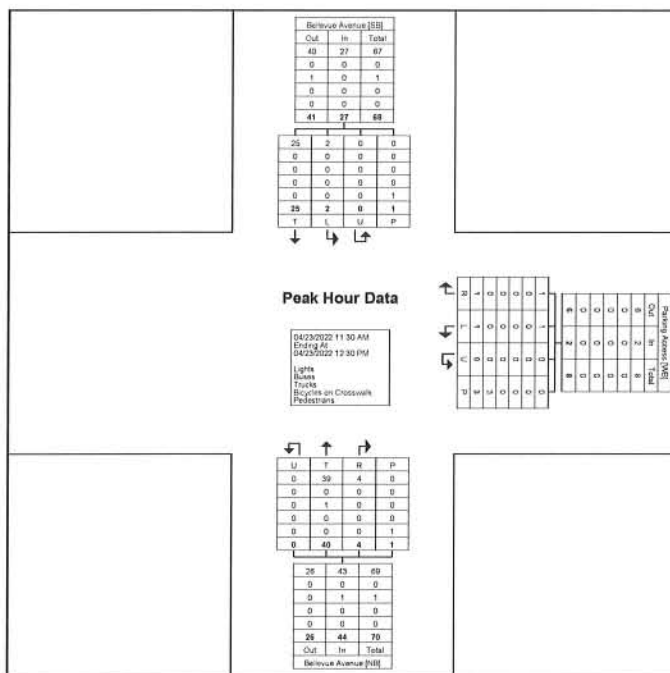
| Start Time | Parking Access Westbound | | | | | Bellevue Avenue Northbound | | | | | Bellevue Avenue Southbound | | | | | Int. Total |
|-------------------------|--------------------------|-------|-------|-------|------------|----------------------------|-------|-------|-------|------------|----------------------------|-------|-------|-------|------------|------------|
| | U-Turn | Left | Right | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | |
| 11:30 AM | 0 | 0 | 1 | 1 | 1 | 0 | 12 | 1 | 0 | 13 | 0 | 1 | 9 | 1 | 10 | 24 |
| 11:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 6 | 12 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 3 | 0 | 16 | 0 | 0 | 6 | 0 | 6 | 22 |
| 12:15 PM | 0 | 1 | 0 | 1 | 1 | 0 | 9 | 0 | 1 | 9 | 0 | 1 | 4 | 0 | 5 | 15 |
| Total | 0 | 1 | 1 | 3 | 2 | 0 | 40 | 4 | 1 | 44 | 0 | 2 | 25 | 1 | 27 | 73 |
| Approach % | 0.0 | 50.0 | 50.0 | - | - | 0.0 | 90.9 | 9.1 | - | - | 0.0 | 7.4 | 92.6 | - | - | - |
| Total % | 0.0 | 1.4 | 1.4 | - | 2.7 | 0.0 | 54.8 | 5.5 | - | 60.3 | 0.0 | 2.7 | 34.2 | - | 37.0 | - |
| PHF | 0.000 | 0.250 | 0.250 | - | 0.500 | 0.000 | 0.769 | 0.333 | - | 0.688 | 0.000 | 0.500 | 0.694 | - | 0.675 | 0.760 |
| Lights | 0 | 1 | 1 | - | 2 | 0 | 39 | 4 | - | 43 | 0 | 2 | 25 | - | 27 | 72 |
| % Lights | - | 100.0 | 100.0 | - | 100.0 | - | 97.5 | 100.0 | - | 97.7 | - | 100.0 | 100.0 | - | 100.0 | 98.6 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Buses | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Trucks | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | - | 0 | 1 |
| % Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 2.5 | 0.0 | - | 2.3 | - | 0.0 | 0.0 | - | 0.0 | 1.4 |
| Bicycles on Crosswalk | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Bicycles on Crosswalk | - | - | - | 0.0 | - | - | - | - | 0.0 | - | - | - | - | 0.0 | - | - |
| Pedestrians | - | - | - | 3 | - | - | - | - | 1 | - | - | - | - | 1 | - | - |
| % Pedestrians | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - |

Project: Lancaster & Bellevue
Municipality: Wayne, Delaware County, PA
Setup: DR
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Count Name: 2. Bellevue Avenue and Existing
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Page No: 9

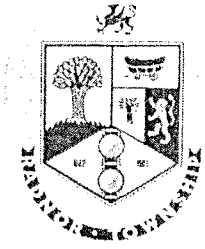


Turning Movement Peak Hour Data Plot (11:30 AM)

Attachment 2

Traffic Volumes along West Avenue – North Wayne Avenue (S.R. 1046) & West Avenue Signal Plan

A-11



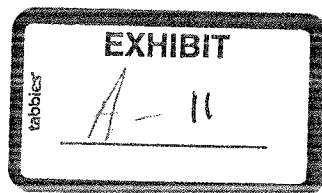
Radnor Township
301 Iven Avenue
Wayne, Pa. 19087
610-688-5600
Fax # 610-971-0450
www.radnor.com

Memo

To: Steve Norcini
From: Michael Mesco
CC: Patti Kaufman
Date: 9/21/2023
Re: 60 West Avenue Land Development Review Comments

After reviewing the provided documents for 60 West Avenue, I have the following comments below.

1. The nearest fire hydrant(s) need to be identified on the plans as well as their distance(s) from the proposed building.
2. The proposed building construction type is to be provided for evaluation of the required fire flow can be conducted for the proposed building.
3. Most recent fire hydrant flow data within the last calendar year from the closest identified fire hydrants to be provided by AQUA for review.
4. Fire apparatus aerial access road needs to be identified and provided to be no less than 26 feet in width exclusive of shoulders and an unobstructed vertical clearance of no less than 13 feet 6 inches.
5. A Knox Box will need to be ordered and installed on the building.



A-12

SITE ENGINEERING CONCEPTS, LLC

Consulting Engineering and Land Development Services

Robert M. Lambert, Jr., P.E.

Civil Engineer and Project Manager

EDUCATION

Bachelor of Science in Civil Engineering, 1997
University of Notre Dame; Notre Dame, Indiana

Masters of Science in Civil Engineering, 1999
Villanova University; Villanova, Pennsylvania

RESPONSIBILITIES AND EXPERIENCE

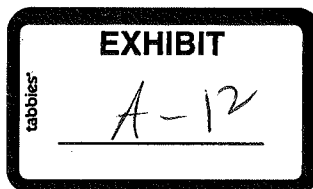
Mr. Lambert is the founding principal of the firm. He is also the project manager for institutional, commercial and residential subdivision and land development projects. He was the primary designer for two Growing Greener Grant Projects featured within Villanova University's Best Management Practice Demonstration Park for water quality. In addition to subdivision and land development approvals, he has obtained local, county, state and federal permits for many clients. These permits include local and county erosion and sedimentation control, Pennsylvania Department of Transportation highway occupancy, Pennsylvania Department of Environmental Protection and Army Corps of Engineers permits. His responsibilities include site planning, layout, grading, hydraulic analysis, storm drainage and stormwater management design. Mr. Lambert routinely presents expert witness testimony before municipalities.

PROFESSIONAL REGISTRATIONS

Maryland
New Jersey
Pennsylvania

PROFESSIONAL AFFILIATIONS

American Society of Civil Engineers
Environmental and Water Resource Institute
National Society of Professional Engineers



REPRESENTATIVE PROJECTS

Mr. Lambert has been the project manager and/or primary designer for the following projects. His responsibilities have included Zoning, Subdivision and Land Development Approvals, local, county, state and federal permits (as required):

Institutional

Bryn Mawr College

Mr. Lambert continues to provide Civil Engineering consultation for numerous campus projects. In addition, SITE Engineering Concepts keeps an up-to-date topographic survey of the campus for the College.

Athletic Fields: Designed and obtained approvals for the replacement of a non-compliant grass field with a NCAA compliant synthetic turf field.

Goodhart Hall: Worked with a team of architects, engineers and historians to design and approve an addition to a Lower Merion Township Class I historic building.

Haffner Hall: Worked with a team to design and approve the replacement of an existing dormitory.

Cabrini College

Gateway Project: Working with a team of architects, landscape architects, planners and engineers to propose a 711 space parking structure, gym addition, new student center and modified surface parking and circulation. This project is contemplated as a multi-phase project.

Friends' Central School

Synthetic Track: Worked with a specialized track consultant to develop a plan to permit a synthetic track on the City Avenue Campus. In addition to civil engineering services, Mr. Lambert also acts as a liaison with Lower Merion Township.

Mr. Lambert continues to provide Civil Engineering consultation for numerous campus projects. In addition, SITE Engineering Concepts keeps an up-to-date topographic survey of the campus for the School.

Liberty Lutheran

Artman: Provided survey, design and permitting services for a multi-phase renovation of an existing continuing care facility. The phasing of the improvements allow the facility to remain fully functional during the renovation.

Mary Drexel: Provided survey, design, approval, permitting and construction related services for the redevelopment of a continuing care facility. The property included a historic mansion and barn structure. This project required Township Land Development, Historic and permitting approvals and a NPDES permit.

Lower Providence Presbyterian Church

Provided design, approval and permitting services related to the construction of an addition to an existing church building.

Natural Lands Trust

Binky Lee: Provided design and permitting services for the partial removal of a building and construction of a parking facility.

Cheslen Preserve: Provided design, approval and permitting services for the construction of a preserve management center on a 20 acre portion of the 1200+ acre preserve. The management center includes an office and meeting space, outdoor pavilion, facilities yard and related improvements.

Green Hills: Provided design, land development approval and permitting services for the construction of a parking facility.

Sadsbury Woods: Provided design, approval and permitting services for the construction of a parking facility. This plan included PADOT permitting.

Rosemont School of the Holy Child

Campus Renovation: Construction of a 32,000 sf classroom addition, free-standing 11,000 sf gymnasium, new parking areas and athletic field. Mr. Lambert provided civil engineering consulting throughout the Lower Merion Township Zoning and Land Development processes and obtained Township, County and State permits. In addition, SEC provided survey stakeout and construction administration services.

The Shipley School

Upper Campus ReDevelopment: Designed and obtained approvals for a multi-phase re-development of the campus. Phase 1 of the project includes demolition of an apartment building and several houses to construct three new athletic fields, structured tennis courts above parking and a maintenance building, new driveway and campus pedestrian paths. Later phases of the project will include an academic building, gymnasium addition and renovations to Shipley's historic main building.

Lower Campus Field: A new all-weather field constructed on the Shipley School Lower Campus. In addition to layout and permitting services, Mr. Lambert assisted in evaluating various turf alternatives and coordinated designs with the manufacturer.

"Farm" Athletic Fields: Two new all-weather fields and a reconstructed grass field. Mr. Lambert provided permitting, layout and coordination.

The Timothy School

Amtrak: Worked with the Timothy School to acquire additional land through a lot line change with Amtrak.

999 Old Lancaster Road: Provided survey and approval services for the conversion of a single family residence to be utilized by the school.

1001 Old Lancaster Road: Provided survey and approval services for the conversion of a single family residence to be utilized by the school as classroom space.

Facilities Building: Provided survey, design and approval services for the demolition of a structure and construction of a new facilities building.

Valley View Community Church

Provided civil engineering services for the concept phase, Lower Providence Zoning and Land Development approval processes, construction documents and construction administration for a church addition and related improvements. In addition, SEC provided landscape architecture.

Westtown School

Athletic Facility: Mr. Lambert provided construction observation and consulting services.

Campus Monumentation: Under Mr. Lambert's direction, SITE Engineering Concepts, LLC has developed a campus monumentation network to facilitate management of their 600 acre campus.

Faculty Housing Project: Two twin house structures for faculty and staff. Mr. Lambert provided civil engineering design and consulting services. These services included: township land development consulting, site, stormwater and erosion and sediment control designs. SEC provided survey services.

Track and Field Project: Provided design, permitting and construction observation services for the construction of an all-weather track, field events, soccer field, parking lot and campus circulation driveway. This project required both Township and NPDES approvals.

Science Building: Provided design, land development and permitting services for the construction of an addition to an existing science building.

Commercial

BMW of the Main Line

Provided survey, design, approval and permitting services for the renovation and redevelopment of the existing automobile dealership.

Dunkin Donuts

Provided the civil engineering expert testimony and design services for a conditional use application. The project included the re-purposing of an automobile service building into a Dunkin Donuts.

Lexus of Chester Springs

60,000 sf sales and service building with 430 parking spaces on an undeveloped site in Upper Uwchlan Township, Chester County, Pennsylvania. This project included a unique stormwater management design that optimized the usable area of the property by incorporating 1.6 acres of porous pavement.

Mall Properties – St. David's Square

Provided design, permitting and approval services for the construction of a bank pad addition to an existing shopping center facility.

Marino Corporation

Provided design, permitting and approval services for the construction a construction company headquarters.

Penn Real Estate Group

Provide property research, sketch plans, zoning, land development, permitting and construction observation services. Penn Real Estate Group owns and manages over one million square feet of commercial real estate throughout the tri-state area.

Summerwood Corporation

Provided survey, design, approval and permitting services for the redevelopment of a polluted gas station. The project included restaurant and retail pads.

Wilkie Lexus

Provide on-going civil engineering support services for Wilkie Lexus and related companies. Projects include the repurposing of a former Wawa building into a pre-owned sales center, the repurposing of an office building to a detail center and various other consulting projects.

550 Lancaster Avenue: Concept, design, permitting and construction services for a 17,000 sf warehouse building to store 280+ vehicles.

Residential

Mr. Lambert provides the design and permitting services for innumerable single family residential projects. These projects range from simple pools and patios to large estate design projects.

A-13

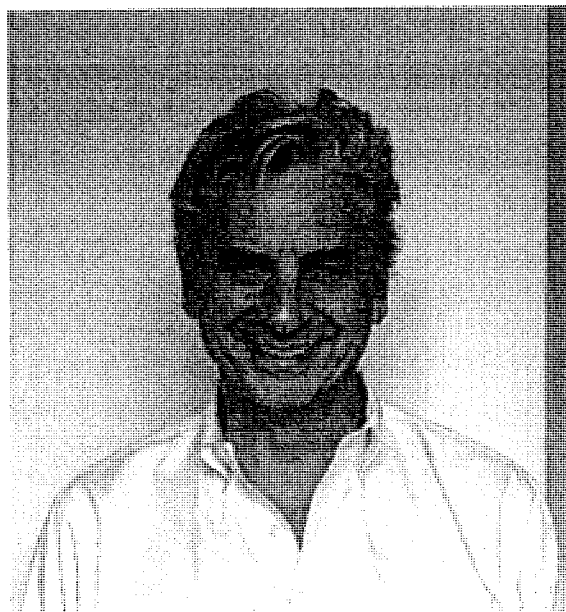
VARENHORST

STEPHEN VARENHORST

Stephen's impressive architectural portfolio boasts a diverse array of top-tier commercial, residential, and institutional projects. Following the completion of his architectural degrees, Stephen embarked on a fruitful career with several prominent Philadelphia firms, contributing his expertise to high-profile, high-value structures and urban planning initiatives.

In 1987, Stephen Varenhorst founded Stephen Varenhorst Architects (SVA), marking the beginning of a successful journey marked by a series of remarkable commissions. Today, Stephen's namesake firm has evolved into VARENHORST, PC, a flourishing practice celebrated for its unwavering commitment to design excellence. Notably, Stephen remains intimately engaged with every project undertaken by the firm, ensuring a hands-on approach and a dedication to delivering outstanding results.

Beyond his professional endeavors, Stephen Varenhorst maintains an active presence in the architectural community and has made valuable contributions as an educator at Drexel University's Westphal College of Media Arts & Design.



Education

School of Design
North Carolina State University
Raleigh, NC
Degree: Master of Architecture, 1980
Awards: Dietrich Fellowship
Department of Architecture
North Dakota State University
Fargo, ND
Degrees: Bachelor of Architecture, 1978
BA in Architectural Studies, 1977

Professional Experience

VARENHORST, PC 1987-present
Philadelphia, PA

Professional Associations & Organizations

American Institute of Architects
National Association of Architectural
Registration Boards (NCARB)
The Athenaeum of Philadelphia
Drexel University Adjunct Associate Professor
(2005-2015)
Radnor Township Planning Commission

Architectural Registrations

| | |
|---------------|-------------|
| Pennsylvania | New Jersey |
| Massachusetts | Connecticut |
| New Hampshire | Maryland |
| Kansas | Ohio |

Award Winning Projects

Balch Institute for Ethnic Studies,
Philadelphia, PA
Lee Residence, Philadelphia, PA
Philadelphia Enterprise Center, Philadelphia, PA
Mixed-Use Building at Suburban Square,
Ardmore, PA
Silverman Residence, Allentown, PA
Suburban Square Master Planning, Ardmore, PA
Venice One, Philadelphia, PA
Covenant House 'Rights
Philadelphia, PA

EXHIBIT

A-13

tabbles

A-14

Christopher J. Williams, P.E.

Employment

| | |
|--|------------------------|
| Bowman Consulting Group 835 Springdale Drive, Suite 200, Exton, Chester County, PA 19341 Current Position: Regional Manager – Mid-Atlantic | May 2022 to Present |
| McMahon Associates, Inc. 835 Springdale Drive, Suite 200, Exton, Chester County, PA 19341 | Dec. 1995 to May 2022 |
| Orth-Rodgers & Associates, Inc. 230 South Broad Street, Philadelphia, PA 19102 | Jan. 1992 to Dec. 1995 |

Education

Bachelors Degree, Civil Engineering, University of Delaware, 1991

Registration

Registered Professional Engineer, Pennsylvania

Professional Affiliations

Institute of Transportation Engineers (ITE), Mid-Colonial District and Mid-Atlantic Section
Transportation Management Association of Chester County, Previous Board of Directors Chair
Chair, Board of Directors, TMACC Foundation
Chester County Engineers

Professional Volunteer Service

VISTA 2025 Infrastructure Goal Team, 2015 – 2019
Chester Co. Planning Commission, Landscapes3 Comprehensive Plan, Trans. Stakeholder Committee, 2016-2017
Chester County Economic Development Council Board Nominations Committee, 2015 - 2019
Chester County Planning Commission Multimodal Circulation Handbook Technical Committee, 2016
VISTA 2025 Real Estate Development Focus Group, 2014
Various Elementary School Presentations on Transportation Engineering and Planning

Presentations

"Trends in Parking Demand Studies and Design", 2023, Chester County Engineers Conference
"The Road to Somewhere – Reconnecting Urban and Suburban Communities", 2013, PA APA Annual Conference
"Crowdsourcing Meets Station Area Planning", 2013, Design on the Delaware Conference
"Trends in Transportation: Municipal Perspective", 2013, CCATO Spring Conference
"Auxiliary Turn Lanes at Intersections", 2010, Chester County Engineers Conference
"HOP Process/TIS Guidelines" Workshop, 2010, Penn State Traffic Engineering and Safety Conference
"Auxiliary Turn Lanes at Intersections", 2010, Chester County Engineers
"The Attorney & The Traffic Engineer", 2008, Montgomery County (PA) Bar Association Real Estate Committee
"Consultant Perspective on Traffic Impact Studies & PennDOT Highway Occupancy Permits", 2007, Penn State Traffic Engineering and Safety Conference
"Transportation Planning Tools" to the Brandywine Conservancy Membership
"Parking Design Fundamentals" to Towamencin Township
"Traffic Workshop Presentation" to East Whiteland Township and East Fallowfield Township



Experience Summary

Christopher J. Williams, P.E serves as Regional Manager of the Mid-Atlantic Region. Before joining McMahon, Mr. Williams participated in PennDOT project needs analysis studies, FHWA environmental impact statement studies, and DOT safety improvement studies. Since joining McMahon/Bowman, Mr. Williams has continued his experience with all aspects of traffic engineering and transportation planning for both private developer clients and public clients. A representative example of Mr. Williams' work experience is summarized below.

Representative Projects

- *Municipal Traffic Engineering Services*
Provide ongoing traffic engineering review and planning services to the following municipalities:
Upper Uwchlan Township, East Whiteland Township, West Whiteland Township, New Garden Township, Tredyffrin Township, Easttown Township.
- *Radnor Home for the Aged/Life-Care Residence Redevelopment, Radnor Township, Delaware County*
Traffic Impact Study for the redevelopment of a portion of Valley Forge Military Academy campus for a senior living community consisting of a mix of independent living, assisted living and memory care units; and testimony before the Township Zoning Hearing Board.
- *Lancaster Avenue Mixed-Use Redevelopment, Lower Merion Township, Montgomery County*
Traffic Impact Study for the redevelopment of a former industrial/commercial property in Bryn Mawr for a mixed-use development (Bryn Mawr Village) consisting of a mix of office space, restaurants, and other retail; development of access and pedestrian circulation improvements along Lancaster Avenue and Merion Avenue; and testimony before the Township for the conditional use hearing.
- *Keva Flats, West Whiteland Township, Chester County*
Traffic Impact Study for the development of 250 apartment units and 1,550 square feet of office space; concept plan design for the traffic improvements along Lincoln Highway; and testimony before the Board of Supervisors for the conditional use hearing.
- *West End Flats, Media Borough, Delaware County*
Traffic Impact Study for the residential development of 164 apartment units; access sight distance evaluation; conceptual improvement plans of the access and adjacent intersection improvements, consisting of multi-modal and streetscape enhancements; PennDOT coordination regarding the proposed traffic improvements; and presentation before the Planning Commission and Borough Council.
- *Prickett Preserve at Edgewood, Lower Makefield Township, Bucks County*
Traffic Impact Study for the mixed-use development consisting of a grocery store, other retail and apartments; plans for site access/off-site traffic improvements along Newtown Bypass and at the I-295 interchange, and a new path along Stony Hill Road to connect with the Village of Edgewood; grant application assistance for transportation funding; presentation before the Planning Commission and testimony for the overlay zoning ordinance amendment and conditional use hearing before the Board of Supervisors.
- *Radnor Middle School Area Parking Study, Radnor Township, Delaware County*
Parking Study for the area around the Middle School in Wayne to evaluate the existing and future parking needs of the Middle School and the School District Administration facilities. The study included hourly parking turn-over counts, evaluation of existing parking conditions, and evaluation of future parking needs, evaluation of several alternatives to serve the future parking needs, and presentation before Radnor Township and the School District.
- *Radnor Middle School Expansion Traffic Impact Study, Radnor Township, Delaware County*
Traffic impact study for the construction of a new and larger school on the current school site. The study included trip generation projections, future traffic forecasts, intersection capacity, circulation and student drop-off and pick-up circulation, access design recommendations, and presentation before Township Council.

A-15



PERSPECTIVE RENDERING - NORTH

AT&T BUILDING STREET PLANTING
60 WEST AVE I WAYNE, PA

November 8, 2023

tabbles®

EXHIBIT

A-15

JONATHAN LANDSCAPE &
ALDERSON ARCHITECTS, PC



PERSPECTIVE RENDERING - SOUTH

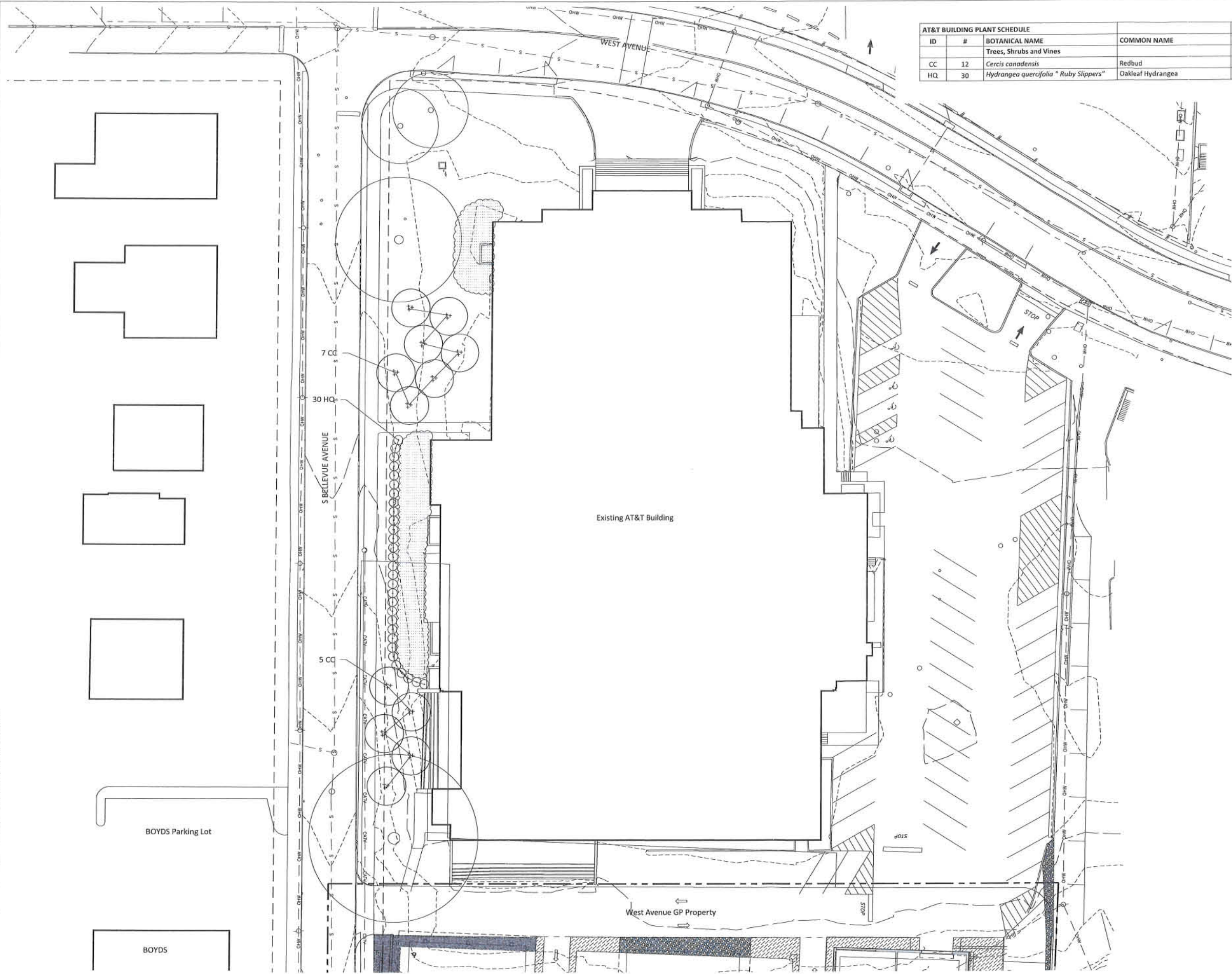
AT&T BUILDING STREET PLANTING
60 WEST AVE I WAYNE, PA

November 8, 2023

JONATHAN LANDSCAPE &
ALDERSON ARCHITECTS

A-16

File: H:\06 WEST LANGLESTER AVENUE\0600 CAD\06 WEST_2023\11-06-2023.dwg Layer: Tab, L410 Plot Date: 11/07/2023 5:05 PM Layout: L410



| AT&T BUILDING PLANT SCHEDULE | | | | | DATE: 11/06/2023 | |
|------------------------------|----|--|-------------------|------|------------------|------------|
| ID | # | BOTANICAL NAME | COMMON NAME | SIZE | COND. | REMARKS |
| Trees, Shrubs and Vines | | | | | | |
| CC | 12 | <i>Cercis canadensis</i> | Redbud | 7-8' | B&B | Multi-stem |
| HQ | 30 | <i>Hydrangea quercifolia</i> "Ruby Slippers" | Oakleaf Hydrangea | #5 | cont. | |

Legend

- Proposed Flowering Tree
- Proposed Shrubs
- Existing Vegetation

BASE INFORMATION TAKEN FROM:
CONDITIONAL USE PLAN BY:
SITE ENGINEERING CONCEPTS, LLC
PO BOX 1992 SOUTH EASTER, PA 19389
TEL: 410-240-0450
PLAN REVISION DATE: 07-06-2021

0 10' 20' 40' 60'

CALL BEFORE YOU DIG!
PA ONE-CALL 1.800.242.1776
www.paonecall.org
NOT FOR CONSTRUCTION

NOTES:
THIS DRAWING IS TO ILLUSTRATE THE WORK TO BE DONE.
THE LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR
THE ACCURACY OF THE INFORMATION PROVIDED OR THE
PROCEDURES USED TO DO THE WORK OR THE SAFETY
OF THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE
FOR OBTAINING ALL NECESSARY PERMITS AND FOR THE
SUBMITTAL OF A BID TO PERFORM THIS WORK. THE
ACKNOWLEDGMENT OF THESE RESPONSIBILITIES AND
THE CONTRACTOR'S AGREEMENT TO ACCEPT THEM IS
THE WORK, AND THE BID PRICE. NO CLAIMS FOR EXTRA
WORK OR CHARGES DUE TO THESE CONDITIONS WILL BE
CONSIDERED.

JONATHAN LANDSCAPE
ALDERSON ARCHITECTS, PC
Post Office Box 661 Wayne, Pennsylvania 19087-0661
(610) 341-5923 fax (610) 341-5926
e-mail: jonathan@jonathanalder.com

WEST AVENUE GP

60 WEST AVE
WAYNE, PA 19087

| | |
|---------------|------------|
| ISSUED: | 2023-11-06 |
| Client Review | |

EXHIBIT

A-16

| | |
|-------------|------------|
| DATE: | 2023-11-06 |
| CHECKED BY: | JA |
| DRAWN BY: | LH |
| PROJECT #: | 00769 |

SHEET: 2 OF 02

L410

AT&T Building
Planting Plan

SCALE: 1" = 20'

A-17



DESIGN SUMMARY

- TYPICAL PARKING SPACE SIZE 9'-0"W x 20'-0"L
- TYPICAL PARKING ANGLE = 70°
- DRIVE AISLE WIDTH = 18'-0" FOR ONE-WAY TRAFFIC
- MIN. 5' IN WIDTH LANDSCAPING AREA PER 5 PARKING SPOTS SHALL BE PROVIDED BY THE RADNOR TOWNSHIP ZONING REQUIREMENT

| PARKING SPACE TABULATION | | | | |
|--------------------------|----------|----------------|------------|-------|
| | STANDARD | VAN ACCESSIBLE | ACCESSIBLE | TOTAL |
| EXISTING | 82 | 0 | 0 | 82 |
| NEW LAYOUT | 122 | 1 | 4 | 127 |
| NET GAIN | 40 | 1 | 4 | 45 |

West Ave. Parking Lot
Parking Layout Study
Wayne, PA

tabbies®

EXHIBIT

A-17

A-18

RADNOR TOWNSHIP
DELAWARE CO. PENNSYLVANIA

SUBDIVISION APPLICATION NO. _____
DATE RECEIVED _____ FIRE SERVICE _____
TRAFFIC _____ SWM _____
SEWER/ACT 137 _____ ZONING _____
CONFORMITY CHECKED BY _____
APPROVED CONDITIONALLY DATE: _____
APPROVED DATE: _____

PRESIDENT
ATTEN: _____ SEC

1. COVER SHEET
2. EXISTING CONDITIONS
3. SUBDIVISION PLAN
4. SITE PLAN
5. RECORD PLAN
6. POST CONSTRUCTION STORMWATER
7. EROSION AND SEDIMENTATION CONTROL PLAN
8. EROSION AND SEDIMENTATION CONTROL DETAILS



1. RANDOLPH SCHOOL DISTRICT
101 LOUELLA AVENUE
201 WEST AVENUE
2. EASTERN CONTROLS LLC
57 WEST AVENUE
3. EADEL FAMILY LIMITED PARTNERSHIP
38 WEST AVENUE
4. LESLIE W. EADEN
160 W. LANCASTER AVENUE
5. JAMES W. EADEN
160 W. LANCASTER AVENUE
6. EADEN & EADEN, GUSTONE
160 W. LANCASTER AVENUE
7. LUNDENBERG MFG-AMERICAN CORP
103 W. LANCASTER AVENUE
8. WAYNE TOWN CENTER LP
116, 118 W. LANCASTER AVENUE
9. WAYNE TOWN CENTER LP
116, 118 W. LANCASTER AVENUE
10. WEST CO. LLC
201 WEST CO. AVENUE
11. WEST CO. LLC
201 W. LANCASTER AVENUE
12. CASER, L. & DEBRAH WATKINS
116 BELLEVUE AVENUE
13. JOHN K. ABERNETHY
116 BELLEVUE AVENUE
14. MIRAMIE FLAMMAR
118 BELLEVUE AVENUE
15. ANDRUS & MACCALLISTER
200 BELLEVUE AVENUE
16. DANIEL L. BRYAN & SANDRA BRUEP
112 S. BELLEVUE AVENUE
17. DANIEL L. BRYAN & SANDRA BRUEP
120 S. BELLEVUE AVENUE
18. THOMAS J. IER
120 S. BELLEVUE AVENUE
19. DANIEL L. BRYAN & SANDRA BRUEP
120 S. BELLEVUE AVENUE
20. 50TH A. PARKS
201 WEST AVENUE
21. HOSHAVER A. BRUEP
203 WEST AVENUE
22. WAC-AR, R. MOTER
205 WEST AVENUE
23. KARA HANSON-ANGOLD
1 WARTON CIRCLE
24. BRAN, J. SHONSTEDER
2 WARTON CIRCLE
25. JAMES W. EADEN
101 LOUELLA AVENUE

GRAPHIC SCALE

0 50 100

INCHES

SITE ENGINEERING CONCEPTS, LLC
ATTN: MICHAEL T. ROKOSNY, P.E.
P.O. BOX 1992 SOUTHEASTERN, PA 19399
P: 610-523-9002
E: MROKOSNY@SITE-ENGINEERS.COM

VARENHORST
ATTN: STEPHEN VARENHORST
230 N 21ST ST. PHILADELPHIA, PA 19103
P: 215-940-1128
E: STEPHEN@VARENHORST.COM

JONATHAN ALDERSON LANDSCAPE ARCHITECTS, INC.
ATTN: JONATHAN ALDERSON
P.O. BOX 661 WAYNE, PA 19087
P: 610-341-9925
E: JONATHAN@JONATHANALDERSON.COM

WEST AVENUE GP
ATTN: DEVIN TUOHEY
20 LOUELLA COURT, SUITE 200 WAYNE, PA 19087
P: 347-330-0048
E: DTUOHEY@CONCORDIAGROUP.BIZ



COVER SHEET

SHEET
1 of 8
SCALE 1"=100'

NOV. 11 2011 10:11 AM SITE ENGINEERING CONCEPTS, LLC P. 40 (REV) PAGE 12 OF 14

P.O. BOX 1992
SOUTHEASTERN, PA 19399

P 610-240-0450 F 610-240-0451 E INFO@SITE-ENGINEERS.COM

[illegible]

| IMPERVIOUS COVERAGE SUMMARY | | | |
|---------------------------------|-----------|-----------|-----------|
| PROJECT LOT DATA | 2011-2040 | 2041-2050 | 2051-2060 |
| BULLDOG INC. OFFICE/RETAIL (2) | 43,960 | 54 | 54 |
| APARTL | 128,187 | 54 | 54 |
| CONCRETE & PAVS | 19,910 | 54 | 54 |
| CONCRETE PAVEMENT SUBGRADE | 1,962 | 54 | 54 |
| STREET | 1,950 | 54 | 54 |
| VALLEY TIES UNBONNED | 9,140 | 54 | 54 |
| UNACCESSIBLE AREAS - IMPERVIOUS | | | |
| TOTAL IMPERVIOUS COVERAGE | 205,613 | 54 | 54 |
| TOTAL SITE IMPERVIOUS COVERAGE | 205,613 | 54 | 54 |

[illegible][illegible]

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70131 AVENUE

WATKINS, PA 15081

0107

1. NAME: JAMES H. HARRIS
2. TITLE: SENIOR MEMBER
3. TEL: 0000 0000 0000
4. FAX: 0000 0000 0000
5. E-MAIL: JAMES.HARRIS@EXAMPLE.COM
6. ADDRESS: 123 MAIN ST, SUITE 456, NEW YORK, NY 10001
7. COUNTRY: USA
8. COMMENTS: I am a member of the IEEE and have been active in the field of signal processing for many years. I am currently working on a project related to the development of a new signal processing algorithm. I am interested in collaborating with other researchers in the field of signal processing and would like to be kept up to date on the latest developments in this area.

TEMPERATURE OF HYDRATION

THIS IS TO CERTIFY THE BOARD OF SUPERVISORS HAS APPROVED THIS SUPERVISION PLAN FOR 60 MONTHS, AND IN THE CASE OF SEANAM O'CONNOR, MEDIA PROFESSIONAL, RECORDING AT THE RESIDENCE OF SEANAM O'CONNOR, MEDIA PROFESSIONAL, OFFICE OF EDUCATION HAS BEEN ACCEPTED/RECEIVED. BOMBS, FUNDS OR SECURITIES IN CONNECTION HAVE BEEN FILED WITH THE TOWNSHIP AND ACCEPTED TO COVER ALL RESPONSIBILITIES SHOWN ON THE PLAN AND RECEIVED UNDER THE SUPERVISORY/AND FOLLOW-UP AGREEMENT.

(REVISED BY THE TRIANGLE ENERGY COMMISSION 11/01) — 13A-01

RECORDED IN THE OFFICE OF THE RECORDER OF DEEDS OF POLK COUNTY AT MEDINA
CREATED, PENNSYLVANIA IN THE _____ PAGE _____ ON THE _____ DAY OF _____
YEAR 18____ 25____

[illegible]

P.O. BOX 1992
SOUTHEASTERN DA 16206

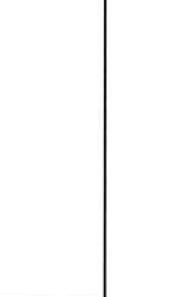
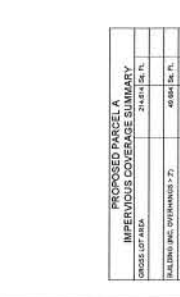
60 WEST AVE

SUBDIVISION PLANS SHEET



| PROPOSED PARCEL B IMPERVIOUS COVERAGE SUMMARY | |
|--|----------------|
| ACROSS OF AREA | TOTAL SQ. FT. |
| BUILDING INC. OVERHANGS + P. | 286 SQ. FT. |
| SPURVEY | 44,422 SQ. FT. |
| CONCRETE + ASPHALT | 1,373 SQ. FT. |
| CONCRETE, FINISHING BLOCKS + GRASS | 397 SQ. FT. |
| TOTALS | 45,478 SQ. FT. |
| | |
| TOTAL BUILDING COVERAGE | 1 SQ. FT. |
| TOTAL SITE IMPERVIOUS COVERAGE | 45,478 SQ. FT. |

W87-45735



[illegible]

| WINDY WEATHERS OVERLAY BOWTIE - SPECIAL USE AREA | OVERLAY AREA | REFERENCE | FLANK W |
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| SPACINGS (FEET) | SEE MAP | SEE MAP | SEE MAP |
| INTERVENE COVERAGE | SEE MAP | SEE MAP | SEE MAP |
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| BACK | SEE MAP | SEE MAP | SEE MAP |
| REAR | SEE MAP | SEE MAP | SEE MAP |
| PERMANENT BUILDING HEIGHT | SEE MAP | SEE MAP | SEE MAP |

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[illegible]

DATE _____

NAME _____

ADDRESS _____

CITY _____

STATE _____

ZIP _____

DELAWARE COUNTY PLANNING COMMISSION
REMOVED BY THE DELAWARE COUNTY PLANNING COMMISSION THIS _____ DAY OF _____, 20____
STONYTON _____

RECORDED IN THE OFFICE OF THE REGISTRAR OF DEEDS OF SULLY COUNTY AT 10:28
A.M. JANUARY 10, 1904

FILED _____ ON 1st DAY OF _____

RECORDED BY DEEDS _____

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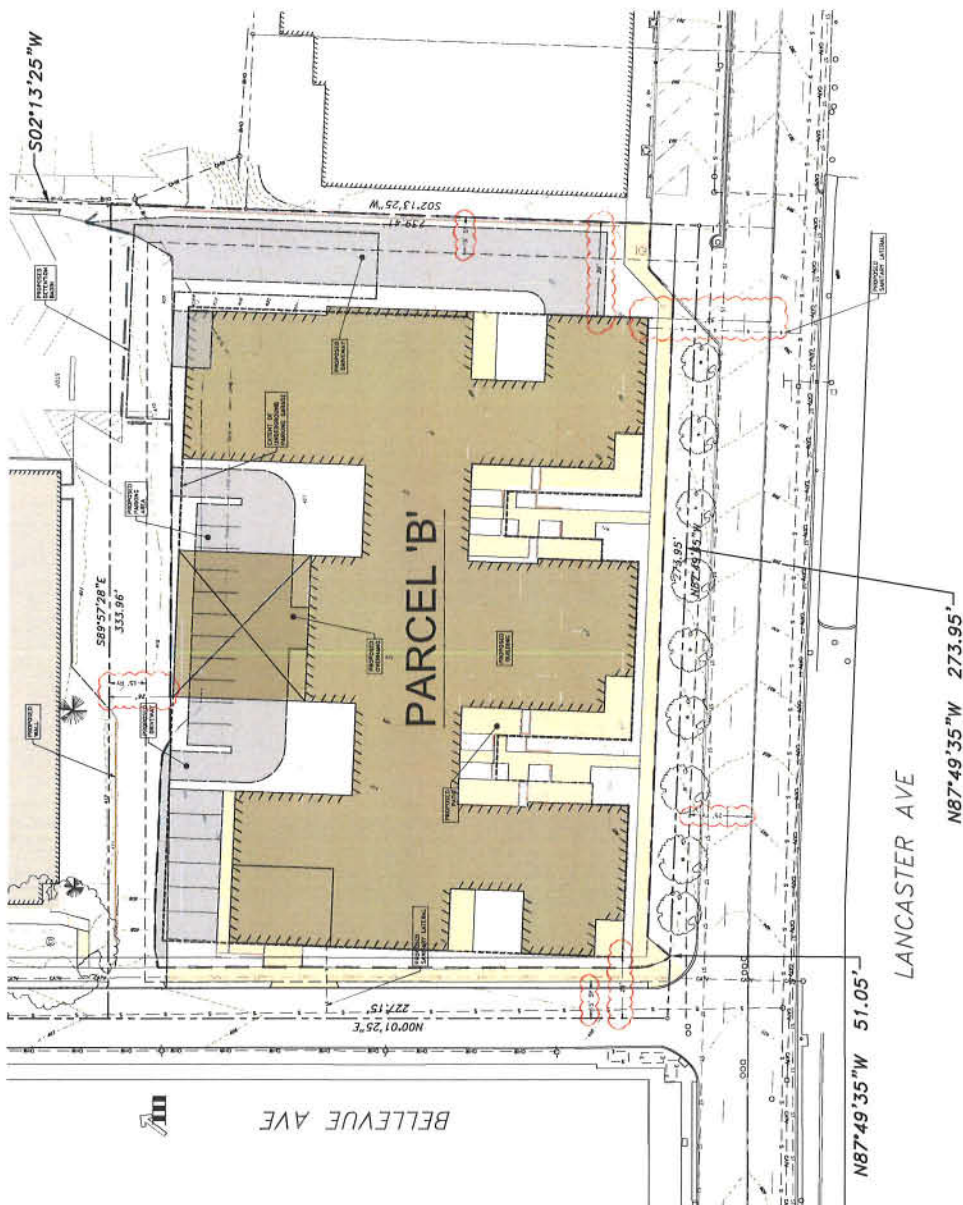
| | | |
|------|-----------|--------------------------------------|
| 1 | 13/7/2023 | CONVENTIONAL USE HEARING REVISION |
| NUM. | DATE | |

PR. 4/10/2023 14:15:00

SITE ENGINEERING CONCEPTS, LLC
P.O. BOX 1992
SOUTH PLACER, CA 95662

WEST AVENUE GP
60 WEST AVE
WAYNE, PA 19087
DELAWARE COUNTY
PENNSYLVANIA

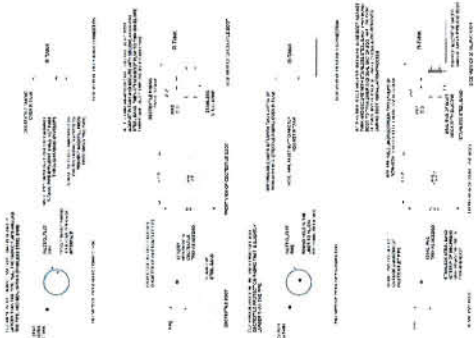
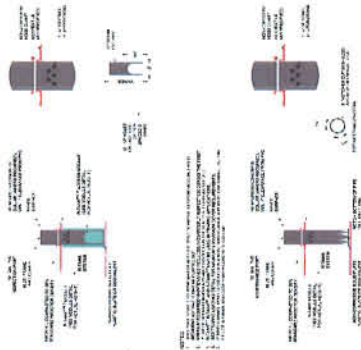
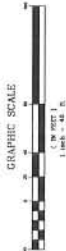
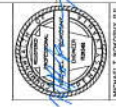
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| RECORD PLAN | SHEET 5 of 8 |
| SCALE 1"=20' | |

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| DRESSING DATA | | TRASH (cu ft.) | | | |
|-------------------------------|------------------|----------------|---------|--------|----------|
| | | EXISTING | REMOVE | ADD | PREPARED |
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| | CONCRETE (cu yd) | 0 | 0 | 48.650 | 48.650 |
| | CONCRETE (cu yd) | 48.650 | -337.34 | 4.375 | 11.544 |
| CONCRETE FINALS | | | | | |
| | CONCRETE (cu yd) | 3270 | -3270 | 0.000 | 4.193 |
| CONCRETE FINISHING EQUIPMENT | | | | | |
| | 400 | -400 | 0 | 0 | 0 |
| WALLS, TRAIL, WINDROW BELLS | | | | | |
| | 148 | -148 | 348 | 347 | 0 |
| TOTAL BULKING CONCRETE | | | | | |
| | 0 | 0 | 0 | 0 | 48.650 |
| TOTAL SITE PREPARED COVERAGE | | | | | |
| | 48.650 | -48.650 | 0.000 | 0.000 | 48.650 |

| | CODE | UNITS | REQUIRED |
|---|------------|---------|----------|
| CONCORD REPERT PRICES - 1 PER UNIT | 884A 12 | 52 | 104 |
| REPERT PRICES - 1 PER UNITS | 252-20A20 | 52 | 13 |
| METALS SPACES - 1 PER 20' x 4' EMPLOYEE | 384-08B 10 | 1166 84 | 8 |
| TOTAL MANING REQUIRED | | | 126 |
| TOTAL MANING PROVIDED | | | 126 |

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SITE ENGINEERING CONCEPTS, LLC

P.O. BOX 1992
HEASTERN, PA 19399

1-800-343-0451 E-MAIL: INFO@STERNONLINE.COM
 11111 10th Avenue North, Suite 1000, Tampa, FL 33613

WEST AVENUE GP

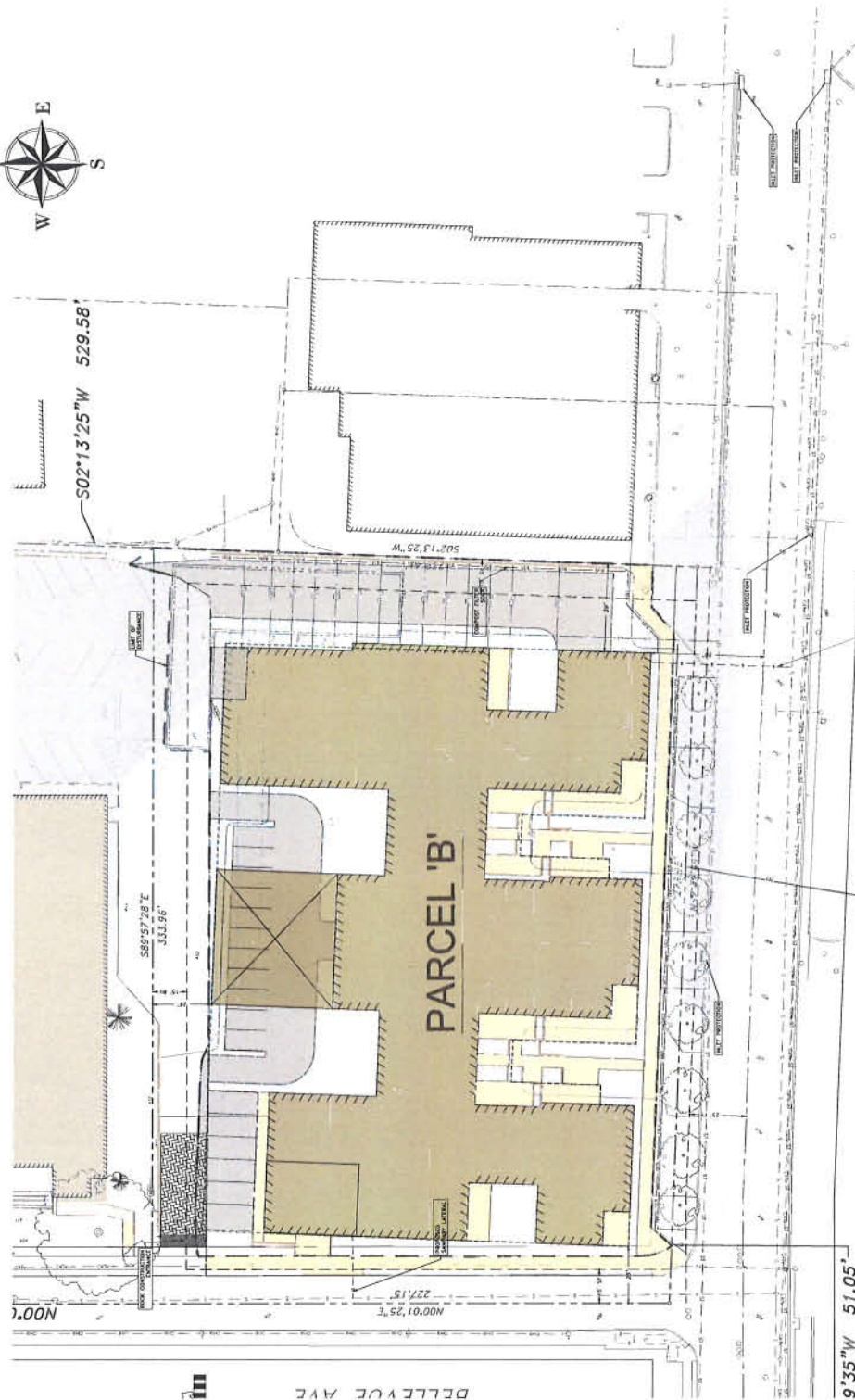
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WAYNE, PA 19087

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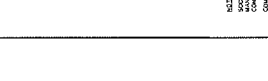
**EROSION AND
SEDIMENTATION
CONTROL PLAN**



MICHAEL J. ROQUARY P.E.
No. 086796
(Signature)

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| PENNSYLVANIA AUGUST 1, 2013 | SHEET 7 OF 8 |
| NANTUCKET TOWNSHIP DELAWARE COUNTY | |
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EROSION AND SEDIMENTATION CONTROL NOTES



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Fig. 11. Fe^{2+} , Fe^{3+} , Mn^{2+} , Mn^{3+} , $\text{Fe}^{2+}/\text{Fe}^{3+}$, and $\text{Mn}^{2+}/\text{Mn}^{3+}$ ratios in the studied samples.
