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# **EXHIBIT “B-1”**

JENKINTOWN BOROUGH  
ATTN: MICHAEL F. ENGLISH,  
700 SUMMIT AVE  
JENKINTOWN, PA 19046

3-033712000  
0007383268

I, , being duly affirmed according to law, deposes and says that I am the Legal Clerk of INTELLIGENCER INCORPORATED, Publisher of The Intelligencer, a newspaper of general circulation, published and having its place of business at Doylestown, Bucks County, Pa. and Horsham, Montgomery County, Pa.; that said newspaper was established in 1886; that securely attached hereto is a facsimile of the printed notice which is exactly as printed and published in said newspaper on


March 10, 2021  
March 17, 2021

appears hereto, exactly as published in said newspaper

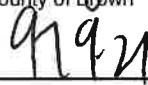


Legal Clerk

Affirmed and subscribed to me before me this  
17th day of March, 2021



Notary Public, State of Wisconsin, County of Brown



My commission expires

VICKY FELTY  
Notary Public  
State of Wisconsin

3

## Bucks County

### NOTICE OF MEETING JENKINTOWN BOROUGH

NOTICE IS GIVEN that the Borough Council of the Borough of Jenkintown will hold a public hearing at 7:00 P.M. on Wednesday March 24th, 2021, via the online platform of ZOOM video conferencing, and will be live streamed to Facebook Live, in order to consider the conditional use application of Midgard Properties LP (the "Applicant"). The subject property is 821 Homestead Road, Jenkintown, Pennsylvania 19046; tax map parcel 10-00-01896-00-2 located in the NCR - Neighborhood Commercial Residential District (the "Property"). Applicant proposes "construction of new apartment building consisting of one, two and three bedroom apartments totaling thirty-two unites with commercial space on the first floor. Total square footage of new construction is 38,705 SF." Applicant requests the following: 1) requests conditional use approval from Section 181-49(B) of the Ordinance to allow for the construction of apartment building. A complete copy of the petition to the Jenkintown Borough Council is available for public inspection at Borough Hall during business hours. If you wish to attend the meeting and are a person with a disability requiring an auxiliary aide, service, or other accommodation to participate in it, please contact the Borough Office at 215-885-0700 to discuss appropriate accommodations for your needs.

George Locke,  
Borough Manager,  
Jenkintown Borough  
21M 10, 17 7383268

# **EXHIBIT “B-2”**



# **POSTING CERTIFICATION**

## **Conditional Use**


**Applicant:** Midgard Properties LP

**Date of hearing:** March 24<sup>th</sup>, 2021

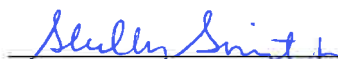
**Date of Posting:** March 17<sup>th</sup>, 2021

**Posting Location:** 4 locations along the property, 2 along York Road and 2 along Homestead Road

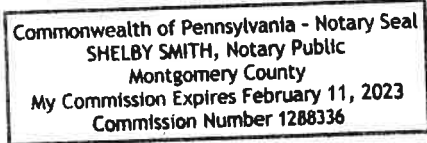
I, George Locke, Zoning Officer, hereby affirm that a notice of the pending public hearing by the Jenkintown Borough Zoning Hearing Board was posted in a conspicuous place on the subject property, and that the facts set forth here are true and correct to the best of my knowledge, information, and belief.

  
\_\_\_\_\_  
**Zoning Officer**

Sworn to and subscribed before me this 17  
Day of March, 2021

  
\_\_\_\_\_  
Shelby Smith, NOTARY PUBLIC

My Commission Expires 2/11/2023



**NOTICE**  
**Jenkintown Borough Council**  
**“Conditional Use Public Hearing”**

The Borough Council of the Borough of Jenkintown will hold a public hearing on **Wednesday, March 24th, 2021 at 7:00 PM** via the online platform of ZOOM video conferencing, and will be live streamed to Facebook Live, in order to consider the conditional use application of Midgard Properties LP.

The applicant has applied for conditional use approval from sections **181-49.B.1**, to allow for the construction of apartment building which will be located at 821 Homestead Road, Jenkintown PA 19046

All interested parties are invited to attend and offer testimony. A complete copy of the petition to the Jenkintown Borough Council is available for public inspection at Jenkintown Borough Hall during business hours or online at <https://jenkintownboro.com/zoning-and-land-development-applications/>.

# **EXHIBIT “B-3”**



## THE BOROUGH OF JENKINTOWN

700 SUMMIT AVENUE  
JENKINTOWN, PA 19046  
WWW.JENKINTOWNBORO.COM

P: 215.885.0700  
F: 215.885.3786

March 11, 2021

# NOTICE

## Jenkintown Borough Council

### Public Hearing

The Borough Council of the Borough of Jenkintown will hold a public hearing on **Wednesday, March 24<sup>th</sup>, 2021 at 7:00 PM** via the online platform of ZOOM video conferencing, and will be live streamed to Facebook Live, in order to consider the conditional use application of Midgard Properties LP.

The applicant has applied for conditional use approval from sections **181-49.B.1**, to allow for the construction of apartment building which will be located at 821 Homestead Road, Jenkintown PA 19046

All interested parties are invited to attend and offer testimony. A complete copy of the petition to the Jenkintown Borough Council is available for public inspection at Jenkintown Borough Hall during business hours or online at <https://jenkintownboro.com/zoning-and-land-development-applications/>.

Respectfully submitted,

George K. Locke BCO  
Borough Manager  
Zoning Officer

Cc: Alyson Fritzges, Attorney for Applicant  
Sean Kilkenny, Borough Solicitor

Anne Brennan  
 145 Cedar Street  
 Jenkintown, PA 19046

Aaron Javsicas  
 132 Walnut Street  
 Jenkintown PA 19046

Mr. Glen Morris  
 603 Rodman Avenue  
 Jenkintown, PA 19046

Gabriel Lerman  
 402 Cheltena Avenue  
 Jenkintown, PA 19046

The Law Offices of Sean Kilkenny  
 Attn: Sean Kilkenny  
 17 East Airy Street  
 Norristown, Pa 19401

Chelsea Sperger  
 604 Washington Ln  
 Jenkintown, Pa 19046

Kieran Farrell  
 502 Summit Avenue  
 Jenkintown, Pa 19046

Maxine Marlowe  
 100 West Avenue, 511 South  
 Jenkintown, Pa 19046

Anne MacHaffie  
 314 Hillside Avenue  
 Jenkintown, Pa 19046

Gregory Biles  
 411 Hillside Avenue  
 Jenkintown, Pa 19046

Linda Manfredonia  
 431 Newbold Road  
 Jenkintown, PA 19046

Robert Hudson  
 326 Summit Ave.  
 Jenkintown, PA 19046

Philip Zimmerman  
 603 Florence Avenue  
 Jenkintown, PA 19046

John Krebs  
 108 Summit Avenue  
 Jenkintown, PA 19046

Deborra Sines-Pancoe  
 402 West Avenue  
 Jenkintown, Pa 19046

B. David Ballard  
 141 Walnut Street  
 Jenkintown, PA 19046

Alexandria Khalil  
 514 Greenwood Avenue  
 Jenkintown, Pa 19046

Jay Conners  
 313 Rodman Avenue  
 Jenkintown, Pa 19046

Susan Yannessa  
 309 Florence Avenue, 628 North  
 Jenkintown, Pa 19046

Kevin Poirot  
 253 Wyncote Road  
 Jenkintown PA 19046

Vincent McCabe  
 112 Walnut St.  
 Jenkintown, PA 19046

Hamburg, Rubin, Mullin, Maxwell &  
 Lupin, PC  
 Attn: Noah Marlier  
 375 Morris Road, PO Box 1479  
 Lansdale, PA 19446

Jon McCandlish  
 258 Mather Road  
 Jenkintown, PA 19046

James Rose  
 513 Leedom St.  
 Jenkintown, PA 19046

Jennifer Lugar  
 211 Hillside Avenue  
 Jenkintown, Pa 19046

Kimberly McGlonn-Lucas  
 402 West Avenue  
 Jenkintown, Pa 19046

Christian Soltysiak  
 100 West Avenue, 617 South  
 Jenkintown, PA 19046

Joanne Bruno  
 309 Florence Avenue, 223 North  
 Jenkintown, Pa 19046

Albert DiValentino  
 Jenkintown Police Department  
 700 Summit Avenue  
 Jenkintown, PA 19046

Jenkintown Borough  
 700 Summit Avenue  
 Jenkintown PA 19046

Kyle & Jennifer Southerling  
221 Wyncote Road  
Jenkintown, PA 19046

Patrick & Danielle Morrin  
413 Vernon Road  
Jenkintown, PA 19046

Friendship Lodge FAM 400  
443 York Road  
Jenkintown, PA 19046

Acohen Holdings LLC  
426 Cottman Street  
Jenkintown, PA 19046

Grace Presbyterian Church  
100 Vista Road  
Jenkintown, PA 19046

Jenkintown Place  
925 W Lancaster Avenue  
Suite 200  
Bryn Mawr, PA 19010

Sean & Clare Ryan  
424 Newbold Road  
Jenkintown, PA 19046

Jenkintown Center Associates  
c/o Michael Spoll  
2251 Fraley Street  
Philadelphia, PA 19137

Diana Helweg Newton  
10334 Lennox Ln  
Dallas TX, 75229

Katherine DiPasquale  
427 Cottman Street  
Jenkintown, PA 19046

Pensco Trust LLC  
FBO David Mermelstein IRA  
440 Old York Road  
Jenkintown, PA 19046

Mary Walbridge Wurmstead Rev.  
Trust Diana Helweg Newton  
10334 Lennox Ln  
Dallas TX, 75229

Stephen Feldman & Eileen Rudnick  
& Paul Feldman & Bryna Singer  
820 Homestead Road  
Jenkintown, PA 19046

Kinthead Group LLC  
423 York Road  
Jenkintown, Pa 19046

Byong Moon  
1323 Cory Drive  
Fort Washington, Pa 19034

Dylan Ciocca  
811 Homestead Road  
Jenkintown, Pa 19046

Steven Landau  
425 York Road  
Jenkintown, PA 19046

Midgard Properties  
PO Box 2211  
Jenkintown, Pa 19046

Jenkintown Parking Rentals LLC  
413 Johnson Street Suite 203  
Jenkintown, Pa 19046

Allen Ross & Heidi Harr  
405 Vernon Road  
Jenkintown, Pa 19046

First Cornerstone Properties LLC  
1121 N Bethlehem Pike  
Suite 60-186  
Spring House, Pa 19477

Thomas & Ann Peff  
407 Vernon Road  
Jenkintown, Pa 19046

Phoebe Wood  
4617 Pine Street Unit H510  
Philadelphia, Pa 19143

William & Dajia Steuber  
411 Vernon Road  
Jenkintown, Pa 19046

JSJB LLC  
138 Executive Drive  
Ambler, Pa 19002

## Buffer search results

## Results 1 - 28 of 28

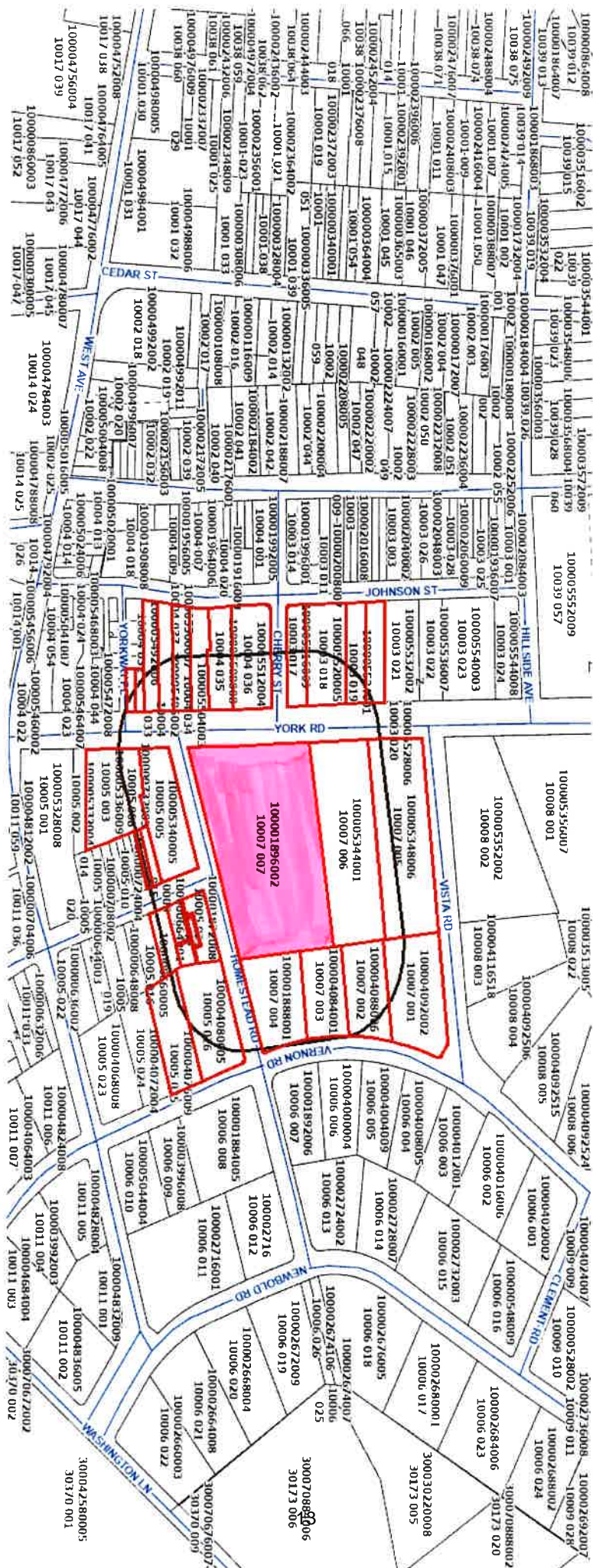
Parcel ID	Owner Name	Property Address	Sales Date	Sales Amount	LUC	Altid
100000664001	SOUTHERLING KYLE N & GIUFFRID...	422 COTTMAN ST	05/26/2009	1	4100	10005 015
100000668006	ACOHEN HOLDINGS LLC	426 COTTMAN ST	02/13/2020	600000	4100	10005 027
100000736001	RYAN SEAN DAVID & CLARE ELIZA...	425 COTTMAN ST	12/18/2020	180000	1101	10005 007
100000740006	DIPASQUALE KATHERINE E	427 COTTMAN ST	03/24/2011	200000	1101	10005 006
100001872008	FELDMAN STEPHEN A & RUDNICK ...	824 HOMESTEAD RD	10/22/2010	1	4100	10005 029
100001888001	CIOCCA DYLAN WILLIAM	811 HOMESTEAD RD	07/16/2018	600000	1101	10007 004
100001896002	MIDGARD PROPERTIES LP	821 HOMESTEAD RD	10/31/2019	13850...	4000	10007 007
100004076009	ROSS ALLEN E & HARR HEIDI L	405 VERNON RD	07/31/2008	550000	1101	10005 025
100004080005	PEFF THOMAS C & ANN B	407 VERNON RD	07/15/1986	180000	1101	10005 026
100004084001	STUEBER WILLIAM J & DAJIA D	411 VERNON RD	05/29/2013	335000	1101	10007 003
100004088006	MORRIN PATRICK C & DANIELLE C	413 VERNON RD	07/03/2014	1	1101	10007 002
100004092002	GRACE PRESBYTERIAN CHURCH	100 VISTA RD	01/01/1923	0	5905	10007 001
100005336009	JENKINTOWN CENTER ASSOCIATES	412 YORK RD	09/29/1997	0	4100	10005 003
<del>100005340005</del>	<del>JENKINTOWN CENTER ASSOCIATES</del>	<del>428 YORK RD</del>	<del>09/29/1997</del>	<del>0</del>	<del>4100</del>	<del>10005 005</del>
100005344001	PENSCO TRUST CO LLC CUSTODIAN	440 YORK RD	07/21/2020	28000...	5145	10007 006
<del>100005348006</del>	<del>GRACE PRESBYTERIAN CHURCH</del>	<del>444 YORK RD</del>	<del>01/01/1926</del>	<del>0</del>	<del>5901</del>	<del>10007 005</del>
100005484005	KINKEAD GROUP LLC	423 YORK RD	04/27/2011	275000	4100	10004 030
100005488001	LANDAU STEVEN M	425 YORK RD	10/26/2013	1	4100	10004 031
100005492006	JENKINTOWN PARKING RENTALS LLC	429 YORK RD	06/02/2014	255000	4275	10004 032
100005496002	FIRST CORNERSTONE PROPERTIES ...	433 YORK RD	08/30/2016	875000	4100	10004 033
100005500007	WOOD PHOEBE L	437 YORK RD	10/29/1992	1	4100	10004 037
100005504003	JSJB LLC	439 YORK RD	09/23/2016	340000	4100	10004 034
100005508008	FRIENDSHIP LODGE F A M 400	447 YORK RD	01/01/1913	0	5980	10004 035
100005512004	JENKINTOWN PLACE	455 YORK RD	07/19/2001	486700	4231	10004 036
100005516009	NEWTON DIANA HELWEG & HELWEG ...	459 YORK RD	12/20/2012	1	4320	10003 017
100005520005	WURMSTEDT MARY WALBRIDGE REVO...	467 YORK RD	12/20/2012	1	4256	10003 018
<del>100005524001</del>	<del>NEWTON DIANA HELWEG &amp; JOSEPH &amp;</del>	<del>471 YORK RD</del>	<del>03/25/2013</del>	<del>1</del>	<del>4100</del>	<del>10003 019</del>
100005528006	MOON BYONG Y	475 YORK RD	02/18/2005	410000	4100	10003 020

Buffer search results

Results 1 - 28 of 28

Parcel ID	Owner Name	Property Address	Sales Date	Sales Amount	LUC	Altid
<a href="#">100000664001</a>	SOUTHERLING KYLE N & GIUFFRID...	422 COTTMAN ST	05/26/2009	1	4100	10005 015
<a href="#">100000668006</a>	ACOHEN HOLDINGS LLC	426 COTTMAN ST	02/13/2020	600000	4100	10005 027
<a href="#">100000736001</a>	RYAN SEAN DAVID & CLARE ELIZA...	425 COTTMAN ST	12/18/2020	180000	1101	10005 007
<a href="#">100000740006</a>	DIPASQUALE KATHERINE E	427 COTTMAN ST	03/24/2011	200000	1101	10005 006
<a href="#">100001872008</a>	FELDMAN STEPHEN A & RUDNICK ...	824 HOMESTEAD RD	10/22/2010	1	4100	10005 029
<a href="#">100001888001</a>	CIOCCA DYLAN WILLIAM	811 HOMESTEAD RD	07/16/2018	600000	1101	10007 004
<a href="#">100001896002</a>	MIDGARD PROPERTIES LP	821 HOMESTEAD RD	10/31/2019	13850...	4000	10007 007
<a href="#">100004076009</a>	ROSS ALLEN E & HARR HEIDI L	405 VERNON RD	07/31/2008	550000	1101	10005 025
<a href="#">100004080005</a>	PEFF THOMAS C & ANN B	407 VERNON RD	07/15/1986	180000	1101	10005 026
<a href="#">100004084001</a>	STUEBER WILLIAM J & DAJIA D	411 VERNON RD	05/29/2013	335000	1101	10007 003
<a href="#">100004088006</a>	MORRIN PATRICK C & DANIELLE C	413 VERNON RD	07/03/2014	1	1101	10007 002
<a href="#">100004092002</a>	GRACE PRESBYTERIAN CHURCH	100 VISTA RD	01/01/1923	0	5905	10007 001
<a href="#">100005336009</a>	JENKINTOWN CENTER ASSOCIATES	412 YORK RD	09/29/1997	0	4100	10005 003
<a href="#">100005340005</a>	JENKINTOWN CENTER ASSOCIATES	428 YORK RD	09/29/1997	0	4100	10005 005
<a href="#">100005344001</a>	PENSCO TRUST CO LLC CUSTODIAN	440 YORK RD	07/21/2020	28000...	5145	10007 006
<a href="#">100005348006</a>	GRACE PRESBYTERIAN CHURCH	444 YORK RD	01/01/1926	0	5901	10007 005
<a href="#">100005484005</a>	KINKEAD GROUP LLC	423 YORK RD	04/27/2011	275000	4100	10004 030
<a href="#">100005488001</a>	LANDAU STEVEN M	425 YORK RD	10/26/2013	1	4100	10004 031
<a href="#">100005492006</a>	JENKINTOWN PARKING RENTALS LLC	429 YORK RD	06/02/2014	255000	4275	10004 032
<a href="#">100005496002</a>	FIRST CORNERSTONE PROPERTIES ...	433 YORK RD	08/30/2016	875000	4100	10004 033
<a href="#">100005500007</a>	WOOD PHOEBE L	437 YORK RD	10/29/1992	1	4100	10004 037
<a href="#">100005504003</a>	JSJB LLC	439 YORK RD	09/23/2016	340000	4100	10004 034
<a href="#">100005508008</a>	FRIENDSHIP LODGE F A M 400	447 YORK RD	01/01/1913	0	5980	10004 035
<a href="#">100005512004</a>	JENKINTOWN PLACE	455 YORK RD	07/19/2001	486700	4231	10004 036
<a href="#">100005516009</a>	NEWTON DIANA HELWEG & HELWEG ...	459 YORK RD	12/20/2012	1	4320	10003 017
<a href="#">100005520005</a>	WURMSTEDT MARY WALBRIDGE REVO...	467 YORK RD	12/20/2012	1	4256	10003 018
<a href="#">100005524001</a>	NEWTON DIANA HELWEG & JOSEPH &	471 YORK RD	03/25/2013	1	4100	10003 019
<a href="#">100005528006</a>	MOON BYONG Y	475 YORK RD	02/18/2005	410000	4100	10003 020





# **EXHIBIT “B-4”**

RECEIVED

FEB 26 2021

Jenkintown Borough

BOROUGH OF JENKINTOWN  
Conditional Use Application  
SUBDIVISION/LAND DEVELOPMENT APPLICATION

Date Submitted 2/25/21

Name of Development Newbold Square Apartments  
Address/Location 821 Homestead Road

Name, Address & Phone No. of: 610-458-4400  
Applicant Midgard Properties, LP c/o Alyson J. Fritzges, Esq. 717 Constitution Dr. Ste 201, Exton, PA 19341  
Land Owner Midgard Properties, LP c/o Alyson J. Fritzges, Esq. 717 Constitution Dr. Ste 201, Exton, PA 19341  
Equitable Land Owner N/A

Title of Plan Submitted Site Plan

Plan Type: Land Development        Minor Land Development        Conditional Use X  
Subdivision       

Plan Status: Sketch        Preliminary        Final       

Plan Dated 2/23/21

Name, Address & Phone No. of:

Engineer Ruggerio & Plante, 5900 Ridge Ave., Philadelphia, PA 19128

Architect Regan Kline Cross, LLC, 320 Pennsylvania Ave., Orelan, PA 19075

Attorney Alyson J. Fritzges, Esq., 717 Constitution Dr. Ste 201, Exton, PA 19341

Zoning District (s) NCR Block & Unit No.       

Tract Area in Acres 1.6 ACRES No. of Proposed Lots/Bldgs. One New Construction, Two Existing Buildings

Give brief narrative of proposed use of land/buildings. Commercial applications include building square footage and specific uses; residential applications include number of lots and amount of dwelling unit types: Applicant proposes construction of new apartment building consisting of one, two and three bedroom apartments totaling 32 units with commercial space on the first floor  
Total square footage of new construction is 38,705 SF.

Tenure: Sale        Rent X Condominium        Unknown       

State any requirements of the Zoning Code and Subdivision and Land Development regulations that are not complied with and reason for noncompliance: This use is permitted by conditional use in the NCR District. All zoning requirements are met and Applicant will comply with the Borough's Subdivision and Land Development Ordinance and/or request waivers from appropriate provisions.

The undersigned hereby makes application for approval of plan type indicated above, under provisions of the Code of The Borough of Jenkintown, Chapter 160, and any supplements and amendments thereto.

Alyson J. Fritzges  
(Signature of Applicant)  
Alyson J. Fritzges, Esquire  
Attorney for Applicant

OVER

Alyson J. Fritzges  
(Signature of Land Owner)  
Alyson J. Fritzges, Esquire  
Attorney for Land Owner

Application is complete and accepted by \_\_\_\_\_ Date \_\_\_\_\_  
FEE \_\_\_\_\_ Receipt # \_\_\_\_\_

Twenty (20) copies of the Plan must be submitted with this application. Additional copies may be needed if major revisions are required. Plan size should be no larger than 24" x 36".

NOTE: FAILURE TO FULLY COMPLETE THE APPLICATION COULD BE CAUSE FOR ITS REJECTION.

# **EXHIBIT “B-5”**



- 1 BR UNITS - TYP. 700 SF
- 2 BR UNITS - TYP. 1100 SF
- 3 BR UNITS - TYP. 1405 SF
- EXISTING STRUCTURES
- COMMERCIAL PROFESSIONAL OFFICE

**NEW BUILDING AREA:**  
 1ST FLOOR - 13,572 SF  
 (20% COMMERCIAL SPACE 2714 SF)  
 2ND FLOOR - 13,075 SF  
 3RD FLOOR - 12,110 SF  
 TOTAL - 38,705 SF  
 TOTAL PARKING SPOTS: 60 SPOTS

**PROGRAM COUNT**  
 NEW BUILDING  
 (16) ONE BR UNITS  
 (14) TWO BR UNITS  
 (2) THREE BR UNITS  
 32 TOTAL UNITS

**CHURCH**  
 3 MULTI-STORY RESIDENTIAL UNITS

**HOMESTEAD HALL**  
 LEASING OFFICE  
 2 RESIDENTIAL UNITS  
 LITTLE GYM

PARKING CALCULATION			
USE	DENSITY BY USE	USE FACTOR	REQ. SPACES
APARTMENTS	1.5 SPACES / UNIT	37 UNITS	55.5 SPACES
COMMERCIAL	PROF / 4 SPACE	1400 SF	35 SPACES
NEW	PROF / 4 SPACE	2714 SF	68 SPACES
TOTAL			158.5 SPACES
PROVIDED			60 SPACES

USE GROUP: NCR - NEIGHBORHOOD RESIDENTIAL DISTRICT			
ZONING INFO	REQUIRED	EXISTING	PROPOSED
LOT AREA	MAXIMUM 10,000 SF	19,120 SF	UNCHANGED
LOT WIDTH	50'-0"	70'-0"	UNCHANGED
BUILDING HEIGHT	MAX 23 FEET & MAX 4 STORIES OR 50'-0"	20'-0"	27'-0"
BUILDING FOOTPRINT	MAXIMUM 40,000 SF	35,000 SF	38,705 SF
WATER WASH COVERAGE	85% MIN.	85% MIN.	85% MIN.
FRONT YARD	10'-0"	10'-0"	10'-0"
REAR YARD	5'-0"	5'-0"	5'-0"
SIDE YARD	5'-0"	5'-0"	5'-0"
PARKING	1.5 SPACES PER UNIT	40 PARKING SPOTS	60 PARKING SPOTS

**rke**  
 REGAN KANE ARCHITECTS  
 1000 N. 1ST ST.  
 SUITE 100  
 JENKINTOWN, PA 19034  
 (215) 666-1111  
 REGAN KANE ARCHITECTS, LLC  
 1000 N. 1ST ST.  
 SUITE 100  
 JENKINTOWN, PA 19034  
 (215) 666-1111

OLD YORK RD.

HOMESTEAD RD.



**HOMESTEAD HALL**  
 • LEASING OFFICE  
 • 2 RESIDENTIAL UNITS  
 • LITTLE GYM 5400 SF

**CHURCH OF OUR SAVIOR**  
 • 3 MULTI-STORY RESIDENTIAL UNITS

RECEIVED

1 GROUND FLOOR PLAN  
 SCALE: 1/8" = 1'-0"

A1.1

- 1 BR UNITS - TYP. 700 SF
- 2 BR UNITS - TYP. 1100 SF
- 3 BR UNITS - TYP. 1465 SF
- EXISTING STRUCTURES
- COMMERCIAL PROFESSIONAL OFFICE

**NEW BUILDING AREA:**  
 1ST FLOOR - 13,572 SF  
 (20% COMMERCIAL SPACE 2714 SF)  
 2ND FLOOR - 13,025 SF  
 3RD FLOOR - 12,110 SF  
 TOTAL - 38,705 SF  
 TOTAL PARKING SPOTS: 66 SPOTS

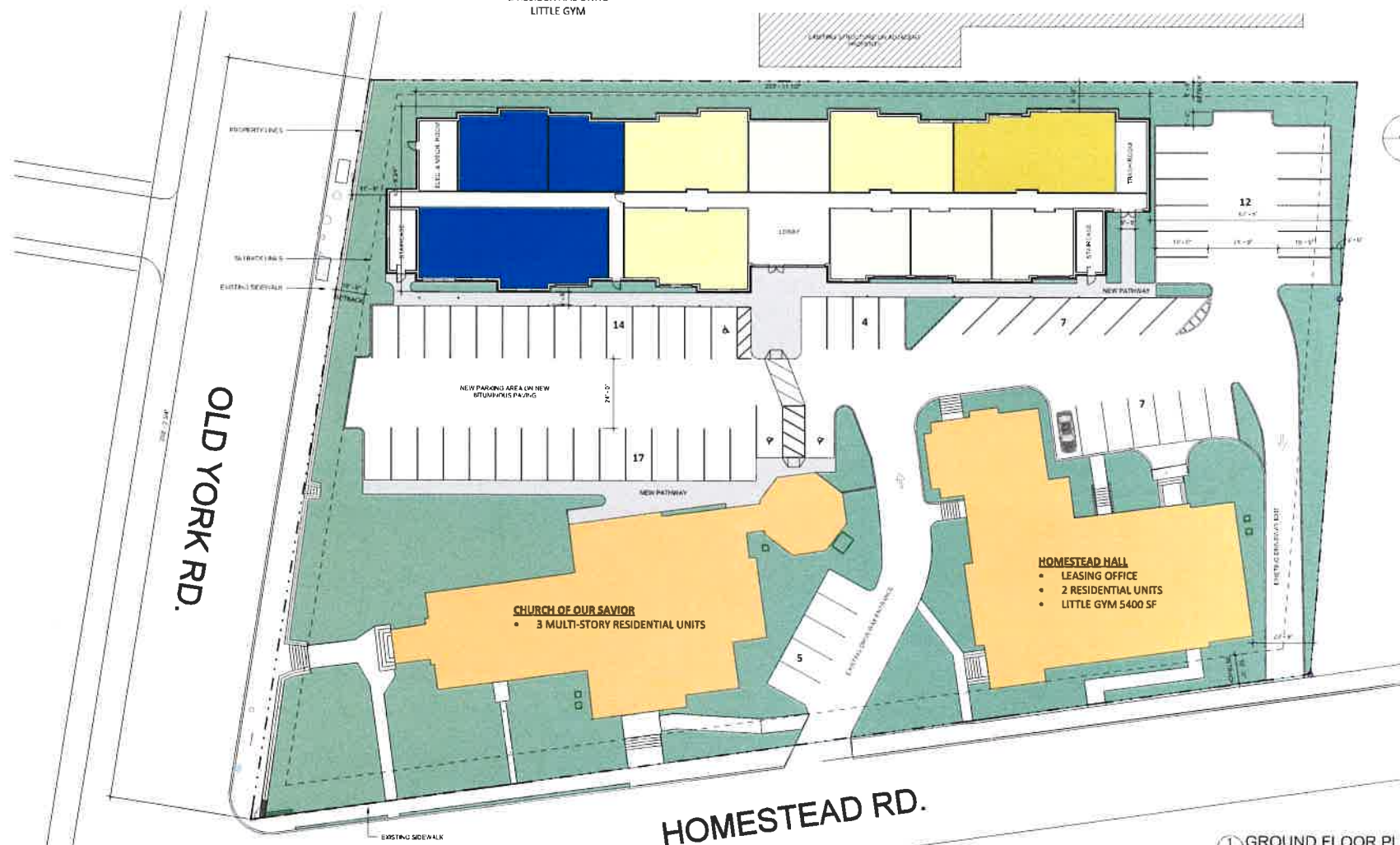
**PROGRAM COUNT**  
**NEW BUILDING**  
 (16) ONE BR UNITS  
 (14) TWO BR UNITS  
 (2) THREE BR UNITS  
 32 TOTAL UNITS

**CHURCH**  
 3 MULTI-STORY RESIDENTIAL UNITS

**HOMESTEAD HALL**  
 LEASING OFFICE  
 2 RESIDENTIAL UNITS  
 LITTLE GYM

PARKING CALCULATION			
USE	DENSITY BY USE	USE FACTOR	REQ. SPACES
RESIDENTIAL	1.5 SPACES / 1 UNIT	32 UNITS	48 SPACES
COMMERCIAL	1.0 SPACES / 1 SPACE	2700 SF	6.75 SPACES
DATA		5400 SF	
TOTAL:		6300 SF	54.75 SPACES
PROVIDED:			66 SPACES

USE GROUP: NCR - NEIGHBORHOOD RESIDENTIAL DISTRICT			
ZONING INFO.	REQUIRED	EXISTING	PROPOSED
EDU AREA	1.0 SPACES / 1 UNIT	1.0 SPACES / 1 UNIT	1.0 SPACES / 1 UNIT
EDU WIDTH	50' - 0"	50' - 0"	50' - 0"
BUILDING HEIGHT	MAX. 3 STORIES	MAX. 3 STORIES	MAX. 3 STORIES
BUILDING COVERAGE	MAX. 40%	MAX. 40%	MAX. 40%
PERMITTED COVERAGE	MAX. 40%	MAX. 40%	MAX. 40%
PERMITTED DENSITY	1.0 SPACES / 1 UNIT	1.0 SPACES / 1 UNIT	1.0 SPACES / 1 UNIT



**GROUND FLOOR PLAN**  
 SCALE: 1/16" = 1'-0"

**rke**  
 REGAN KLINE CROSS  
 ARCHITECTS

**REGAN, KLINE, CROSS, LLC**  
 821 HOMESTEAD RD.  
 JENKINTOWN, PA 19046

DATE: 10/21/2020  
 SCALE: 1/16" = 1'-0"  
 Title: A1.1

SEAL

CONSULTANTS

**MIDGARD PROPERTIES**  
 821 HOMESTEAD RD.  
 JENKINTOWN, PA 19046



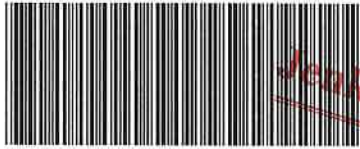

DATE: 10/21/2020  
 SCALE: 1/16" = 1'-0"  
 Title: A1.1

**A1.1**

GROUND FLOOR PLAN

# **EXHIBIT “B-6”**



  <p> <b>RECORDER OF DEEDS</b>  <b>MONTGOMERY COUNTY</b>  <i>Jeanne Sorg</i>    One Montgomery Plaza  Swede and Airy Streets ~ Suite 303  P.O. Box 311 ~ Norristown, PA 19404  Office: (610) 278-3289 ~ Fax: (610) 278-3869 </p>	<p> <b>DEED BK 6160 PG 01892 to 01896</b>  <b>INSTRUMENT # : 2019080025</b>  <b>RECORDED DATE: 11/07/2019 09:08:41 AM</b> </p>  <p>5693509-0020</p> <p style="text-align: right;"> <b>MONTGOMERY COUNTY ROD</b> </p>															
<p style="text-align: center;"><b>OFFICIAL RECORDING COVER PAGE</b></p> <p style="text-align: right;">Page 1 of 5</p>																
<p> <b>Document Type:</b> Deed  <b>Document Date:</b> 10/31/2019  <b>Reference Info:</b>  <b>RETURN TO:</b> (Simplifile)  Land Services USA (Media)  602 E Baltimore Pike  Media, PA 19063  (610) 566-1335 </p>	<p> <b>Transaction #:</b> 5940585 - 3 Doc(s)  <b>Document Page Count:</b> 4  <b>Operator Id:</b> msanabia  <b>PAID BY:</b>  LAND SERVICES USA MEDIA </p>															
<p><b>* PROPERTY DATA:</b></p> <table border="0"> <tr> <td>Parcel ID #:</td> <td>10-00-01896-01-1</td> <td>10-00-01896-00-2</td> </tr> <tr> <td>Address:</td> <td>821 HOMESTEAD RD</td> <td>821 HOMESTEAD RD</td> </tr> <tr> <td></td> <td>JENKINTOWN PA 19046</td> <td>JENKINTOWN PA 19046</td> </tr> <tr> <td>Municipality:</td> <td>Jenkintown Borough (100%)</td> <td>Jenkintown Borough (0%)</td> </tr> <tr> <td>School District:</td> <td>Jenkintown</td> <td>Jenkintown</td> </tr> </table>		Parcel ID #:	10-00-01896-01-1	10-00-01896-00-2	Address:	821 HOMESTEAD RD	821 HOMESTEAD RD		JENKINTOWN PA 19046	JENKINTOWN PA 19046	Municipality:	Jenkintown Borough (100%)	Jenkintown Borough (0%)	School District:	Jenkintown	Jenkintown
Parcel ID #:	10-00-01896-01-1	10-00-01896-00-2														
Address:	821 HOMESTEAD RD	821 HOMESTEAD RD														
	JENKINTOWN PA 19046	JENKINTOWN PA 19046														
Municipality:	Jenkintown Borough (100%)	Jenkintown Borough (0%)														
School District:	Jenkintown	Jenkintown														
<p><b>* ASSOCIATED DOCUMENT(S):</b></p>																
<p> <b>CONSIDERATION/SECURED AMT: \$1,385,000.00</b>    <b>FEES / TAXES:</b>  Recording Fee:Deed \$86.75  Additional Parcels Fee \$15.00  Affordable Housing Parcels \$0.50  State RTT \$13,850.00  Jenkintown Borough RTT \$6,925.00  Jenkintown School District RTT \$6,925.00  <b>Total:</b> \$27,802.25 </p>	<p> DEED BK 6160 PG 01892 to 01896  Recorded Date: 11/07/2019 09:08:41 AM    I hereby CERTIFY that this document is recorded in the Recorder of Deeds Office in Montgomery County, Pennsylvania. </p>  <p style="text-align: right;"> <b>Jeanne Sorg</b>  <b>Recorder of Deeds</b> </p>															

Rev1 2016-01-29

**PLEASE DO NOT DETACH**

**THIS PAGE IS NOW PART OF THIS LEGAL DOCUMENT**

NOTE: If document data differs from cover sheet, document data always supersedes.

\*COVER PAGE DOES NOT INCLUDE ALL DATA, PLEASE SEE INDEX AND DOCUMENT FOR ANY ADDITIONAL INFORMATION

Prepared by and Return to:

Land Services USA, Inc.  
602 E. Baltimore Pike  
Suite 100  
Media, PA 19063

File No. PACLT19-3434AC

UPI # 10-00-01896-01-1; 10-00-01896-00-2

MONTGOMERY COUNTY COMMISSIONERS REGISTRY  
10-00-01896-01-1 JENKINTOWN BOROUGH  
821 HOMESTEAD RD  
CHURCH OF OUR SAVIOUR \$15.00  
B 007 L U 007 5000 11/04/2019 JG

MONTGOMERY COUNTY COMMISSIONERS REGISTRY  
10-00-01896-00-2 JENKINTOWN BOROUGH  
821 HOMESTEAD RD  
CHURCH OF OUR SAVIOUR \$15.00  
B 007 L U 007 5901 11/04/2019 JG

**This Indenture**, made the 31st day of October, 2019

**Between**

**THE RECTOR, CHURCH WARDENS AND VESTRYMEN OF THE CHURCH  
OF OUR SAVIOR**

(hereinafter called the Grantor), of the one part, and

**MIDGARD PROPERTIES, LP, A PENNSYLVANIA LIMITED PARTNERSHIP**

(hereinafter called the Grantee), of the other part,

**Witnesseth**, that the said Grantor for and in consideration of the sum of **One Million Three Hundred Eighty-Five Thousand And 00/100 Dollars (\$1,385,000.00)** lawful money of the United States of America, unto it well and truly paid by the said Grantee, at or before the sealing and delivery hereof, the receipt whereof is hereby acknowledged, has granted, bargained and sold, released and confirmed, and by these presents does grant, bargain and sell, release and confirm unto the said Grantee

**ALL THAT CERTAIN** lot or piece of ground, situate in Jenkintown Borough, Montgomery County, Commonwealth of Pennsylvania, bounded and described according to a Boundary and Location Survey prepared by Ruggiero Plante Land Design dated October 29, 2019, as follows, to wit:

**BEGINNING** at the point of intersection of the Northerly line of Homestead Road (40-foot wide Right-of-Way) and the Easterly line of Old York Road (SR0611, 60-foot wide Right-of-Way), from said point of BEGINNING; thence

1. Extending North 05°11'30" East, along the said Easterly line of Old York Road, a distance of 258.130 feet to a point; thence
2. Extending North 86°12'00" East, along the line of lands now or formerly Jenkintown Group Holdings, LLC, a distance of 340.386 feet to an Iron Pin Found; thence
3. Extending South 00°54'00" West, along the line of lands now or formerly Steuber and lands now or formerly of Giocca, a distance of 205.040 feet to an Iron Pin Found on the said Northerly line of Homestead Road; thence

4. Extending South 78°17'00" West, along the said Northerly line of Homestead Road, a distance of 367.431 feet to the first mentioned point and place of BEGINNING.

CONTAINING: 80,151 square feet of land (1.84 acres).

BEING Tax Parcel Nos.: 10-00-01896-00-2 and 10-00-01896-01-1.

BEING the same premises which William H. Newbold and Calebina E., his wife by Deed dated 8/25/1858 and recorded 4/27/1860 in Montgomery County in Deed Book 119 page 143 granted and conveyed unto The Rector, Church Wardens and Vestrymen of the Church of Our Savior, in fee.

AND BEING the same premises which John L. Reese by Deed dated 7/21/1860 and recorded 8/17/1860 in Montgomery County in Deed Book 121 page 55, conveyed unto The Rector, Church Wardens and Vestrymen of the Church of Our Savior, in fee.

**Together with** all and singular the buildings and improvements, ways, streets, alleys, driveways, passages, waters, water-courses, rights, liberties, privileges, hereditaments and appurtenances, whatsoever unto the hereby granted premises belonging, or in anywise appertaining, and the reversions and remainders, rents, issues, and profits thereof; and all the estate, right, title, interest, property, claim and demand whatsoever of it, the said grantor, as well at law as in equity, of, in and to the same.

**To have and to hold** the said lot or piece of ground described above, with the buildings and improvements thereon erected, hereditaments and premises hereby granted, or mentioned and intended so to be, with the appurtenances, unto the said Grantee, its successors and assigns, to and for the only proper use and behoof of the said Grantee, its successors and assigns, forever.

**And** the said Grantor, for itself, its successors and assigns, does, by these presents, covenant, grant and agree, to and with the said Grantee, its successors and assigns, that it, the said Grantor, and its successors and assigns, all and singular the hereditaments and premises herein described and granted, or mentioned and intended so to be, with the appurtenances, unto the said Grantee, its successors and assigns, against it, the said Grantor, and its successors and assigns, will warrant and defend against the lawful claims of all persons claiming by, through or under the said Grantor but not otherwise.

In Witness Whereof, the Grantor has caused this Indenture to be duly executed on the day and year first above written.

ATTEST:

THE RECTOR, CHURCH WARDENS AND  
VESTRYMEN OF THE CHURCH OF OUR  
SAVIOR

{SEAL}


By:

  
Ann Petrucci  
Accounting Warden

Commonwealth of Pennsylvania } ss  
County of Delaware

AND NOW, this 31st day of October, 2019, before me, the undersigned Notary Public, appeared Ann Petrucci, who acknowledged herself to be the Accounting Warden (title) of The Rector, Church Wardens and Vestrymen of the Church of Our Savior, a non-profit corporation, and she, as such Accounting Warden (title) being authorized to do so, executed the foregoing instrument for the purposes therein contained by signing the name of the non-profit corporation by herself as Accounting Warden (title).


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

  
Notary Public  
My commission expires 12-12-20

The precise residence and the complete post office address of the above-named Grantee is:

P.O. Box 2211

Jenkintown, PA 19046

  
On behalf of the Grantee

COMMONWEALTH OF PENNSYLVANIA

NOTARIAL SEAL

KAREN A. BROWN, Notary Public  
Nether Providence Twp., Delaware County  
My Commission Expires December 12, 2020

# Deed

UPI # 10-00-01896-01-1; 10-00-01896-00-2

The Rector, Church Wardens and Vestrymen  
of the Church of Our Savior

TO

Midgard Properties, LP, a Pennsylvania  
limited partnership

Land Services USA, Inc.  
602 E. Baltimore Pike  
Suite 100  
Media, PA 19063

# **EXHIBIT “B-7”**



TRAFFIC PLANNING AND DESIGN, INC.



## 821 Homestead Road

Transportation Impact Study

*Jenkintown Borough, Montgomery County, PA*

### **For Submission To:**

Jenkintown Borough, Montgomery County, PA

# 821 HOMESTEAD ROAD TRANSPORTATION IMPACT STUDY

FOR SUBMISSION TO:

Jenkintown Borough, Montgomery County, PA

Prepared For:

**Regan Kline Cross Architects**

7670 Queen Street

Wyndmoor, PA 19038

March 12, 2021

**TPD # RECC.00002**



TRAFFIC PLANNING AND DESIGN, INC.

Prepared By:

**Traffic Planning and Design, Inc.**

2500 East High Street Suite 650

West Chester, Pennsylvania 19380

Phone: (610) 326-3100

Fax: (610) 326-9410

E-mail: [TPD@TrafficPD.com](mailto:TPD@TrafficPD.com)

Web Site: [www.trafficpd.com](http://www.trafficpd.com)



A handwritten signature in blue ink that reads 'Greg Richardson'.

Greg Richardson, P.E.

*Executive Vice President*



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## FIGURES 1 – 12

## TECHNICAL APPENDICES

- Appendix A: Study Area Photographs
- Appendix B: Manual Traffic Count Printouts
- Appendix C: Volume Development Data
- Appendix D: Capacity Analyses
- Appendix E: Auxiliary Turn Lane Warrant Analyses

## EXECUTIVE SUMMARY

The purpose of this study is to examine the potential traffic impact associated with the proposed 821 Homestead Road development on the roadway network in Jenkintown Borough, Montgomery County, PA.

1. The study area intersections included in this TIS are as follows:
  - » Old York Road (SR 0611) and Homestead Road;
  - » Homestead Road and Cottman Street/Enter-Only Driveway;
  - » Homestead Road and Exit-Only Driveway;
  - » Homestead Road and Vernon Road.
2. The project site is located on the northern side of Homestead Road and is currently occupied by the former Church of Our Savior Building (currently a small office use) and Homestead Hall (consisting of two residential units). The proposed site will consist of 37 total apartments, a 5.4 ksf Little Gym, and a 2.5 ksf leasing office.
3. Access to the proposed site will be provided via the existing site driveways to Homestead Road: one enter-only driveway opposite Cottman Street and one exit-only driveway.
4. With the proposed on-site recommendations, all proposed driveway location sight distances will exceed PennDOT's Desirable and Safe Stopping Sight Distance (SSSD) criteria.
5. Based the conservative trip generation methodology utilized in this study, the proposed development will generate **32** new vehicle-trips during the weekday A.M. peak hour and **49** new vehicle-trips during the weekday P.M. peak hour.
6. Under the 2023 projected conditions with the development of the proposed site, the study area intersections will operate at the same levels of service as seen under the existing and base conditions. Furthermore, all movements at the site driveways will operate at LOS A.
7. Traffic Planning and Design Inc. (TPD) recommends the following as outlined in the study:

### Homestead Road & Exit-Only Driveway

- » Provide a stop sign (PennDOT designation R1-1) to control traffic
- » Provide signage to restrict access to enter-only at the Site Driveway
- » Prohibit parking within the sight triangle to ensure adequate sight distance is provided

### Homestead Road & Enter-Only Driveway

- » Provide signage to restrict access to exiting site traffic

8. Levels of Service (LOS) for the study area intersections have been summarized in matrix form. **Table I** details the overall intersection LOS for each study area intersection.

**TABLE I**  
**OVERALL INTERSECTION LEVEL OF SERVICE SUMMARY**

Intersection	Time Period	2021 Existing	Opening Year 2023		Meets LOS Requirements?
			Base	Projected	
Old York Road (SR 0611) & Homestead Road	A.M.	A (1.6)	A (1.6)	A (1.9)	Yes
	P.M.	A (2.4)	A (2.4)	A (2.6)	
Homestead Road & Cottman Street/Enter-Only Driveway	A.M.	A (1.6)	A (1.6)	A (2.0)	Yes
	P.M.	A (2.1)	A (2.1)	A (2.8)	
Homestead Road & Exit-Only Driveway	A.M.	A (0.0)	A (0.0)	A (0.9)	Yes
	P.M.	A (0.9)	A (0.9)	A (0.9)	
Homestead Road & Vernon Road	A.M.	A (8.7)	A (8.8)	A (8.7)	Yes
	P.M.	A (8.7)	A (8.5)	A (8.5)	

## INTRODUCTION

Traffic Planning and Design, Inc. (TPD) has completed a Transportation Impact Study (TIS) for the proposed 821 Homestead Road development in Jenkintown Borough, Montgomery County, Pennsylvania. The project site is located on the northern side of Homestead Road east of Old York Road (SR 0611), as shown in **Figure 1**. The existing site consists of the former Church of Our Savior Building (currently a Little Gym) and Homestead Hall consisting of two residential units. As shown **Figure 2**, the proposed site will consist of the following:

- 37 apartments (2 existing apartments to remain)
- 5.4ksf Little Gym
- 2.5ksf leasing office

This report has been prepared in accordance with PennDOT's *Policies and Procedures for Transportation Impact Studies*, found in PennDOT's Publication 282, Appendix A, dated July, 2017.

### Site Access Locations

The site is currently served by one enter-only driveway to Homestead Road opposite Cottman Street and one exit-only driveway to Homestead Road which are planned to remain and serve the site under the proposed uses.

## EXISTING ROADWAY NETWORK

A field review of the existing roadway system in the study area was conducted. The existing roadway characteristics within the study area are summarized in **Table 1**. Photographs of the study area intersections are included in **Appendix A**.

TABLE 1  
ROADWAY CHARACTERISTICS WITHIN STUDY AREA

Roadway	Ownership	Functional Classification/ Roadway Type	Predominant Directional Orientation	Average Daily Traffic <sup>1</sup>	Posted Speed Limit
Old York Road	State (S.R. 0611)	Local Road	North-South	36,075	40 mph
Homestead Road	Borough	Local Road	East-West	1,650	25 mph
Cottman Street	Borough	Local Road	North-South	700	25 mph
Vernon Road	Borough	Local Road	North-South	5,930	25 mph

<sup>1</sup> Obtained PennDOT TIRe or calculated using the manual counts and a k factor

### Land Use Context

In Chapter 4 of the *Smart Transportation Guidebook*, dated March 2008, there is guidance pertaining to defining the land use context(s) for a given area. Based upon review of this information, the land uses surrounding the proposed site best fits the {Rural, Suburban Neighborhood, Suburban Corridor, Suburban

Center, Town/Village Neighborhood, Town/Village Center, Urban Core} designation, as described below:

**Suburban Neighborhood**, “predominately low-density residential communities... typically arranged in a curvilinear internal system of streets with limited connections to regional road network or surrounding streets. . . . Neighborhoods can include community facilities such as schools, churches, recreational facilities, and some other stores and offices. When suburban houses line and arterial roadway but have their primary access to frontage roads or rear access roads, it is possible to classify this area as a suburban corridor.”

## Roadway Type

In Chapter 5 of the Smart Transportation Guidebook, there is guidance pertaining to defining the transportation context(s) for a given area. Comparing the existing condition roadway characteristics to the various options presented in Table 5.1 of the Smart Transportation Guidebook, the study area roadways best fit the following categories, as described below:

**Regional Arterial**, traffic volumes of 10,000 to 40,000 vehicles per day, intersection spacing of 660 to 1,320 feet, a desired operating speed of 30-55 mph, and a description as follows: “Roadways in this category would be considered “Principal Arterial” in traditional functional classification.”

- Old York Road (S.R. 0611)

**Local Road**, traffic volumes of <3,000 vehicles per day, intersection spacing of 000 to 660 feet, a desired operating speed of 20-30 mph.

- Cottman Street
- Vernon Road

## Bicycle and Pedestrian Facilities

Based on observations during field visits, sidewalk is present along both sides of the study area roadways.

## Mass Transit Facilities

An inventory of the existing transit facilities in the vicinity of the study area was evaluated. The study area is currently serviced by mass transit via various SEPTA routes:

- » SEPTA Bus Route along Old York Road: 55 (stop at Homestead Road);
- » SEPTA Regional Rail Nobel Station located 0.5 miles from the site.

## Crash Data Investigation

Crash data were obtained from PennDOT for the study area intersections. PennDOT defines a reportable crash as follows, “A reportable (crash) is one in which an injury or fatality occurs or if at least one of the vehicles involved requires towing from the scene.” Reportable crashes were tabulated for the five-year time period beginning 01/01/2015 and ending 12/31/2019. For a given intersection, PennDOT considers a crash occurrence of 5 reportable, correctable crashes over a continuous twelve-month period during the past five years to be a threshold value, above which the intersection design should be reviewed to examine if corrective measures can be taken to enhance safety. The number of reportable crashes at the study area intersections is shown in **Table 2**.

TABLE 2  
PENNDOT REPORTABLE CRASH DATA

Study Area Intersection	Number of Reportable Crashes				
	2015	2016	2017	2018	2019
Old York Road and Homestead Road	0	1	0	2	0
Homestead Road and Cottman Street	0	0	0	0	0
Homestead Road and Exit Only Site Driveway	0	0	0	0	0
Homestead Road and Vernon Road	0	0	0	0	0

Based on a review of the crash data, there were no continuous twelve-month periods during the past 5 years where 5 or more crashes occurred.

## EXISTING TRAFFIC CONDITIONS

### Manual Turning Movement Counts

Manual traffic counts were conducted on 15-minute intervals during the weekday morning (7:00 to 9:00 A.M.) and weekday evening (4:00 to 6:00 P.M.) peak periods. Peak hours and count dates for the study area intersections are identified in **Table 3**.

TABLE 3  
MANUAL TRAFFIC COUNT INFORMATION

Intersection	Date of Traffic Counts	Time Period	Intersection Peak Hour <sup>1</sup>
Old York Road & Homestead Road	Thursday, February 25, 2021	Weekday A.M.	7:15 to 8:15 A.M.
		Weekday P.M.	5:00 to 6:00 P.M.
Homestead Road & Cottman Street/Enter-Only Driveway	Thursday, February 25, 2021	Weekday A.M.	7:45 to 8:45 A.M.
		Weekday P.M.	4:15 to 5:15 P.M.
Homestead Road & Exit-Only Driveway	Thursday, February 25, 2021	Weekday A.M.	7:15 to 8:15 A.M.
		Weekday P.M.	4:15 to 5:15 P.M.
Homestead Road & Vernon Road	Thursday, February 25, 2021	Weekday A.M.	7:45 to 8:45 A.M.
		Weekday P.M.	5:00 to 6:00 P.M.

<sup>1</sup> Peak Hour consists of the four consecutive 15-minute intervals where the highest traffic volumes occur.

### Count Adjustment

Due to COVID-19, traffic volumes are generally not representative of “typical traffic conditions”. TPD utilized a comparison between the counts conducted in Table 3 and PennDOT TIRe historical traffic volume data. Based on this comparison, TPD increased the volumes at the study area intersections by **38%** during the weekday A.M. peak hour and **16%** during the weekday P.M. peak hour.

The existing condition traffic volumes for the weekday A.M. and P.M. peak hours are illustrated in **Figures 3 and 4**, respectively. Manual traffic count data sheets are provided in **Appendix B**.

## BASE (NO-BUILD) CONDITIONS

### Annual Background Growth

A background growth factor for the roadways in the study area was developed based on growth factors for August 2020 to July 2021 obtained from the PennDOT Bureau of Planning and Research (BPR). The PennDOT

BPR suggests using a background growth trend factor of 0.24% per year in Montgomery County for urban non-interstate roadways. As such, the background growth factor was applied annually to yield overall growth percentages of 0.48% (0.24% per year, compounded over 2 years) for the 2023 opening year.

The additional traffic volumes due to background growth were added to the existing traffic data to produce the 2023 base (no-build) condition traffic volumes. Base condition volumes for the weekday A.M. and P.M. peak hours are illustrated in **Figures 5 and 6**.

## SCHEDULED ROADWAY IMPROVEMENTS

Based on a review of the Pennsylvania Transportation Improvement Program (TIP) there are no programmed roadway improvements in the vicinity of the proposed site.

## PROPOSED SITE ACCESS

The proposed site will continue to be served by one enter-only driveway to Homestead Road opposite Cottman Street and one exit only driveway to Homestead Road.

### Sight Distance Analysis

A sight distance analysis was prepared for the site driveways. In general, recommended safe sight distances depend upon the posted speed limit and roadway grades. The existing sight distances at the proposed driveways were measured in accordance with PennDOT Publication 282 Highway Occupancy Permit Guidelines and compared to PennDOT's desirable sight distance standard, which is identified in 67 PA Code Chapter 441.8(h), "Access to and Occupancy of Highways by Driveways and Local Roads." In addition, measured sight distances at the proposed driveways were compared to PennDOT's safe stopping sight distance standard, which is calculated by the following equation:

$$SSSD = 1.47VT + V^2/[30(f \pm g)]$$

SSSD = safe stopping sight distance (acceptable sight distance)

V = Vehicle Speed

T = Perception Reaction Time of Driver (2.5 seconds)

f = Coefficient of Friction for Wet Pavements

g = Percent of Roadway Grade Divided by 100

**Table 4** shows the measured, desirable, acceptable (SSSD), and required sight distances at the site driveways for vehicles entering and exiting the site.

TABLE 4  
SIGHT DISTANCE ANALYSIS

	Direction	Speed	Grade <sup>1</sup>	Sight Distances (feet)		
				DES	SSSD	EXIST
Homestead Road Enter-Only Site Driveway						
Entering Left Turns	Approaching same direction	25 mph	-1%	250'	148'	185'
	Approaching opposite direction	25 mph	1%	195'	145'	300+
Homestead Road Exit-Only Site Driveway						
Exiting Movements	To the left	25 mph	-2%	250'	150'	300+ <sup>2</sup>
	To the right	25 mph	1%	195'	145'	375' <sup>2</sup>

DES = PennDOT Desirable Sight Distance

SSSD = PennDOT Acceptable Sight Distance

EXIST = Existing (measured) Sight Distance

<sup>1</sup> = Roadway Grade Approaching Driveway

<sup>2</sup> = With restriction of on-street parking

During the field visit, the sight distance at the exit only driveway was obstructed by parked cars along the street. TPD recommends prohibiting parking within the sight triangle of the exit-only driveway to ensure that adequate sight distance is provided.

## TRIP GENERATION

The trip generation rates for the proposed site were obtained from the manual *Trip Generation*, Tenth Edition, 2017, an Institute of Transportation Engineers (ITE) Informational Report. The data are categorized by Land Use Codes, with total vehicular trips for a given land use estimated using an independent variable and statistically generated rates or equations.

For the proposed development, the following land use codes from *Trip Generation* were used to calculate the number of vehicular trips the development will generate during the following time periods: (1) average weekday; (2) weekday A.M. peak hour; and (3) weekday P.M. peak hour. **Table 5** shows the rates/equations and directional percentages for the analyzed time periods.

TABLE 5  
ITE TRIP GENERATION DATA

Land Use	ITE #	Time Period	Equations/Rates	Entering %	Exiting %
Multifamily Housing (Low Rise)	220	Weekday	$T = 7.56*(X) - 40.86$	50%	50%
		Weekday A.M. Peak Hour	$\ln(T) = 0.95*\ln(X) - 0.51$	23%	77%
		Weekday P.M. Peak Hour	$\ln(T) = 0.89*\ln(X) - 0.02$	63%	37%
Rock Climbing Gym	434	Weekday	$T = 10.64*(X)^1$	50%	50%
		Weekday A.M. Peak Hour	$T = 1.40*(X)$	33%	67%
		Weekday P.M. Peak Hour	$T = 1.64*(X)$	57%	43%
Small Office Building	712	Weekday	$T = 16.19*(X)$	50%	50%
		Weekday A.M. Peak Hour	$T = 1.92*(X)$	83%	17%
		Weekday P.M. Peak Hour	$T = 2.45*(X)$	32%	68%

*T* = number of site-generated vehicular trips; *X* = independent variable (ksf, dwelling units)

<sup>1</sup> = No ITE data available; Assumed daily trips would be 10 times higher than peak hour trips



While the apartments and leasing office have corresponding land uses in the *Trip Generation Manual*, there is not a straightforward land use match for the Little Gym use. The Little Gym offers fitness classes, including gymnastics, karate, dance and Kindermusic for infants and children. The ITE Land Use Code that is closest to this description is Rock Climbing Gym (Land Use Code 434) described as a “recreational facility that houses artificial rock walls for the purpose of teaching and training individuals of all ages to climb. It may also offer entertainment opportunities or special events for individuals or groups of children or adults. After school programs and camps may also be offered.”

***It should be noted that the apartments in the 3-story building behind Homestead Hall would fall under the ITE Land Use Code 221: Multifamily Housing (mid-rise). However, as a conservative measure, TPD calculated the trip generation for all of the apartments using the higher equations for Land Use Code 220. In addition, the leasing office is not anticipated to generate traffic as almost all apartment complexes have one and it is included in the trip generation calculations. TPD included trip generation calculations based on the square-footage of the office to be conservative. The trip generation summarized below in Table 6 includes the existing site uses that will remain as part of the development.***

TABLE 6  
TRIP GENERATION SUMMARY

Land Use (ITE Code)	Size (X)	New Trips		
		Total	Enter	Exit
Weekday				
Apartments (220)	37 DU	238	119	119
Little Gym (434)	5.4 ksf	90	45	45
Office (712)	2.5 ksf	40	20	20
<b>Total</b>	---	<b>368</b>	<b>184</b>	<b>184</b>
Weekday A.M. Peak Hour				
Apartments	37 DU	19	4	15
Little Gym	5.4 ksf	8	3	5
Office	2.5 ksf	5	4	1
<b>Total</b>	---	<b>32</b>	<b>11</b>	<b>21</b>
Weekday P.M. Peak Hour				
Apartments	37 DU	24	15	9
Little Gym	5.4 ksf	9	5	4
Office	2.5 ksf	6	2	4
<b>Total</b>	---	<b>49</b>	<b>22</b>	<b>17</b>

Based on the conservative trip generation analysis utilized in **Table 6**, the proposed development will generate approximately 32 new trips during the weekday A.M. peak hour and 49 new trips during the Weekday P.M. peak hour. These trip totals include the existing uses that will remain.

## TRIP DISTRIBUTION

The distribution of trips generated by the proposed development was based on the local road network, the existing traffic patterns, the proposed use of the site (including the potential regional type nature of the site), and the site driveway locations. The new trips for the proposed development were distributed to the local roadway network based on the percentages shown in **Table 7**.

TABLE 7  
TRIP DISTRIBUTION PERCENTAGES – NEW TRIPS

Direction - To/From	Trip Distribution Percentages
North via Old York Road (S.R. 0611)	50%
South via Old York Road (S.R. 0611)	45%
East via Vernon Road	5%

The assignment of site-generated trips for the proposed development during weekday A.M. and weekday P.M. peak hours are shown in **Figures 7 and 8**.

### Existing Site Trip Redistribution

Although the small office use and two apartments are existing, TPD removed the existing traffic from the roadway network since the trip generation included the remaining uses. Redistributed trips shown in **Figures 9 and 10**.

## PROJECTED (BUILD) CONDITION TRAFFIC VOLUMES

The site-generated trips for the proposed development were added to the 2023 base (no-build) condition traffic volumes to develop the 2023 projected (build) condition traffic volumes.

Projected condition traffic volumes for the opening year of 2023 for the weekday A.M. and weekday P.M. peak hours are shown in **Figures 11 and 12**. Traffic volume development worksheets are contained in **Appendix C**.

## LEVELS OF SERVICE FOR AN INTERSECTION

For analysis of intersections, level of service is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. LOS criteria is stated in terms of control delay per vehicle for a one-hour analysis period. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The criteria are shown in **Table 8**. Delay, as it relates to level of service, is a complex measure and is dependent upon a number of variables. For signalized intersections, these variables include the quality of vehicle progression, the cycle length, the green time ratio, and the volume/capacity ratio for the lane group in question. For unsignalized intersections, delay is related to the availability of gaps in the flow of traffic on the major street and the driver's discretion in selecting an appropriate gap for a particular movement from the minor street (straight across, left or right turn).

TABLE 8  
LEVEL OF SERVICE CRITERIA  
UNSIGNALIZED AND SIGNALIZED INTERSECTIONS<sup>1</sup>

Level of Service	Control Delay Per Vehicle (Seconds)	
	Signalized	Unsignalized
A	< 10	< 10
B	> 10 and < 20	> 10 and < 15
C	> 20 and < 35	> 15 and < 25
D	> 35 and < 55	> 25 and < 35
E	> 55 and < 80	> 35 and < 50
F	> 80 or v/c > 1.0	> 50 or v/c > 1.0

<sup>1</sup> Obtained from Exhibits 19-8, 19-9, 20-2, and 20-3 of the Transportation Research Board's Highway Capacity Manual, 6<sup>th</sup> Edition

## CAPACITY ANALYSIS METHODOLOGY

Capacity analyses were conducted for the weekday A.M. and weekday P.M. peak hours at the study area intersections. These analyses were conducted according to the methodologies contained in the *Highway Capacity Manual, 6<sup>th</sup> Edition* (HCM) using *Synchro 10* software, a Trafficware product.

The following conditions were analyzed, as applicable:

- » Existing conditions;
- » 2023 Base conditions (Build-out year without development);
- » 2023 Projected conditions (Build-out year with development);

It should be noted that based on methodologies contained in Chapter 10 of PennDOT's Publication 46, TPD adjusted the following HCM default values in the *Synchro 10* capacity analysis. These adjustments were made at the signalized intersections within the study area for all time periods based on the study area location being classified as Suburban:

- » Base saturation flow rates for signalized intersections. The saturation flow rate was changed from the default value of 1900 to 1800 based on Exhibit 10-9.
- » Start-up lost time and extension of effective green time for signalized intersections. The startup lost time was changed from the default value of 2.0 seconds to 2.5 seconds. Based on the total clearance time (yellow plus all-red time) being greater than 5 seconds, the extension of green time was changed from the default value of 2 seconds to 3.5 seconds. These adjusted values were based on Exhibit 10-10.

In addition, capacity analyses were conducted at the proposed site driveway intersections under the 2023 projected conditions. The capacity analysis worksheets are included in **Appendix D**.

PennDOT's Transportation Impact Study Guidelines outlined in PennDOT's *Policies and Procedures for Transportation Impact Studies*, found in PennDOT's Publication 282, Appendix A, dated July, 2017 contain the following criteria regarding levels of service:

- » Page 29 of the Guidelines state that if evaluation of the With Development Horizon Year Scenario to the Without Development Horizon Year Scenario indicates that the overall intersection level of service has dropped, the applicant will be required to mitigate the level of service if the increase in overall intersection 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.
- » Page 29 of the Guidelines state that for mitigation scenarios, applicants are expected to mitigate the overall intersection LOS to the original Without Development LOS; the 10-second delay variance is not applied to mitigation scenarios. Applicants may be required to address available storage and queue lengths at critical movements or approaches even if the overall LOS requirements are met.
- » Page 31 of the Guidelines state that if signalization is the preferred alternative for mitigation, overall intersection LOS C in rural areas and LOS D in urban areas is acceptable.
- » Page 31 of the Guidelines states new signalized or unsignalized intersection established to serve as access to the development shall be designed to operate at minimum LOS C for rural areas, and minimum LOS D for urban areas.

## LEVELS OF SERVICE IN THE STUDY AREA

Level of service (LOS) matrices for the study area intersections are shown in **Table 9** for the weekday A.M. and weekday P.M. peak hours.

TABLE 9  
LEVEL OF SERVICE DELAY (SECONDS) SUMMARY

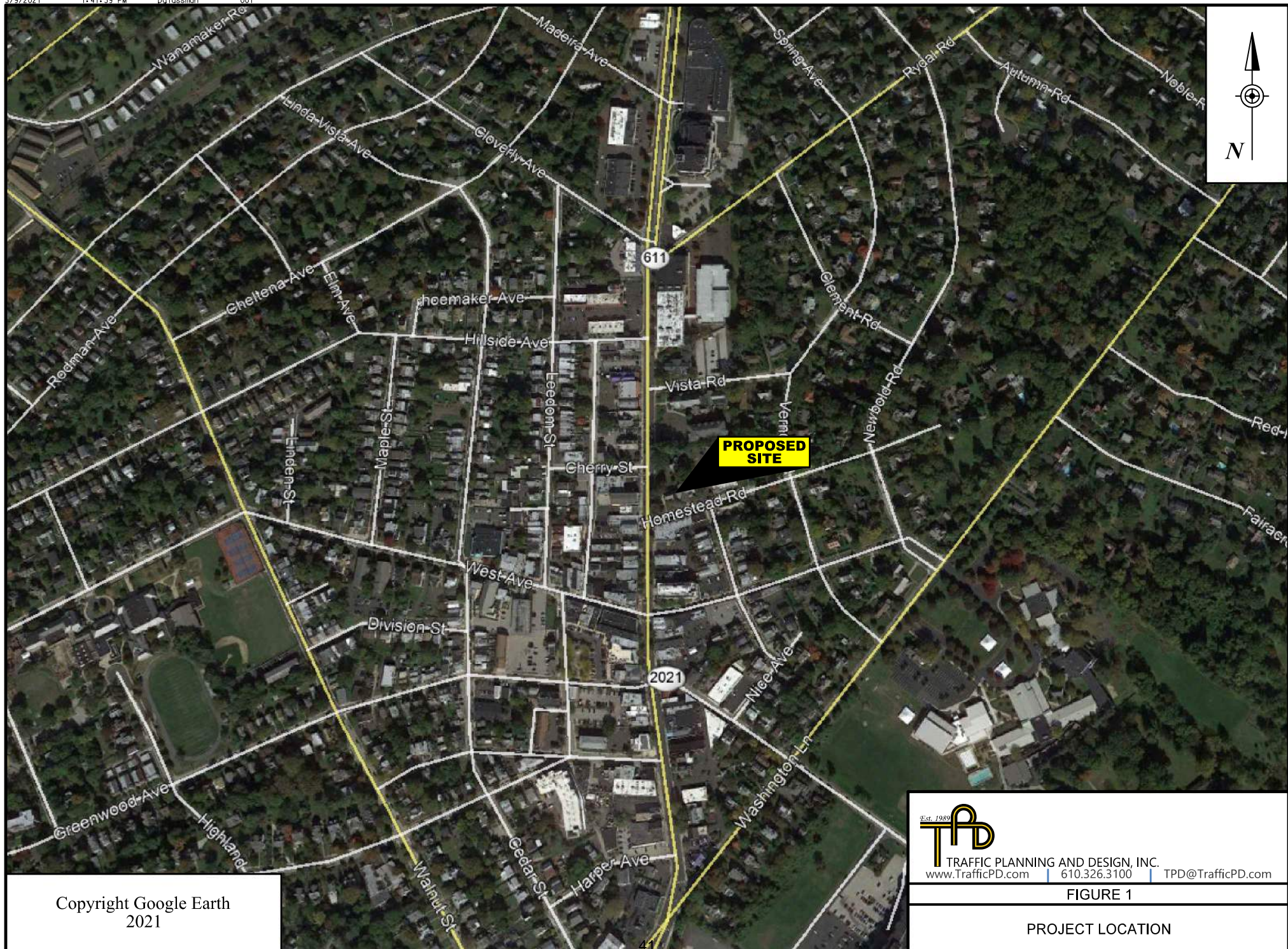
Intersection	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour		
	Existing	2023 Opening Year		Existing	2023 Opening Year	
		Base	Projected		Base	Projected
Old York Road (SR 0611) & Homestead Road						
WBR	C	C	C	B	B	B
SBL	B	B	B	B	B	B
ILOS	A (1.6)	A (1.6)	A (1.9)	A (2.4)	A (2.4)	A (2.6)
Homestead Road & Cottman Street/Enter-Only Driveway						
EBL	A	A	A	A	A	A
WBL	A	A	A	A	A	A
NBLTR	A	A	A	A	A	A
ILOS	A (1.6)	A (1.6)	A (2.0)	A (2.1)	A (2.1)	A (2.8)
Homestead Road & Exit-Only Driveway						
SBLR	A	A	A	A	A	A
ILOS	A (0.0)	A (0.0)	A (0.9)	A (0.9)	A (0.9)	A (0.9)
Homestead Road & Vernon Road						
EBLT	A	A	A	A	A	A
WBTR	A	A	A	A	A	A
NBLTR	A	A	A	A	A	A
ILOS	A (8.7)	A (8.8)	A (8.7)	A (8.5)	A (8.5)	A (8.4)

As shown in **Table 9**, under the 2023 projected conditions with the development of the proposed site, the study area intersections will operate at the same levels of service as seen under the existing and base conditions. Furthermore, all movements at the site driveways will operate at LOS A.

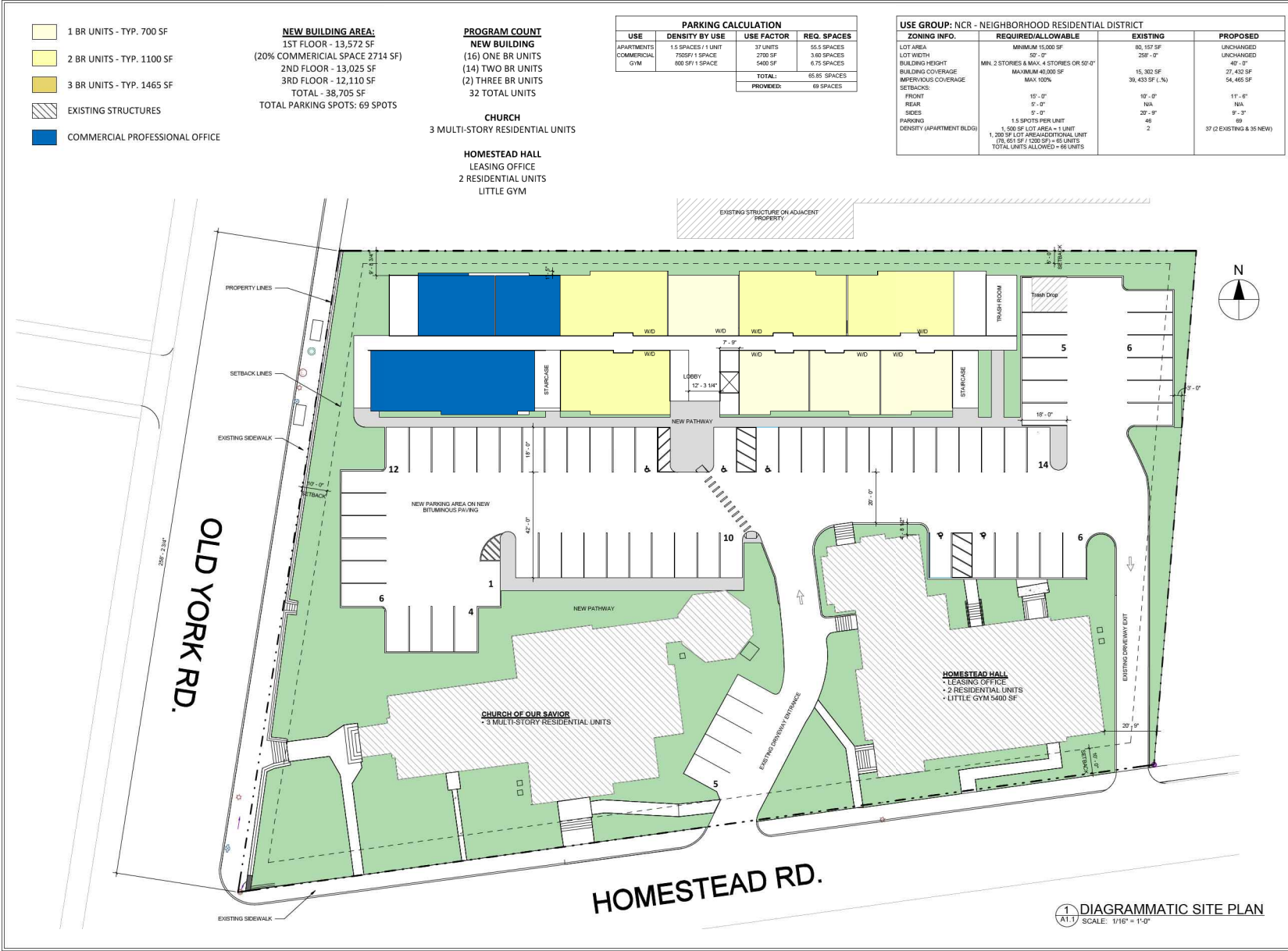
## 95TH PERCENTILE QUEUE ANALYSIS

Queue analyses were conducted at the study area intersections using *Synchro 10* software. For this analysis, the 95<sup>th</sup> percentile queue is defined as the queue length that is exceeded in 5% of the signal cycles. As an example, for a signal with a 90-second cycle, this means that the 95<sup>th</sup> percentile queue length will be exceeded during 2 of the 40 signal cycles that occur during the peak hour. The queue analysis results are summarized in **Table 10** for the analyzed peak hours.









**rke**  
REGAN KLINE CROSS  
ARCHITECTS

**REGAN KLINE CROSS LLC**  
ARCHITECTURE + PLANNING  
PROJECT MANAGEMENT

7075 QUEEN ST., SUITE 200  
WYNDMOOR, PA 19088  
PHONE: (215) 886-1888  
FAX: (215) 886-8324

SEAL:

CONSULTANTS:

**MIDGARD PROPERTIES**  
821 HOMESTEAD RD.  
JENKINTOWN PA, 19046

REVISION:

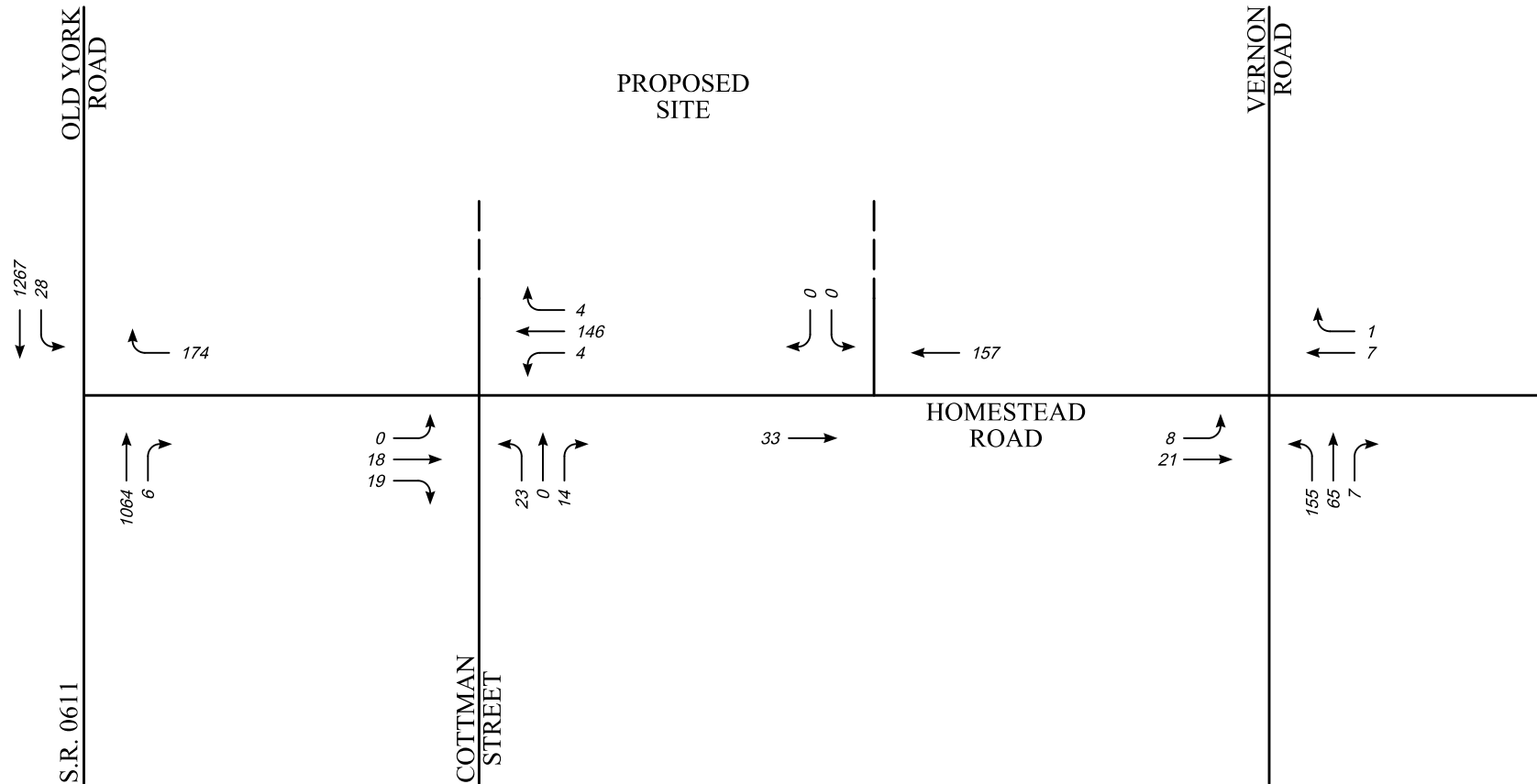
NO.	DATE	DESCRIPTION
1	02/23/2021	SCALE: 1/16" = 1'-0"

DWG. NO.: **A1.1**

SITE PLAN

FIGURE 2

SITE PLAN



**KEY:**

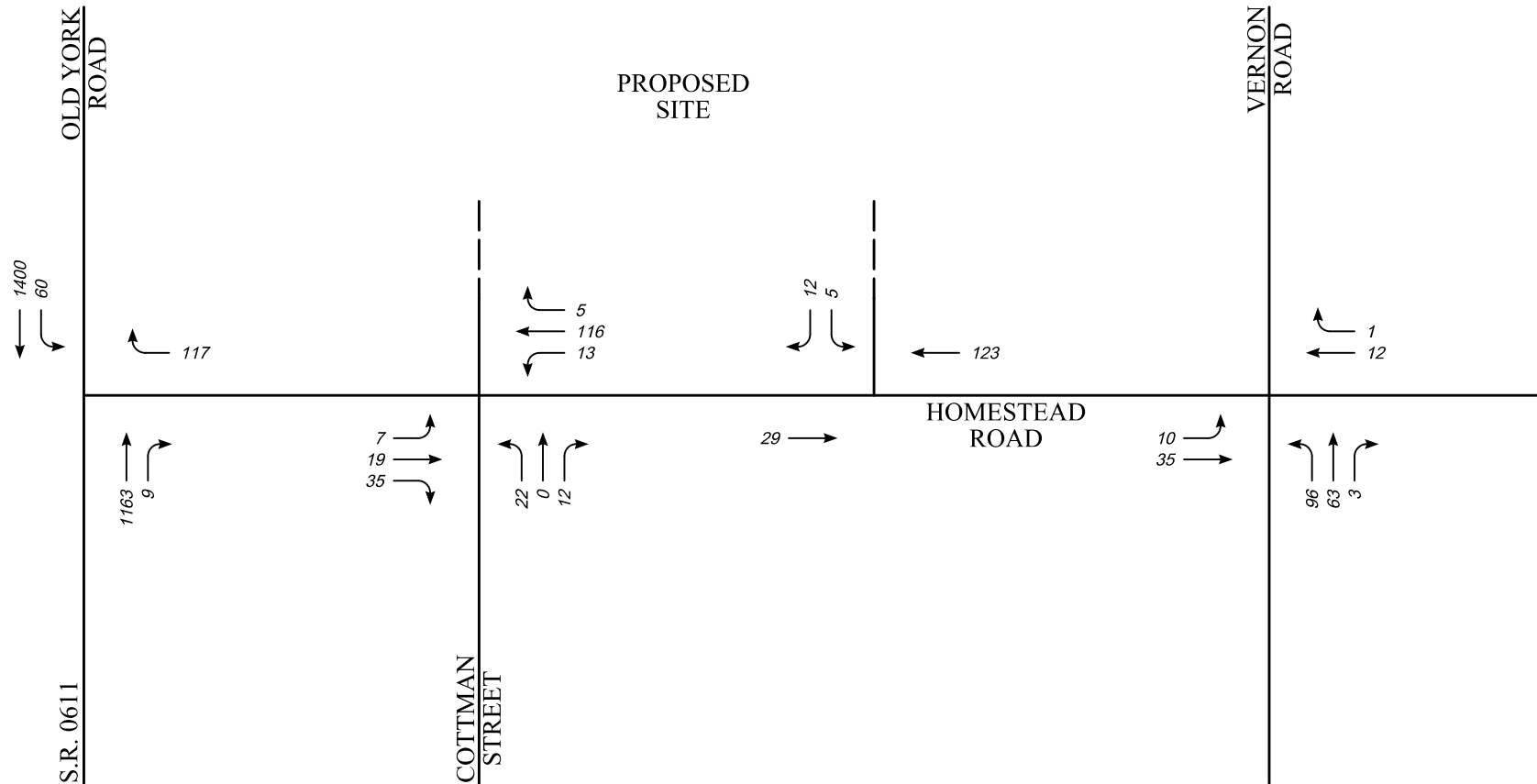
----- PROPOSED DRIVEWAY  
 SCHEMATIC DRAWING: NOT TO SCALE

N

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[www.TrafficPD.com](http://www.TrafficPD.com) | 610.326.3100 | [TPD@TrafficPD.com](mailto:TPD@TrafficPD.com)

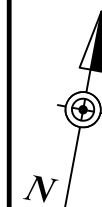
**FIGURE 3**

2021 EXISTING CONDITION  
 VEHICULAR TRAFFIC VOLUMES  
 WEEKDAY A.M. PEAK HOUR



**KEY:**

----- PROPOSED DRIVEWAY  
 SCHEMATIC DRAWING: NOT TO SCALE

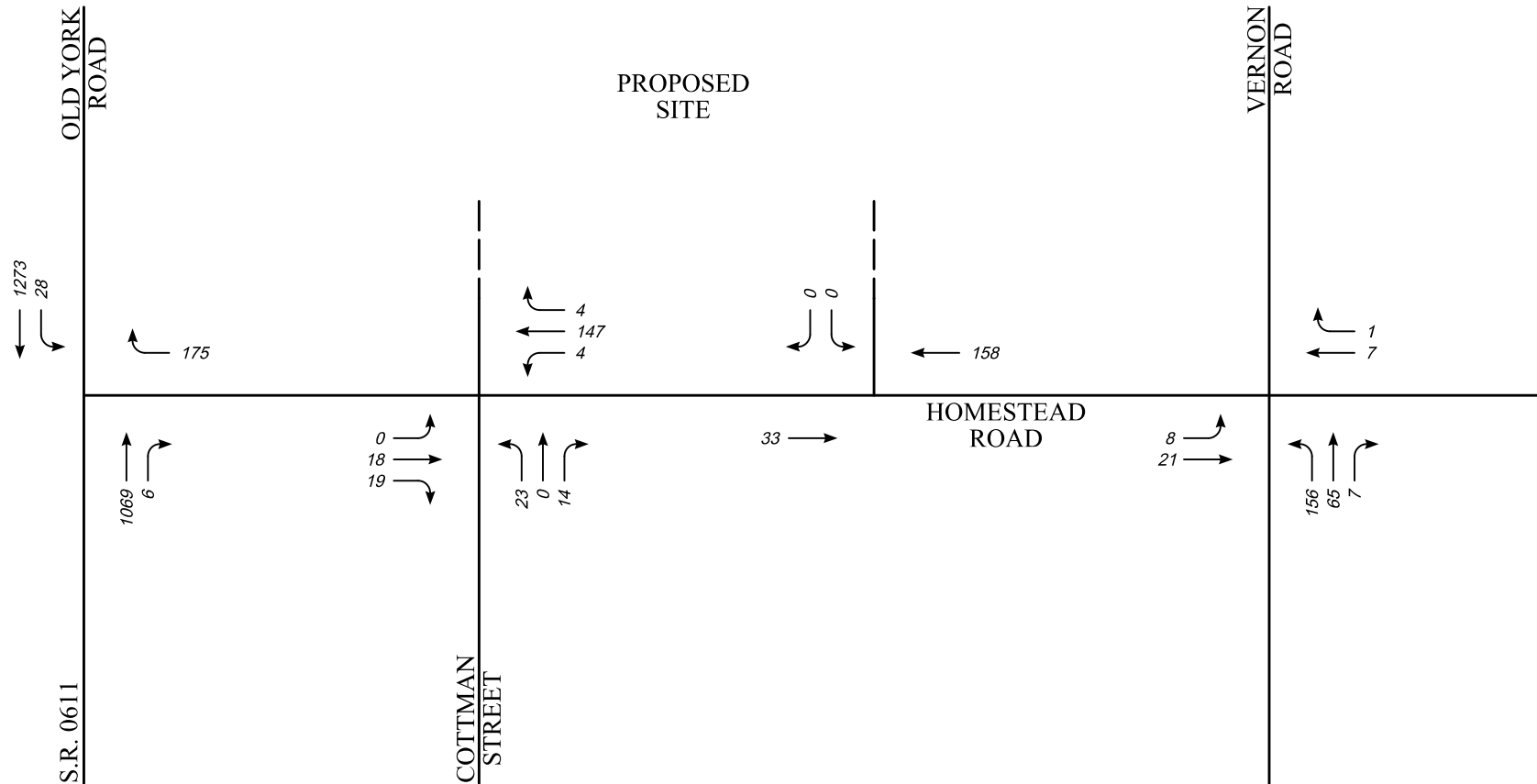


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**FIGURE 4**

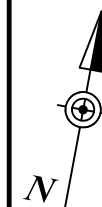
2021 EXISTING CONDITION  
 VEHICULAR TRAFFIC VOLUMES  
 WEEKDAY P.M. PEAK HOUR





**KEY:**

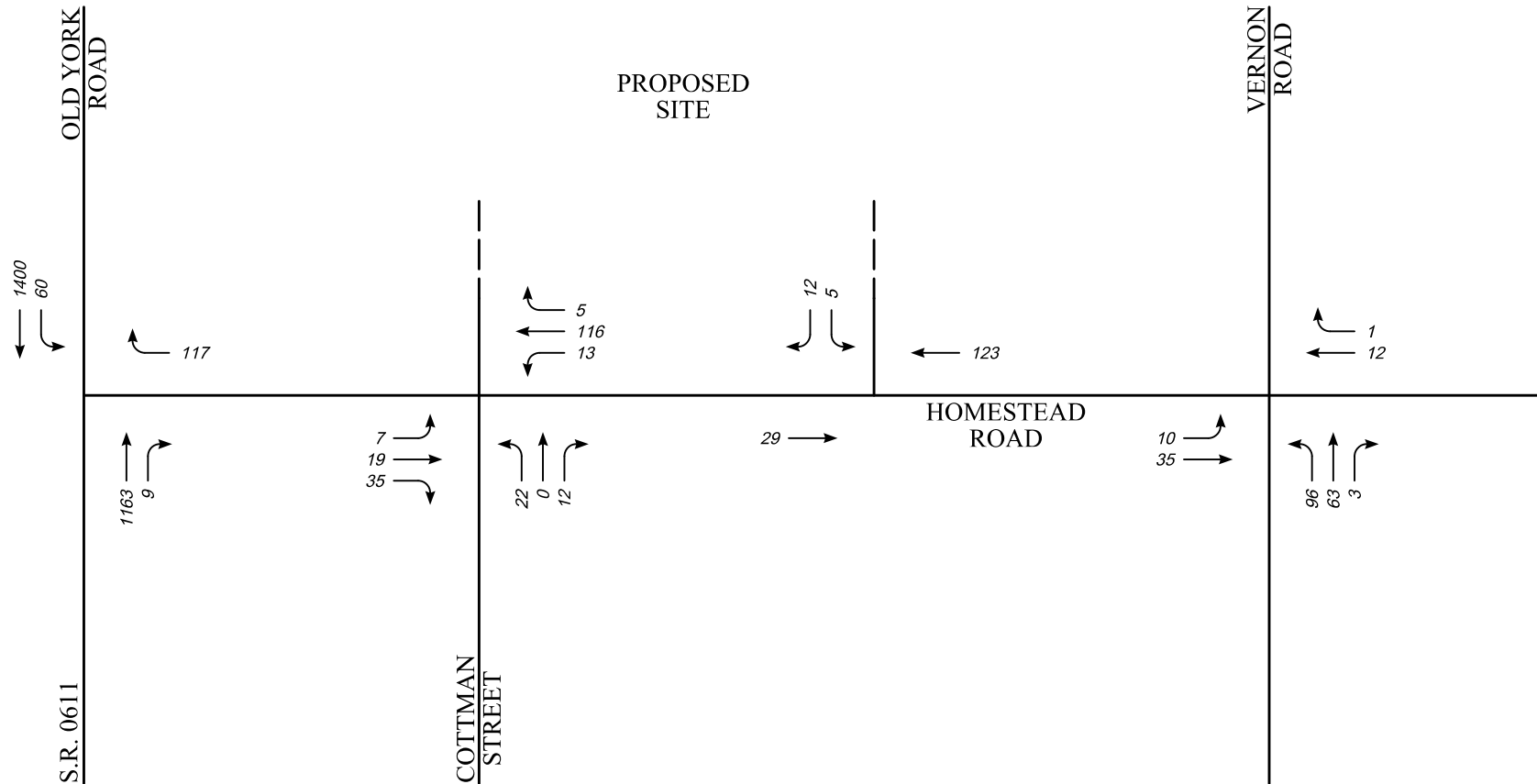
----- PROPOSED DRIVEWAY  
 SCHEMATIC DRAWING: NOT TO SCALE



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**FIGURE 5**

2023 BASE (NO-BUILD) CONDITION  
 VEHICULAR TRAFFIC VOLUMES  
 WEEKDAY A.M. PEAK HOUR



**KEY:**

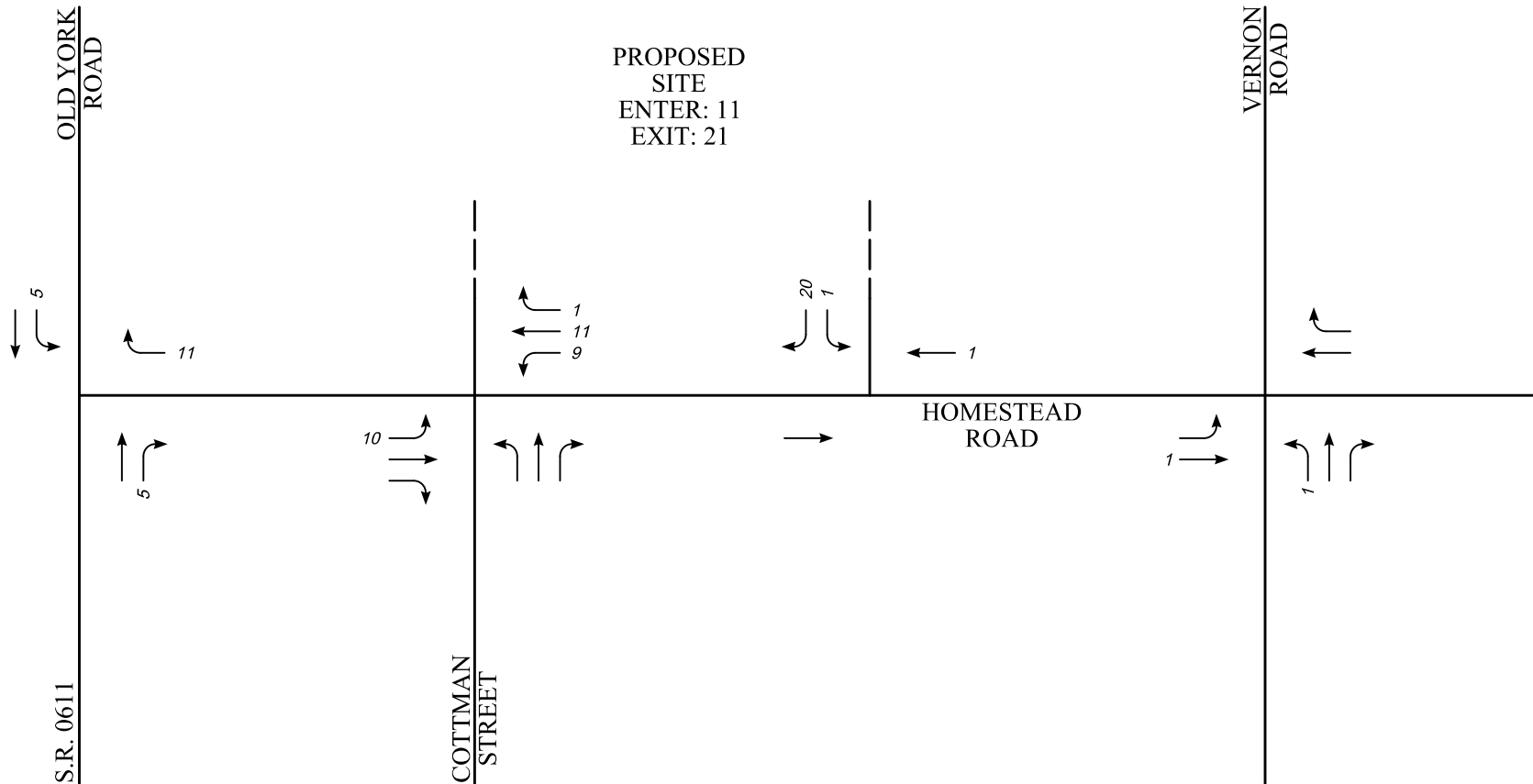
----- **PROPOSED DRIVEWAY**  
**SCHEMATIC DRAWING: NOT TO SCALE**

**N**

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**FIGURE 6**

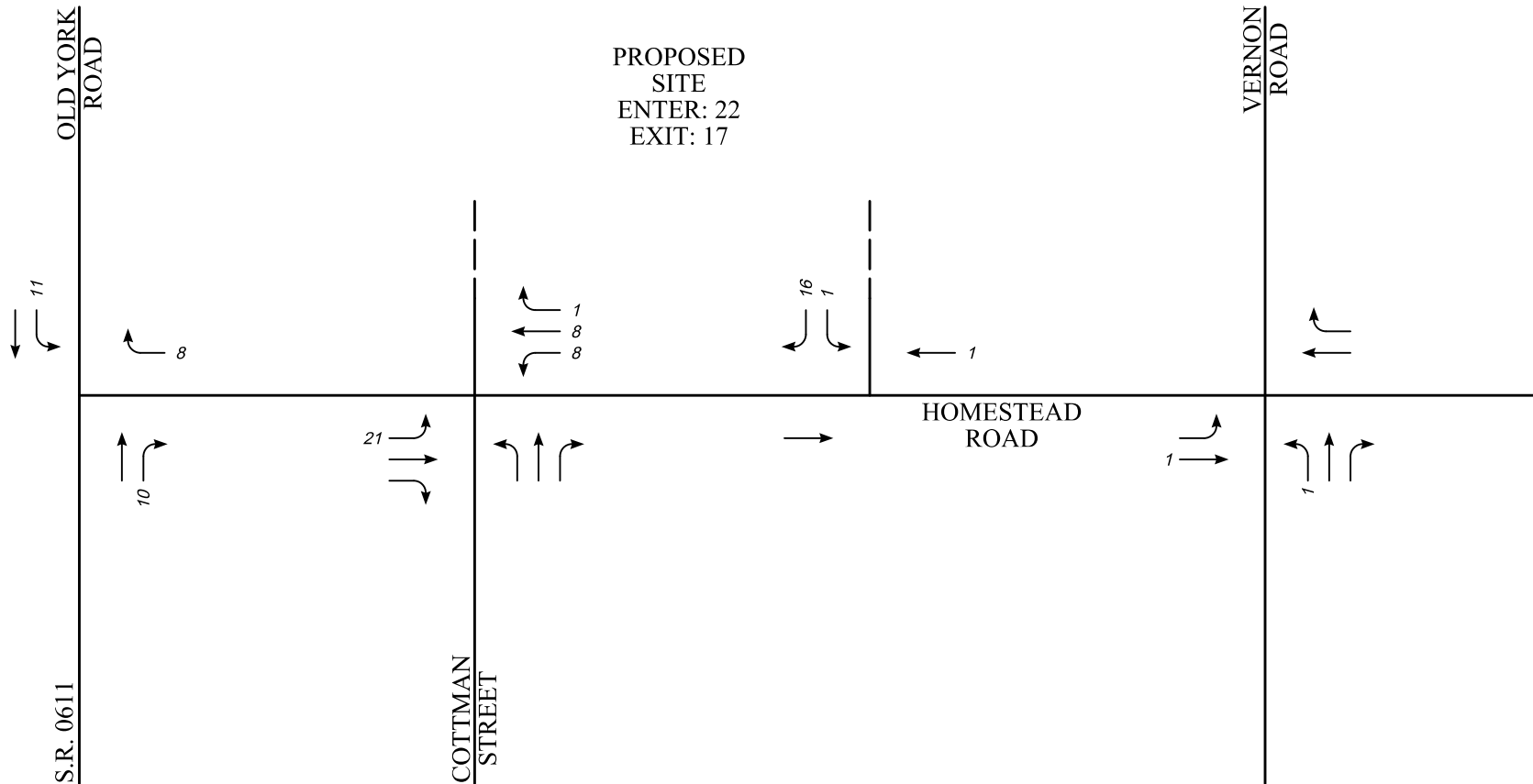
**2023 BASE (NO-BUILD) CONDITION  
 VEHICULAR TRAFFIC VOLUMES  
 WEEKDAY P.M. PEAK HOUR**



**KEY:**

----- PROPOSED DRIVEWAY  
 SCHEMATIC DRAWING: NOT TO SCALE

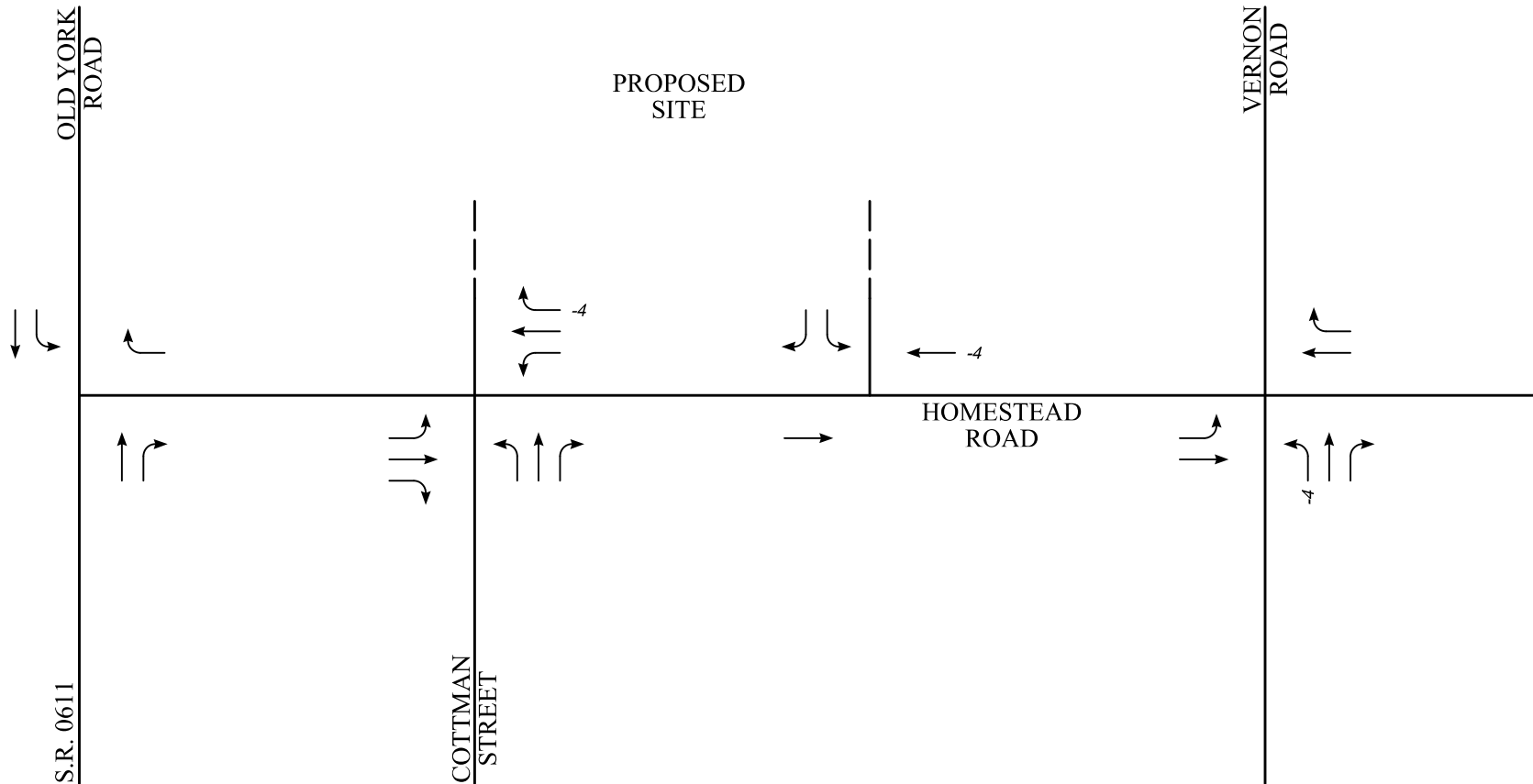
	TRAFFIC PLANNING AND DESIGN, INC. <a href="http://www.TrafficPD.com">www.TrafficPD.com</a>   610.326.3100   <a href="mailto:TPD@TrafficPD.com">TPD@TrafficPD.com</a>
	FIGURE 7 SITE TRIPS WEEKDAY A.M. PEAK HOUR



**KEY:**

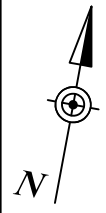

----- PROPOSED DRIVEWAY  
 SCHEMATIC DRAWING: NOT TO SCALE

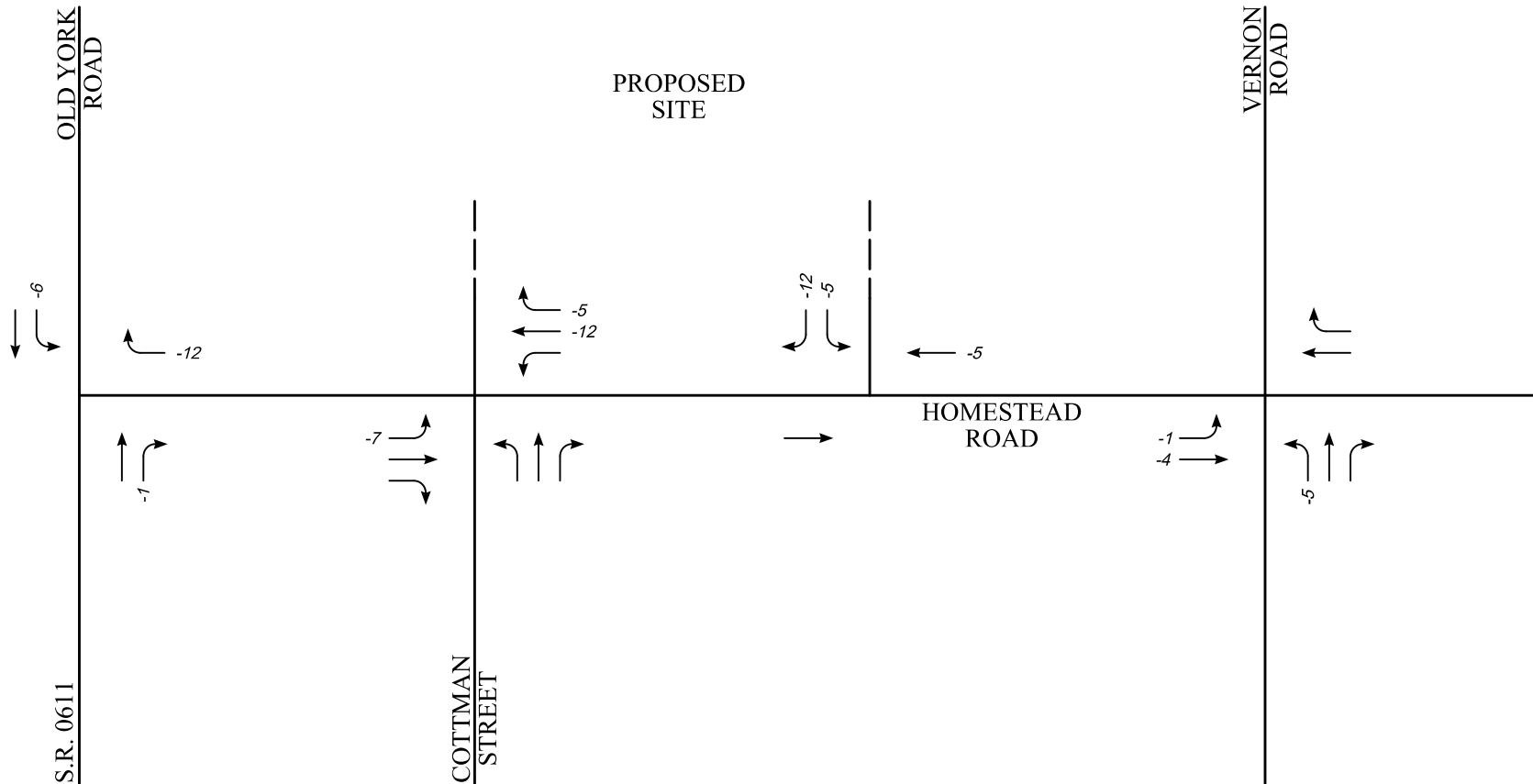
	<p>TRAFFIC PLANNING AND DESIGN, INC.  <a href="http://www.TrafficPD.com">www.TrafficPD.com</a>   610.326.3100   <a href="mailto:TPD@TrafficPD.com">TPD@TrafficPD.com</a></p>
	FIGURE 8
	SITE TRIPS WEEKDAY P.M. PEAK HOUR



**KEY:**

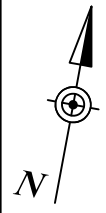

----- PROPOSED DRIVEWAY  
 SCHEMATIC DRAWING: NOT TO SCALE

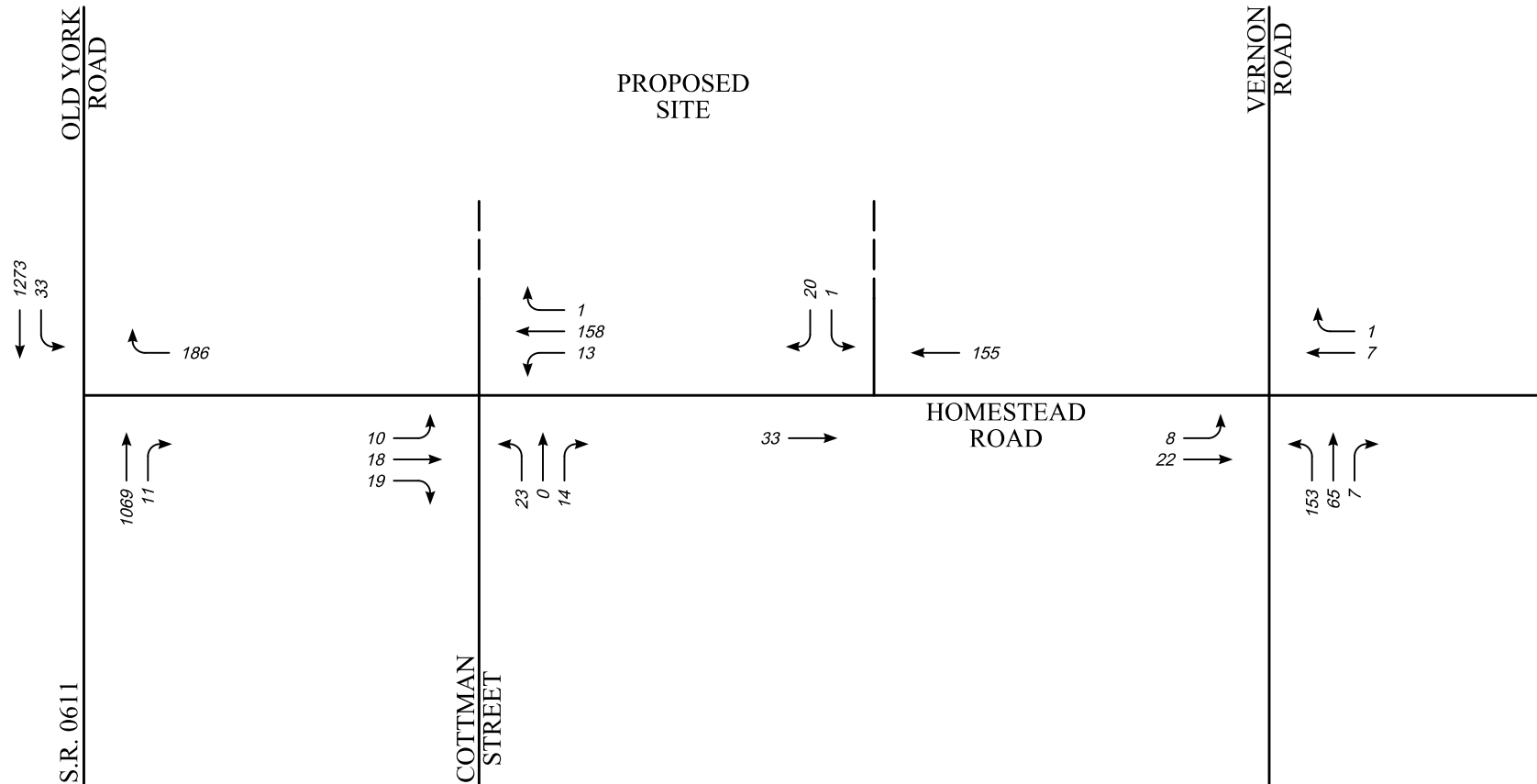
	 <p>TRAFFIC PLANNING AND DESIGN, INC.  <a href="http://www.TrafficPD.com">www.TrafficPD.com</a>   610.326.3100   <a href="mailto:TPD@TrafficPD.com">TPD@TrafficPD.com</a></p>
	<p><b>FIGURE 9</b></p>
	<p>EXISTING SITE TRIP REDISTRIBUTION              WEEKDAY A.M. PEAK HOUR</p>



**KEY:**

----- PROPOSED DRIVEWAY  
 SCHEMATIC DRAWING: NOT TO SCALE

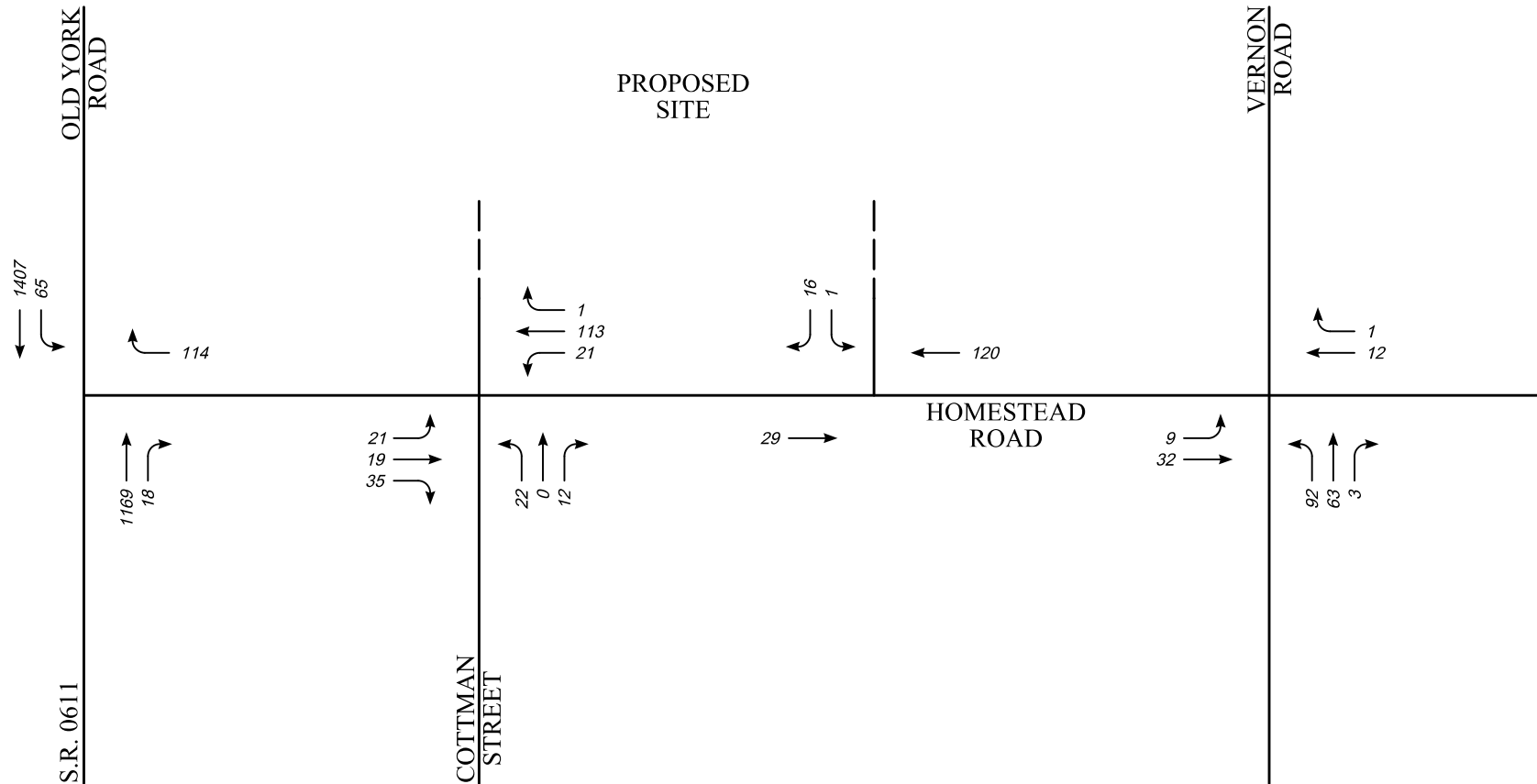
	 <p>TRAFFIC PLANNING AND DESIGN, INC.  <a href="http://www.TrafficPD.com">www.TrafficPD.com</a>   610.326.3100   <a href="mailto:TPD@TrafficPD.com">TPD@TrafficPD.com</a></p>
	<p><b>FIGURE 10</b></p>
	<p>EXISTING SITE TRIP REDISTRIBUTION              WEEKDAY P.M. PEAK HOUR</p>



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**FIGURE 11**

**2023 PROJECTED (BUILD) CONDITION  
 VEHICULAR TRAFFIC VOLUMES  
 WEEKDAY A.M. PEAK HOUR**



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**FIGURE 12**

**2023 PROJECTED (BUILD) CONDITION  
 VEHICULAR TRAFFIC VOLUMES  
 WEEKDAY P.M. PEAK HOUR**



# **APPENDIX A:**

## **Study Area Photographs**



<b>Direction / Road:</b>	NB Route 611
<b>Approach / Departure:</b>	Approach
<b>Distance:</b>	50 feet



<b>Direction / Road:</b>	NB Route 611
<b>Approach / Departure:</b>	Approach
<b>Distance:</b>	150 Feet

Direction / Road: SB Route 611  
Approach / Departure: Approach  
Distance: 50 feet



Direction / Road: SB Route 611  
Approach / Departure: Approach  
Distance: 150 Feet



**Direction / Road:** WB Homestead Road  
**Approach / Departure:** Approach  
**Distance:** 50 feet



**Direction / Road:** WB Homestead Road  
**Approach / Departure:** Approach  
**Distance:** 150 Feet





<b>Direction / Road:</b>	NB Cottman Street
<b>Approach / Departure:</b>	Approach
<b>Distance:</b>	50 feet



<b>Direction / Road:</b>	NB Cottman Street
<b>Approach / Departure:</b>	Approach
<b>Distance:</b>	150 Feet



**Direction / Road:** SB W Church DW  
**Approach / Departure:** Approach  
**Distance:** 50 feet



**Direction / Road:** SB W Church DW  
**Approach / Departure:** Approach  
**Distance:** 150 Feet





<b>Direction / Road:</b>	EB Homestead Road
<b>Approach / Departure:</b>	Approach
<b>Distance:</b>	50 feet



<b>Direction / Road:</b>	EB Homestead Road
<b>Approach / Departure:</b>	Approach
<b>Distance:</b>	150 Feet



**Direction / Road:** WB Homestead Road  
**Approach / Departure:** Approach  
**Distance:** 50 feet



**Direction / Road:** WB Homestead Road  
**Approach / Departure:** Approach  
**Distance:** 150 Feet





**Direction / Road:** SB E Church DW  
**Approach / Departure:** Approach  
**Distance:** 50 feet



**Direction / Road:** SB E Church DW  
**Approach / Departure:** Approach  
**Distance:** 150 Feet



<b>Direction / Road:</b>	EB Homestead Road
<b>Approach / Departure:</b>	Approach
<b>Distance:</b>	50 feet



<b>Direction / Road:</b>	EB Homestead Road
<b>Approach / Departure:</b>	Approach
<b>Distance:</b>	150 Feet





<b>Direction / Road:</b>	WB Homestead Road
<b>Approach / Departure:</b>	Approach
<b>Distance:</b>	50 feet



<b>Direction / Road:</b>	WB Homestead Road
<b>Approach / Departure:</b>	Approach
<b>Distance:</b>	150 Feet



<b>Direction / Road:</b>	NB Vernon Road
<b>Approach / Departure:</b>	Approach
<b>Distance:</b>	50 feet



<b>Direction / Road:</b>	NB Vernon Road
<b>Approach / Departure:</b>	Approach
<b>Distance:</b>	150 Feet





<b>Direction / Road:</b>	SB Vernon Road
<b>Approach / Departure:</b>	Approach
<b>Distance:</b>	50 feet



<b>Direction / Road:</b>	SB Vernon Road
<b>Approach / Departure:</b>	Approach
<b>Distance:</b>	150 Feet



<b>Direction / Road:</b>	EB Homestead Road
<b>Approach / Departure:</b>	Approach
<b>Distance:</b>	50 feet



<b>Direction / Road:</b>	EB Homestead Road
<b>Approach / Departure:</b>	Approach
<b>Distance:</b>	150 Feet





<b>Direction / Road:</b>	WB Homestead Road
<b>Approach / Departure:</b>	Approach
<b>Distance:</b>	50 feet



<b>Direction / Road:</b>	WB Homestead Road
<b>Approach / Departure:</b>	Approach
<b>Distance:</b>	150 Feet

# **APPENDIX B:**

## **Manual Traffic Count Printouts**





Traffic Planning and Design, Inc  
2500 East High Street  
Suite 650  
Pottstown, Pennsylvania, United States 19464  
610.326.3100 jhudak@trafficpd.com

Counted By: Mio:  
Set Up By: JH:  
Weather: Clear:

Count Name: Route 611 &  
Homestead Road  
Site Code:  
Start Date: 02/25/2021  
Page No: 1

## Turning Movement Data

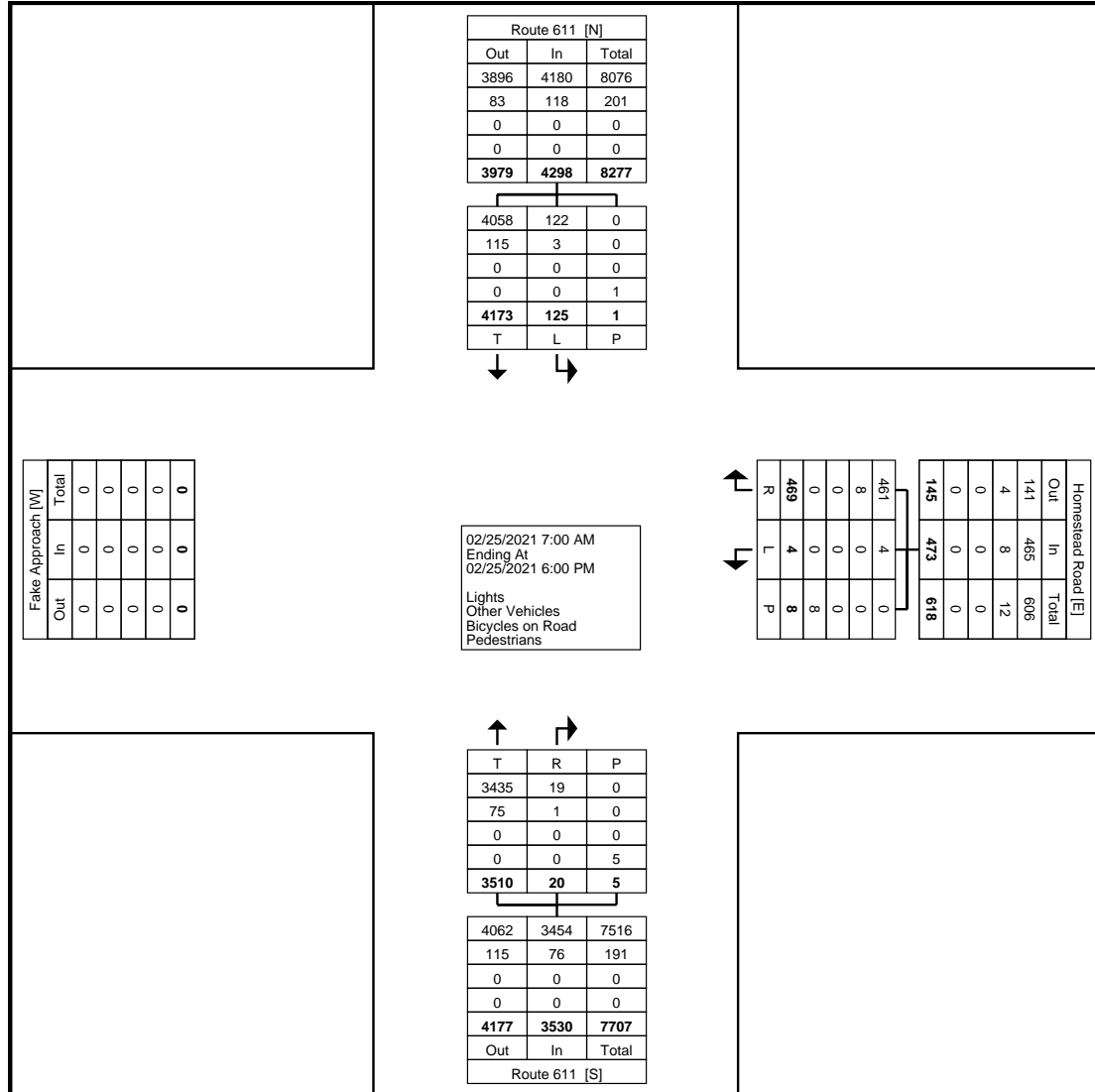
Start Time	Homestead Road Westbound				Route 611 Northbound				Route 611 Southbound				Int. Total
	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	
7:00 AM	0	36	0	36	146	1	0	147	1	170	0	171	354
7:15 AM	0	40	0	40	182	0	0	182	3	253	0	256	478
7:30 AM	0	22	1	22	198	1	0	199	4	222	0	226	447
7:45 AM	0	31	1	31	196	2	0	198	9	237	0	246	475
Hourly Total	0	129	2	129	722	4	0	726	17	882	0	899	1754
8:00 AM	0	33	1	33	195	1	0	196	4	206	0	210	439
8:15 AM	0	34	0	34	200	2	0	202	2	220	0	222	458
8:30 AM	0	24	0	24	194	0	1	194	8	215	0	223	441
8:45 AM	0	24	1	24	196	1	2	197	7	252	0	259	480
Hourly Total	0	115	2	115	785	4	3	789	21	893	0	914	1818
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	28	0	28	255	0	0	255	7	320	0	327	610
4:15 PM	0	36	1	36	248	0	0	248	8	276	0	284	568
4:30 PM	0	24	1	24	256	1	0	257	11	307	0	318	599
4:45 PM	0	36	0	36	241	3	0	244	9	288	0	297	577
Hourly Total	0	124	2	124	1000	4	0	1004	35	1191	0	1226	2354
5:00 PM	1	20	0	21	231	2	0	233	15	303	0	318	572
5:15 PM	0	21	0	21	255	2	0	257	11	313	0	324	602
5:30 PM	0	25	1	25	267	0	1	267	12	308	0	320	612
5:45 PM	3	35	1	38	250	4	1	254	14	283	1	297	589
Hourly Total	4	101	2	105	1003	8	2	1011	52	1207	1	1259	2375
Grand Total	4	469	8	473	3510	20	5	3530	125	4173	1	4298	8301
Approach %	0.8	99.2	-	-	99.4	0.6	-	-	2.9	97.1	-	-	-
Total %	0.0	5.6	-	5.7	42.3	0.2	-	42.5	1.5	50.3	-	51.8	-
Lights	4	461	-	465	3435	19	-	3454	122	4058	-	4180	8099
% Lights	100.0	98.3	-	98.3	97.9	95.0	-	97.8	97.6	97.2	-	97.3	97.6
Other Vehicles	0	8	-	8	75	1	-	76	3	115	-	118	202
% Other Vehicles	0.0	1.7	-	1.7	2.1	5.0	-	2.2	2.4	2.8	-	2.7	2.4
Bicycles on Road	0	0	-	0	0	0	-	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	8	-	-	-	5	-	-	-	1	-	-
% Pedestrians	-	-	100.0	-	-	-	100.0	-	-	-	100.0	-	-



Traffic Planning and Design, Inc  
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Suite 650  
Pottstown, Pennsylvania, United States 19464  
610.326.3100 jhudak@trafficpd.com

Count Name: Route 611 &  
Homestead Road  
Site Code:  
Start Date: 02/25/2021  
Page No: 2

Counted By: Mio:  
Set Up By: JH:  
Weather: Clear:



Turning Movement Data Plot



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Counted By: Mio:  
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Weather: Clear:

Count Name: Route 611 &  
Homestead Road  
Site Code:  
Start Date: 02/25/2021  
Page No: 3

### Turning Movement Peak Hour Data (7:15 AM)

Start Time	Homestead Road Westbound				Route 611 Northbound				Route 611 Southbound				Int. Total
	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	
7:15 AM	0	40	0	40	182	0	0	182	3	253	0	256	478
7:30 AM	0	22	1	22	198	1	0	199	4	222	0	226	447
7:45 AM	0	31	1	31	196	2	0	198	9	237	0	246	475
8:00 AM	0	33	1	33	195	1	0	196	4	206	0	210	439
Total	0	126	3	126	771	4	0	775	20	918	0	938	1839
Approach %	0.0	100.0	-	-	99.5	0.5	-	-	2.1	97.9	-	-	-
Total %	0.0	6.9	-	6.9	41.9	0.2	-	42.1	1.1	49.9	-	51.0	-
PHF	0.000	0.788	-	0.788	0.973	0.500	-	0.974	0.556	0.907	-	0.916	0.962
Lights	0	125	-	125	746	3	-	749	18	874	-	892	1766
% Lights	-	99.2	-	99.2	96.8	75.0	-	96.6	90.0	95.2	-	95.1	96.0
Other Vehicles	0	1	-	1	25	1	-	26	2	44	-	46	73
% Other Vehicles	-	0.8	-	0.8	3.2	25.0	-	3.4	10.0	4.8	-	4.9	4.0
Bicycles on Road	0	0	-	0	0	0	-	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	3	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	100.0	-	-	-	-	-	-	-	-	-	-





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Counted By: Mio:  
Set Up By: JH:  
Weather: Clear:

Count Name: Route 611 &  
Homestead Road  
Site Code:  
Start Date: 02/25/2021  
Page No: 5

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

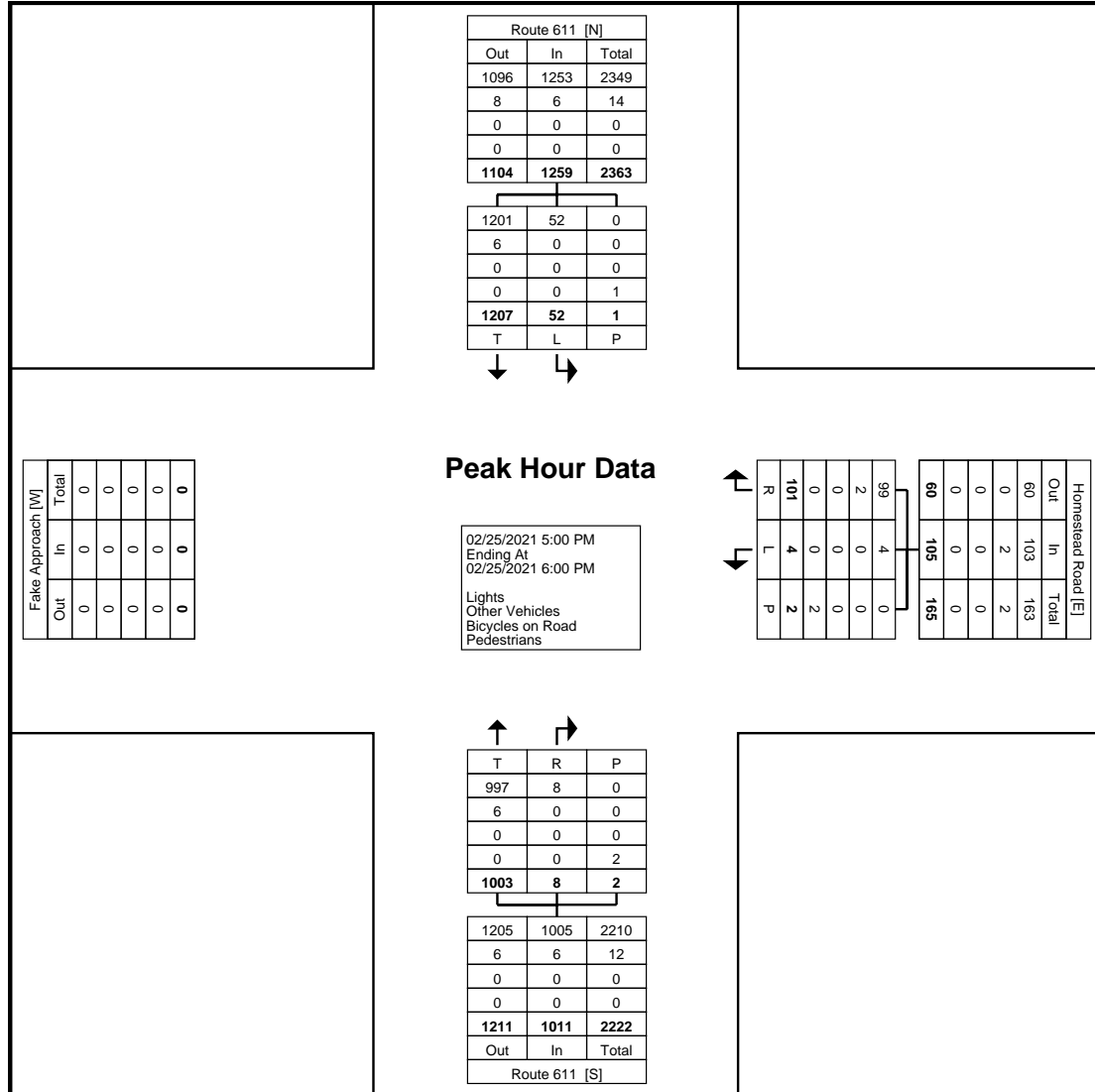
Start Time	Homestead Road Westbound				Route 611 Northbound				Route 611 Southbound				Int. Total
	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	
5:00 PM	1	20	0	21	231	2	0	233	15	303	0	318	572
5:15 PM	0	21	0	21	255	2	0	257	11	313	0	324	602
5:30 PM	0	25	1	25	267	0	1	267	12	308	0	320	612
5:45 PM	3	35	1	38	250	4	1	254	14	283	1	297	589
Total	4	101	2	105	1003	8	2	1011	52	1207	1	1259	2375
Approach %	3.8	96.2	-	-	99.2	0.8	-	-	4.1	95.9	-	-	-
Total %	0.2	4.3	-	4.4	42.2	0.3	-	42.6	2.2	50.8	-	53.0	-
PHF	0.333	0.721	-	0.691	0.939	0.500	-	0.947	0.867	0.964	-	0.971	0.970
Lights	4	99	-	103	997	8	-	1005	52	1201	-	1253	2361
% Lights	100.0	98.0	-	98.1	99.4	100.0	-	99.4	100.0	99.5	-	99.5	99.4
Other Vehicles	0	2	-	2	6	0	-	6	0	6	-	6	14
% Other Vehicles	0.0	2.0	-	1.9	0.6	0.0	-	0.6	0.0	0.5	-	0.5	0.6
Bicycles on Road	0	0	-	0	0	0	-	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	2	-	-	-	2	-	-	-	1	-	-
% Pedestrians	-	-	100.0	-	-	-	100.0	-	-	-	100.0	-	-



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Count Name: Route 611 &  
Homestead Road  
Site Code:  
Start Date: 02/25/2021  
Page No: 6

Counted By: Mio:  
Set Up By: JH:  
Weather: Clear:





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Counted By: Mio:  
Set Up By: JH:  
Weather: Clear:

Count Name: Cottman St-W  
Church DW & Homestead Road  
Site Code:  
Start Date: 02/25/2021  
Page No: 1

## Turning Movement Data

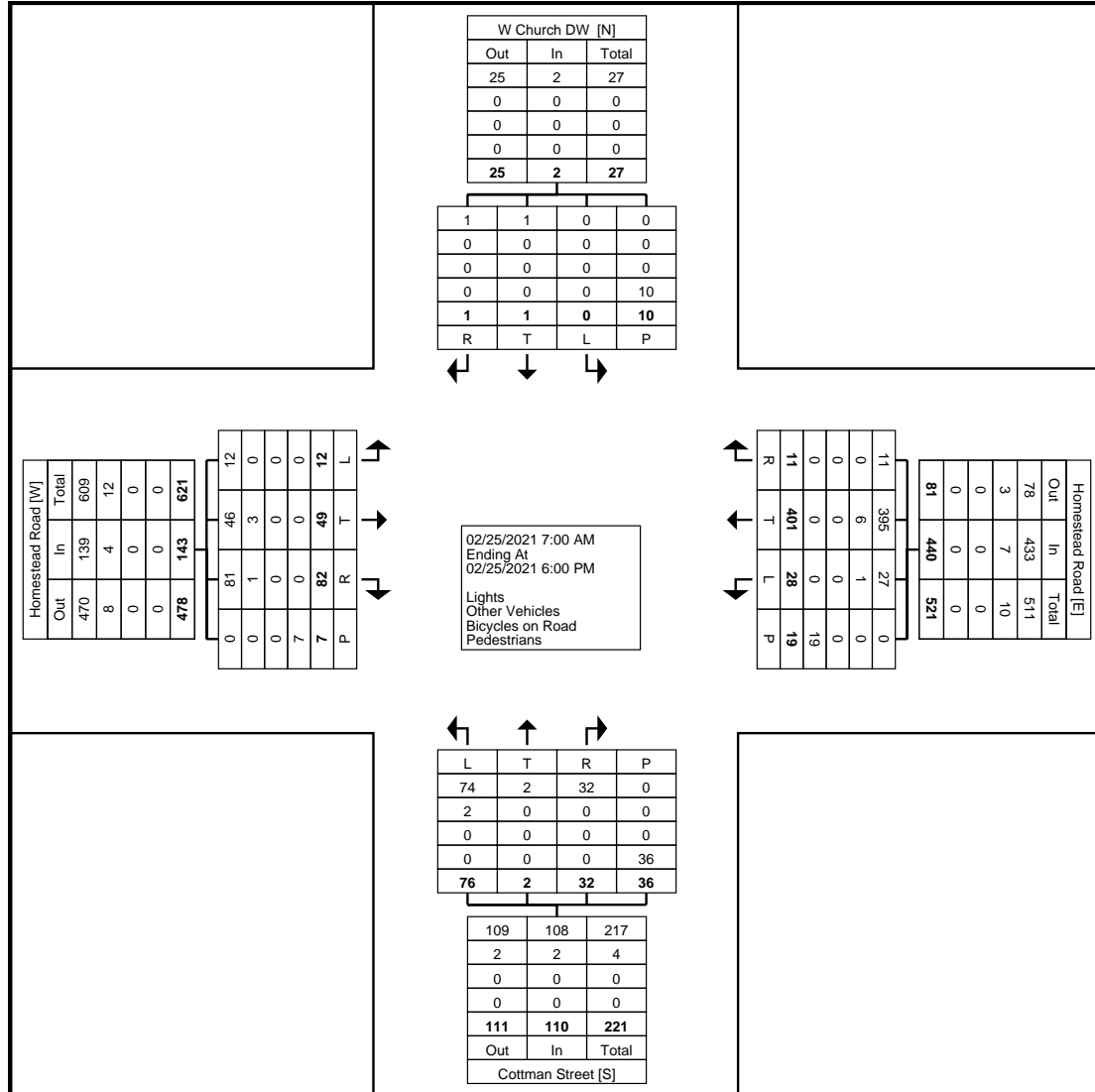
Start Time	Homestead Road Eastbound					Homestead Road Westbound					Cottman Street Northbound					W Church DW Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	1	0	1	2	30	0	1	32	6	0	0	1	6	0	0	0	0	0	39
7:15 AM	0	2	1	0	3	1	34	0	0	35	5	0	1	0	6	0	1	0	0	1	45
7:30 AM	0	4	2	0	6	1	21	0	0	22	2	0	1	0	3	0	0	0	0	0	31
7:45 AM	0	6	4	0	10	0	24	0	0	24	6	0	3	1	9	0	0	0	0	0	43
Hourly Total	0	12	8	0	20	4	109	0	1	113	19	0	5	2	24	0	1	0	0	1	158
8:00 AM	0	4	2	0	6	2	28	0	1	30	4	0	3	2	7	0	0	0	0	0	43
8:15 AM	0	1	2	1	3	1	30	2	0	33	5	0	3	0	8	0	0	0	0	0	44
8:30 AM	0	2	6	0	8	0	24	1	0	25	2	0	1	0	3	0	0	0	0	0	36
8:45 AM	2	1	4	0	7	0	20	0	0	20	4	0	0	0	4	0	0	0	0	0	31
Hourly Total	2	8	14	1	24	3	102	3	1	108	15	0	7	2	22	0	0	0	0	0	154
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	1	1	5	0	7	1	28	1	2	30	1	0	0	1	1	0	0	0	0	0	38
4:15 PM	0	1	8	0	9	1	26	1	2	28	6	0	1	0	7	0	0	0	0	0	44
4:30 PM	2	4	5	0	11	3	23	0	7	26	5	0	0	6	5	0	0	0	0	0	42
4:45 PM	3	2	8	0	13	5	32	2	2	39	6	0	5	3	11	0	0	0	0	0	63
Hourly Total	6	8	26	0	40	10	109	4	13	123	18	0	6	10	24	0	0	0	0	0	187
5:00 PM	1	9	9	2	19	2	19	1	1	22	2	0	4	3	6	0	0	1	4	1	48
5:15 PM	1	2	8	1	11	1	15	0	2	16	5	0	1	0	6	0	0	0	0	0	33
5:30 PM	0	6	8	2	14	1	18	0	1	19	8	1	4	1	13	0	0	0	4	0	46
5:45 PM	2	4	9	1	15	7	29	3	0	39	9	1	5	18	15	0	0	0	2	0	69
Hourly Total	4	21	34	6	59	11	81	4	4	96	24	2	14	22	40	0	0	1	10	1	196
Grand Total	12	49	82	7	143	28	401	11	19	440	76	2	32	36	110	0	1	1	10	2	695
Approach %	8.4	34.3	57.3	-	-	6.4	91.1	2.5	-	-	69.1	1.8	29.1	-	-	0.0	50.0	50.0	-	-	-
Total %	1.7	7.1	11.8	-	20.6	4.0	57.7	1.6	-	63.3	10.9	0.3	4.6	-	15.8	0.0	0.1	0.1	-	0.3	-
Lights	12	46	81	-	139	27	395	11	-	433	74	2	32	-	108	0	1	1	-	2	682
% Lights	100.0	93.9	98.8	-	97.2	96.4	98.5	100.0	-	98.4	97.4	100.0	100.0	-	98.2	-	100.0	100.0	-	100.0	98.1
Other Vehicles	0	3	1	-	4	1	6	0	-	7	2	0	0	-	2	0	0	0	-	0	13
% Other Vehicles	0.0	6.1	1.2	-	2.8	3.6	1.5	0.0	-	1.6	2.6	0.0	0.0	-	1.8	-	0.0	0.0	-	0.0	1.9
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	7	-	-	-	-	19	-	-	-	-	36	-	-	-	-	10	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Traffic Planning and Design, Inc  
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Count Name: Cottman St-W  
Church DW & Homestead Road  
Site Code:  
Start Date: 02/25/2021  
Page No: 2

Counted By: Mio:  
Set Up By: JH:  
Weather: Clear:



Turning Movement Data Plot





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Counted By: Mio:  
Set Up By: JH:  
Weather: Clear:

Count Name: Cottman St-W  
Church DW & Homestead Road  
Site Code:  
Start Date: 02/25/2021  
Page No: 3

### Turning Movement Peak Hour Data (7:45 AM)

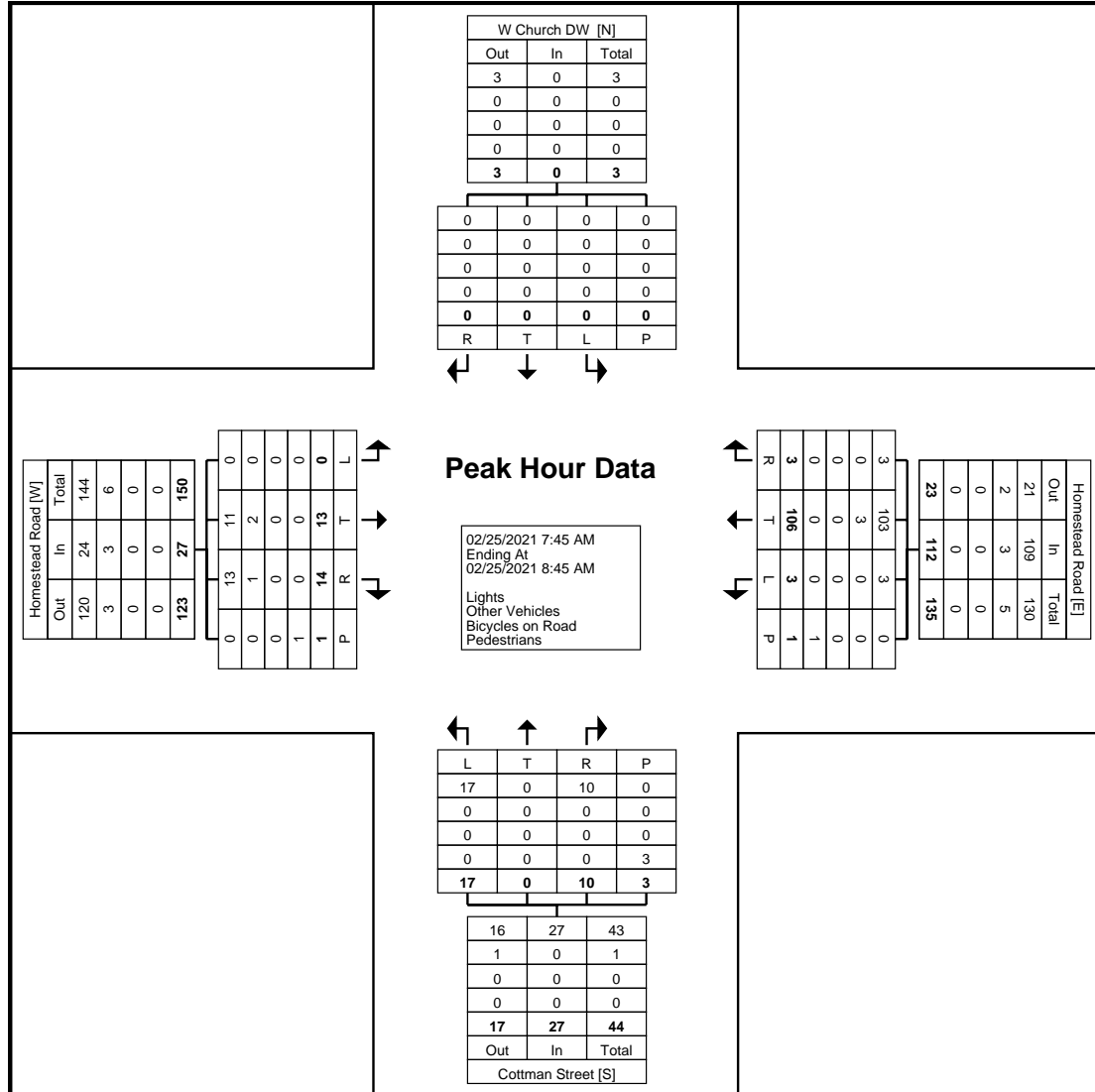
Start Time	Homestead Road Eastbound					Homestead Road Westbound					Cottman Street Northbound					W Church DW Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
7:45 AM	0	6	4	0	10	0	24	0	0	24	6	0	3	1	9	0	0	0	0	0	43
8:00 AM	0	4	2	0	6	2	28	0	1	30	4	0	3	2	7	0	0	0	0	0	43
8:15 AM	0	1	2	1	3	1	30	2	0	33	5	0	3	0	8	0	0	0	0	0	44
8:30 AM	0	2	6	0	8	0	24	1	0	25	2	0	1	0	3	0	0	0	0	0	36
Total	0	13	14	1	27	3	106	3	1	112	17	0	10	3	27	0	0	0	0	0	166
Approach %	0.0	48.1	51.9	-	-	2.7	94.6	2.7	-	-	63.0	0.0	37.0	-	-	0.0	0.0	0.0	-	-	-
Total %	0.0	7.8	8.4	-	16.3	1.8	63.9	1.8	-	67.5	10.2	0.0	6.0	-	16.3	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.542	0.583	-	0.675	0.375	0.883	0.375	-	0.848	0.708	0.000	0.833	-	0.750	0.000	0.000	0.000	-	0.000	0.943
Lights	0	11	13	-	24	3	103	3	-	109	17	0	10	-	27	0	0	0	-	0	160
% Lights	-	84.6	92.9	-	88.9	100.0	97.2	100.0	-	97.3	100.0	-	100.0	-	100.0	-	-	-	-	-	96.4
Other Vehicles	0	2	1	-	3	0	3	0	-	3	0	0	0	-	0	0	0	0	-	0	6
% Other Vehicles	-	15.4	7.1	-	11.1	0.0	2.8	0.0	-	2.7	0.0	-	0.0	-	0.0	-	-	-	-	-	3.6
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	-	-	-	-	-	0.0
Pedestrians	-	-	-	1	-	-	-	-	1	-	-	-	-	3	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-



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Count Name: Cottman St-W  
Church DW & Homestead Road  
Site Code:  
Start Date: 02/25/2021  
Page No: 4

Counted By: Mio:  
Set Up By: JH:  
Weather: Clear:



Turning Movement Peak Hour Data Plot (7:45 AM)



Traffic Planning and Design, Inc  
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Pottstown, Pennsylvania, United States 19464  
610.326.3100 jhudak@trafficpd.com

Counted By: Mio:  
Set Up By: JH:  
Weather: Clear:

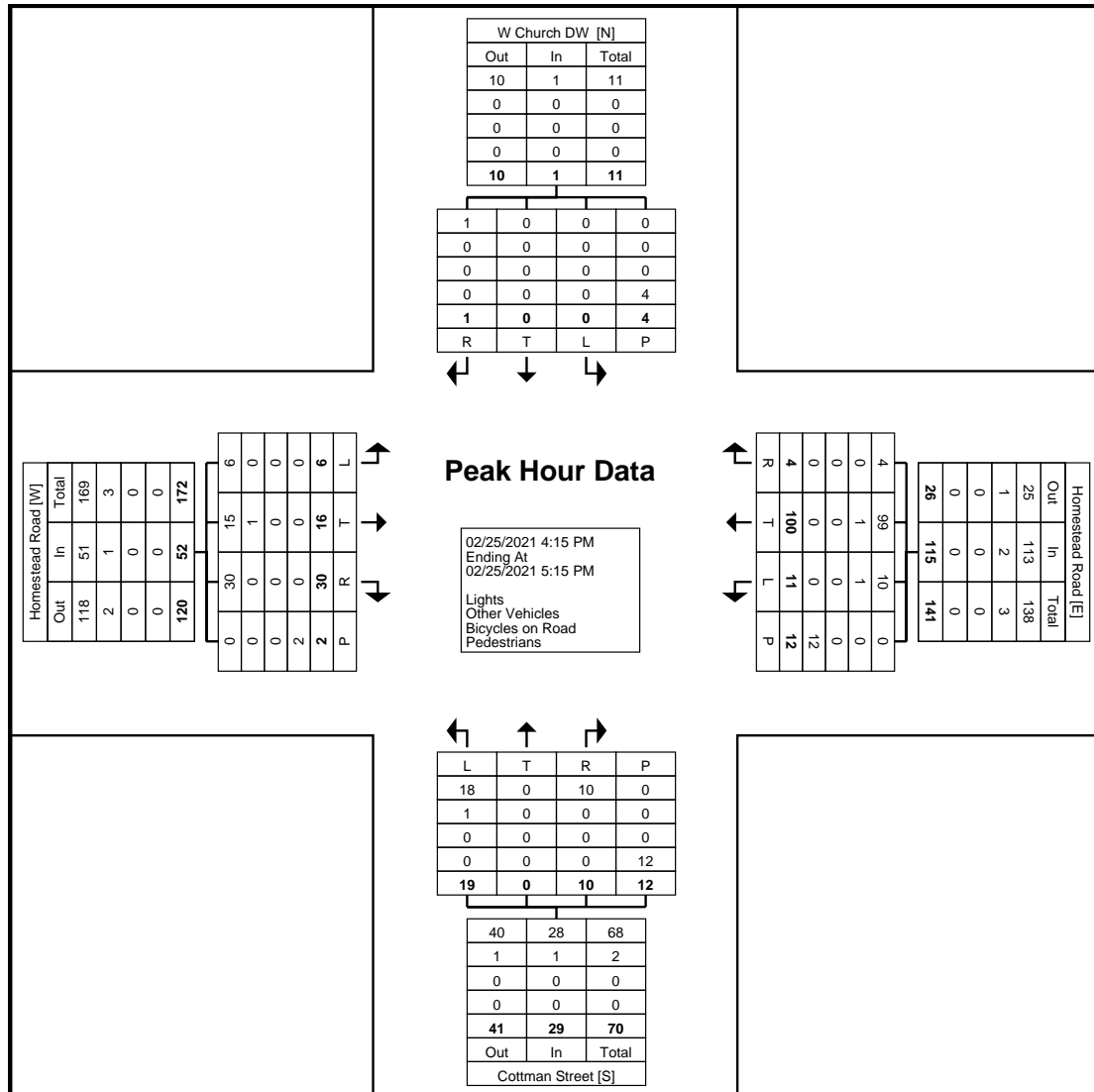
Count Name: Cottman St-W  
Church DW & Homestead Road  
Site Code:  
Start Date: 02/25/2021  
Page No: 5

### Turning Movement Peak Hour Data (4:15 PM)

Start Time	Homestead Road Eastbound					Homestead Road Westbound					Cottman Street Northbound					W Church DW Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
4:15 PM	0	1	8	0	9	1	26	1	2	28	6	0	1	0	7	0	0	0	0	0	44
4:30 PM	2	4	5	0	11	3	23	0	7	26	5	0	0	6	5	0	0	0	0	0	42
4:45 PM	3	2	8	0	13	5	32	2	2	39	6	0	5	3	11	0	0	0	0	0	63
5:00 PM	1	9	9	2	19	2	19	1	1	22	2	0	4	3	6	0	0	1	4	1	48
Total	6	16	30	2	52	11	100	4	12	115	19	0	10	12	29	0	0	1	4	1	197
Approach %	11.5	30.8	57.7	-	-	9.6	87.0	3.5	-	-	65.5	0.0	34.5	-	-	0.0	0.0	100.0	-	-	-
Total %	3.0	8.1	15.2	-	26.4	5.6	50.8	2.0	-	58.4	9.6	0.0	5.1	-	14.7	0.0	0.0	0.5	-	0.5	-
PHF	0.500	0.444	0.833	-	0.684	0.550	0.781	0.500	-	0.737	0.792	0.000	0.500	-	0.659	0.000	0.000	0.250	-	0.250	0.782
Lights	6	15	30	-	51	10	99	4	-	113	18	0	10	-	28	0	0	1	-	1	193
% Lights	100.0	93.8	100.0	-	98.1	90.9	99.0	100.0	-	98.3	94.7	-	100.0	-	96.6	-	-	100.0	-	100.0	98.0
Other Vehicles	0	1	0	-	1	1	1	0	-	2	1	0	0	-	1	0	0	0	-	0	4
% Other Vehicles	0.0	6.3	0.0	-	1.9	9.1	1.0	0.0	-	1.7	5.3	-	0.0	-	3.4	-	-	0.0	-	0.0	2.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	2	-	-	-	-	12	-	-	-	-	12	-	-	-	-	4	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Counted By: Mio:  
Set Up By: JH:  
Weather: Clear:

Count Name: Cottman St-W  
Church DW & Homestead Road  
Site Code:  
Start Date: 02/25/2021  
Page No: 6



### Turning Movement Peak Hour Data Plot (4:15 PM)



Traffic Planning and Design, Inc  
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Counted By: Mio:  
Set Up By: JH:  
Weather: Clear:

Count Name: E Church DW &  
Homestead Road  
Site Code:  
Start Date: 02/25/2021  
Page No: 1

## Turning Movement Data

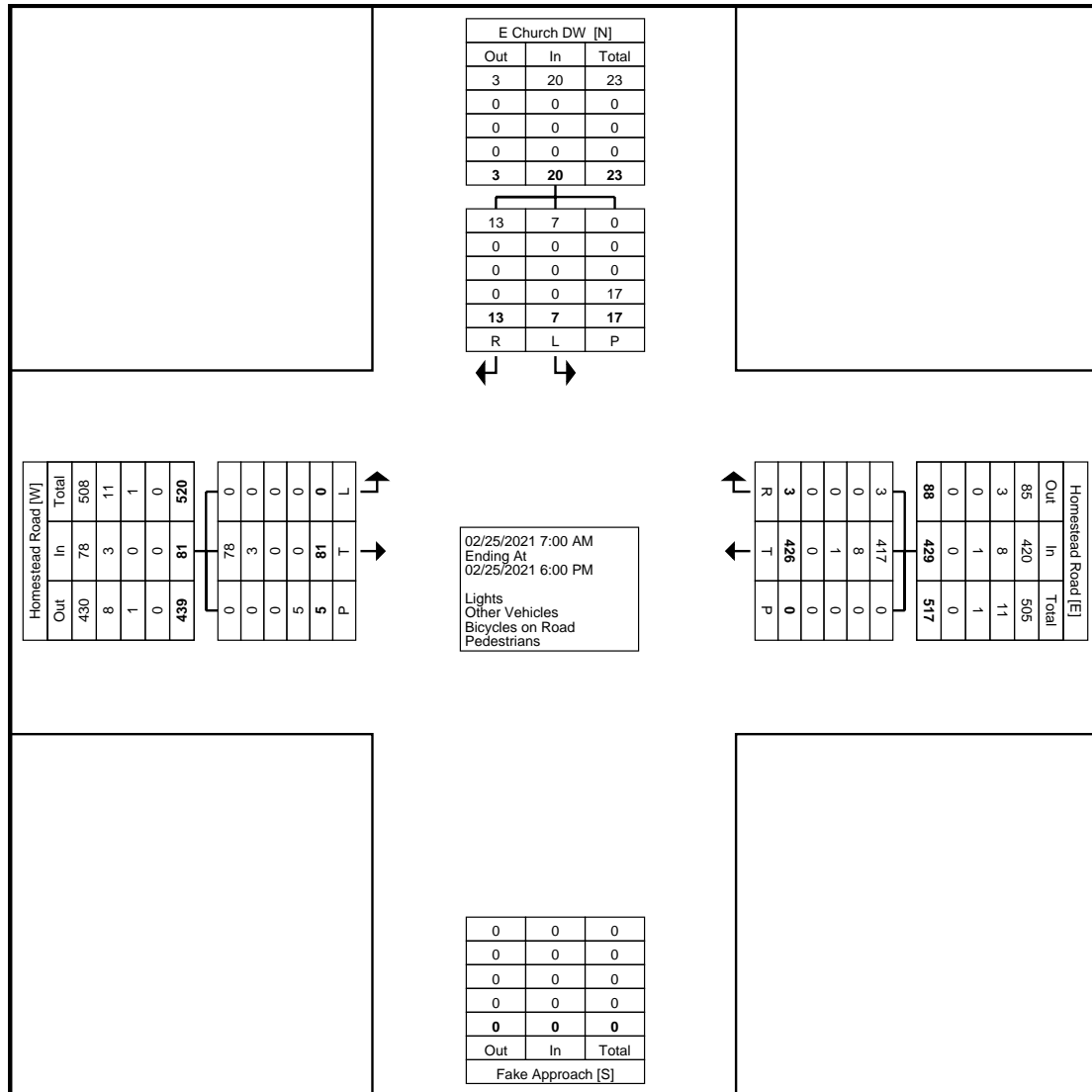
Start Time	Homestead Road Eastbound				Homestead Road Westbound				E Church DW Southbound				Int. Total
	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	
7:00 AM	0	0	0	0	31	0	0	31	0	0	0	0	31
7:15 AM	0	3	0	3	35	0	0	35	0	0	1	0	38
7:30 AM	0	5	0	5	22	0	0	22	0	0	0	0	27
7:45 AM	0	9	0	9	24	0	0	24	0	0	0	0	33
Hourly Total	0	17	0	17	112	0	0	112	0	0	1	0	129
8:00 AM	0	7	0	7	33	0	0	33	0	0	0	0	40
8:15 AM	0	5	2	5	30	0	0	30	0	0	0	0	35
8:30 AM	0	3	1	3	25	0	0	25	0	0	2	0	28
8:45 AM	0	1	0	1	20	0	0	20	0	0	0	0	21
Hourly Total	0	16	3	16	108	0	0	108	0	0	2	0	124
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	0	1	29	0	0	29	0	1	0	1	31
4:15 PM	0	2	0	2	29	1	0	30	0	1	0	1	33
4:30 PM	0	4	0	4	24	0	0	24	0	2	0	2	30
4:45 PM	0	6	0	6	31	2	0	33	3	7	0	10	49
Hourly Total	0	13	0	13	113	3	0	116	3	11	0	14	143
5:00 PM	0	13	2	13	22	0	0	22	1	0	7	1	36
5:15 PM	0	3	0	3	16	0	0	16	1	0	1	1	20
5:30 PM	0	10	0	10	20	0	0	20	0	0	3	0	30
5:45 PM	0	9	0	9	35	0	0	35	2	2	3	4	48
Hourly Total	0	35	2	35	93	0	0	93	4	2	14	6	134
Grand Total	0	81	5	81	426	3	0	429	7	13	17	20	530
Approach %	0.0	100.0	-	-	99.3	0.7	-	-	35.0	65.0	-	-	-
Total %	0.0	15.3	-	15.3	80.4	0.6	-	80.9	1.3	2.5	-	3.8	-
Lights	0	78	-	78	417	3	-	420	7	13	-	20	518
% Lights	-	96.3	-	96.3	97.9	100.0	-	97.9	100.0	100.0	-	100.0	97.7
Other Vehicles	0	3	-	3	8	0	-	8	0	0	-	0	11
% Other Vehicles	-	3.7	-	3.7	1.9	0.0	-	1.9	0.0	0.0	-	0.0	2.1
Bicycles on Road	0	0	-	0	1	0	-	1	0	0	-	0	1
% Bicycles on Road	-	0.0	-	0.0	0.2	0.0	-	0.2	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	5	-	-	-	0	-	-	-	17	-	-
% Pedestrians	-	-	100.0	-	-	-	-	-	-	-	100.0	-	-



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Weather: Clear:

Count Name: E Church DW &  
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Site Code:  
Start Date: 02/25/2021  
Page No: 2



Turning Movement Data Plot



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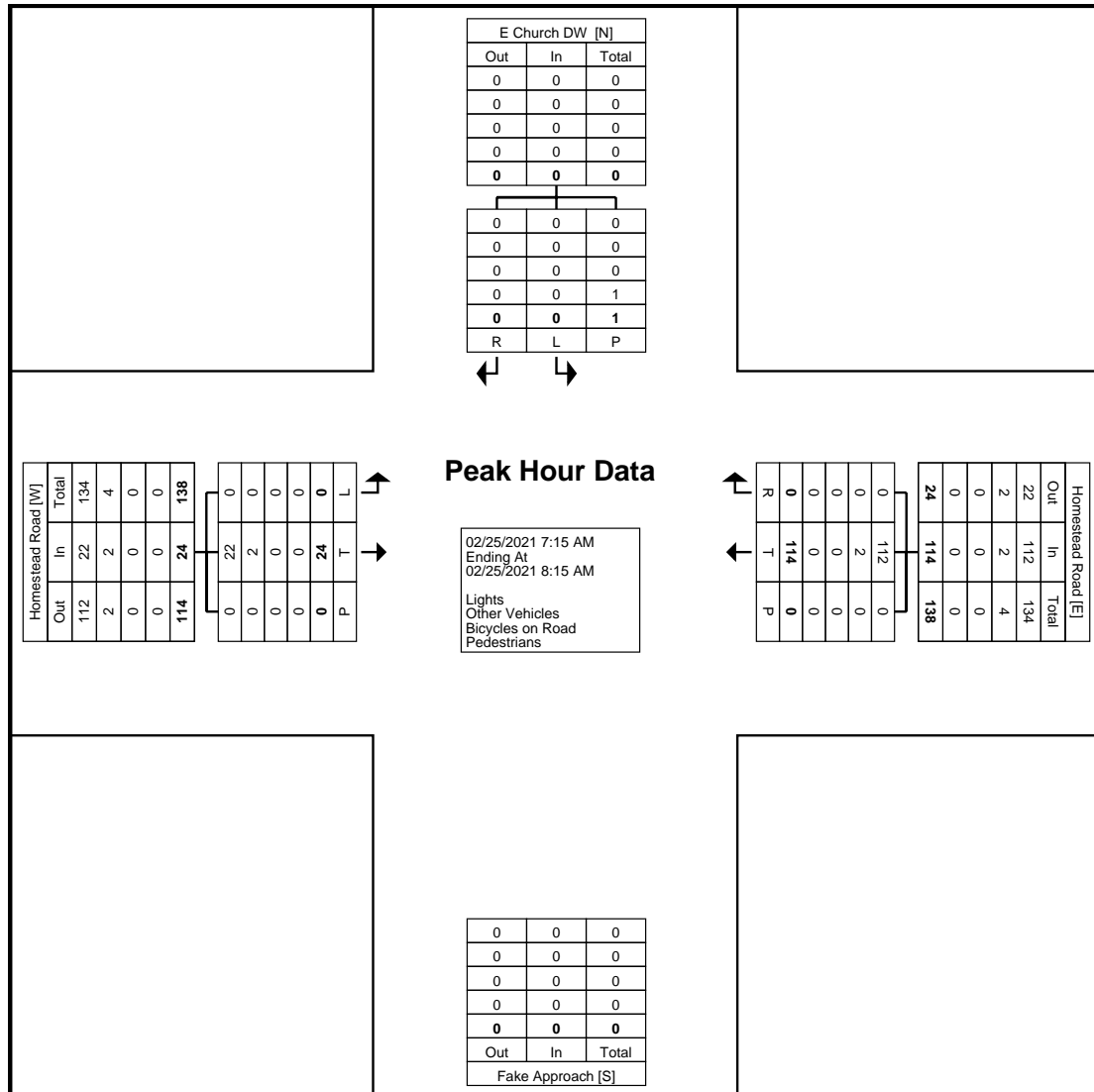
Count Name: E Church DW &  
Homestead Road  
Site Code:  
Start Date: 02/25/2021  
Page No: 3

### Turning Movement Peak Hour Data (7:15 AM)

Start Time	Homestead Road Eastbound				Homestead Road Westbound				E Church DW Southbound				Int. Total
	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	
7:15 AM	0	3	0	3	35	0	0	35	0	0	1	0	38
7:30 AM	0	5	0	5	22	0	0	22	0	0	0	0	27
7:45 AM	0	9	0	9	24	0	0	24	0	0	0	0	33
8:00 AM	0	7	0	7	33	0	0	33	0	0	0	0	40
Total	0	24	0	24	114	0	0	114	0	0	1	0	138
Approach %	0.0	100.0	-	-	100.0	0.0	-	-	0.0	0.0	-	-	-
Total %	0.0	17.4	-	17.4	82.6	0.0	-	82.6	0.0	0.0	-	0.0	-
PHF	0.000	0.667	-	0.667	0.814	0.000	-	0.814	0.000	0.000	-	0.000	0.863
Lights	0	22	-	22	112	0	-	112	0	0	-	0	134
% Lights	-	91.7	-	91.7	98.2	-	-	98.2	-	-	-	-	97.1
Other Vehicles	0	2	-	2	2	0	-	2	0	0	-	0	4
% Other Vehicles	-	8.3	-	8.3	1.8	-	-	1.8	-	-	-	-	2.9
Bicycles on Road	0	0	-	0	0	0	-	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	0.0	0.0	-	-	0.0	-	-	-	-	0.0
Pedestrians	-	-	0	-	-	-	0	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Counted By: Mio:  
Set Up By: JH:  
Weather: Clear:

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### Turning Movement Peak Hour Data Plot (7:15 AM)





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### Turning Movement Peak Hour Data (4:15 PM)

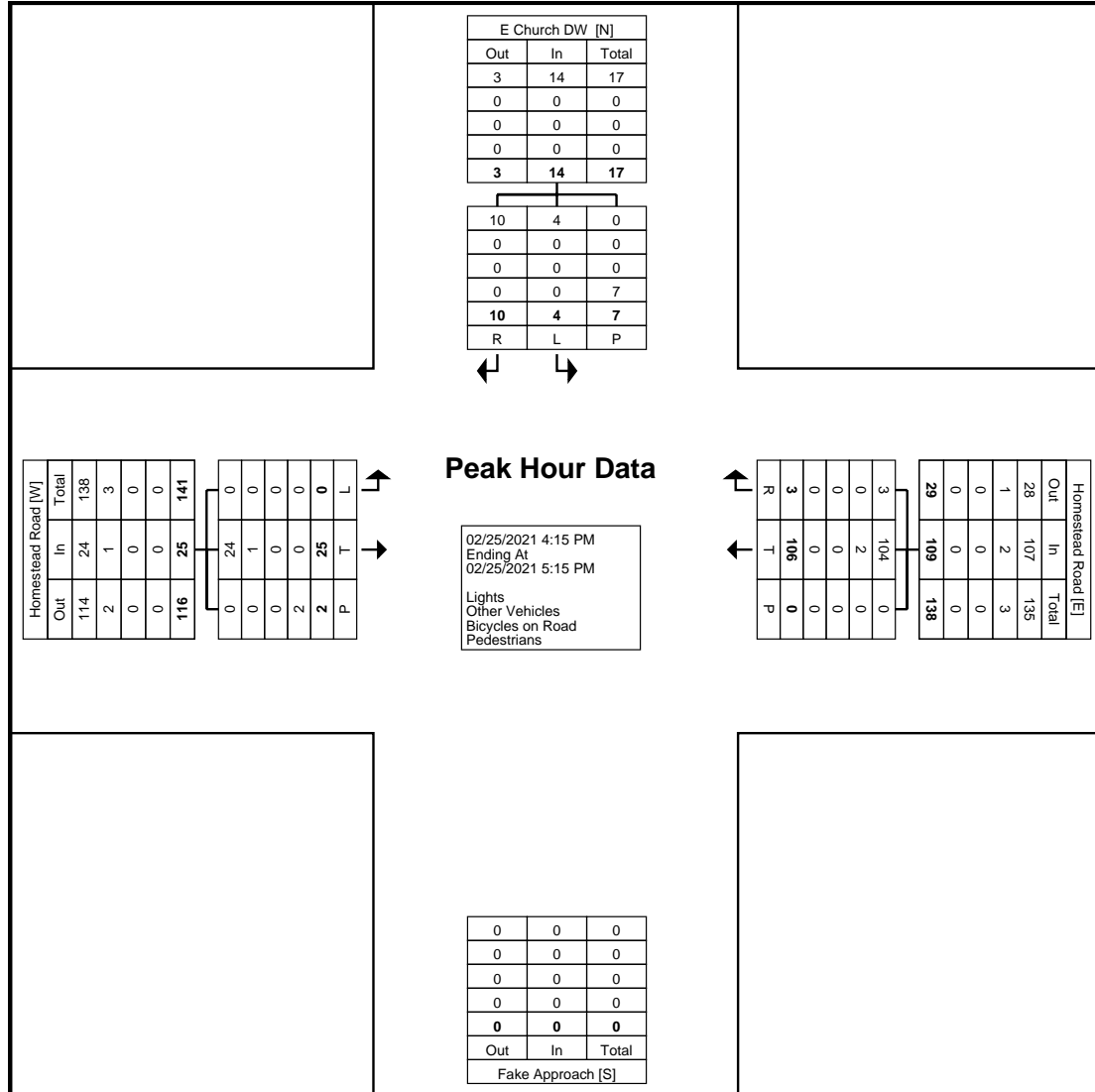
Start Time	Homestead Road Eastbound				Homestead Road Westbound				E Church DW Southbound				Int. Total
	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	
4:15 PM	0	2	0	2	29	1	0	30	0	1	0	1	33
4:30 PM	0	4	0	4	24	0	0	24	0	2	0	2	30
4:45 PM	0	6	0	6	31	2	0	33	3	7	0	10	49
5:00 PM	0	13	2	13	22	0	0	22	1	0	7	1	36
Total	0	25	2	25	106	3	0	109	4	10	7	14	148
Approach %	0.0	100.0	-	-	97.2	2.8	-	-	28.6	71.4	-	-	-
Total %	0.0	16.9	-	16.9	71.6	2.0	-	73.6	2.7	6.8	-	9.5	-
PHF	0.000	0.481	-	0.481	0.855	0.375	-	0.826	0.333	0.357	-	0.350	0.755
Lights	0	24	-	24	104	3	-	107	4	10	-	14	145
% Lights	-	96.0	-	96.0	98.1	100.0	-	98.2	100.0	100.0	-	100.0	98.0
Other Vehicles	0	1	-	1	2	0	-	2	0	0	-	0	3
% Other Vehicles	-	4.0	-	4.0	1.9	0.0	-	1.8	0.0	0.0	-	0.0	2.0
Bicycles on Road	0	0	-	0	0	0	-	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	2	-	-	-	0	-	-	-	7	-	-
% Pedestrians	-	-	100.0	-	-	-	-	-	-	-	100.0	-	-



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Turning Movement Peak Hour Data Plot (4:15 PM)



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## Turning Movement Data

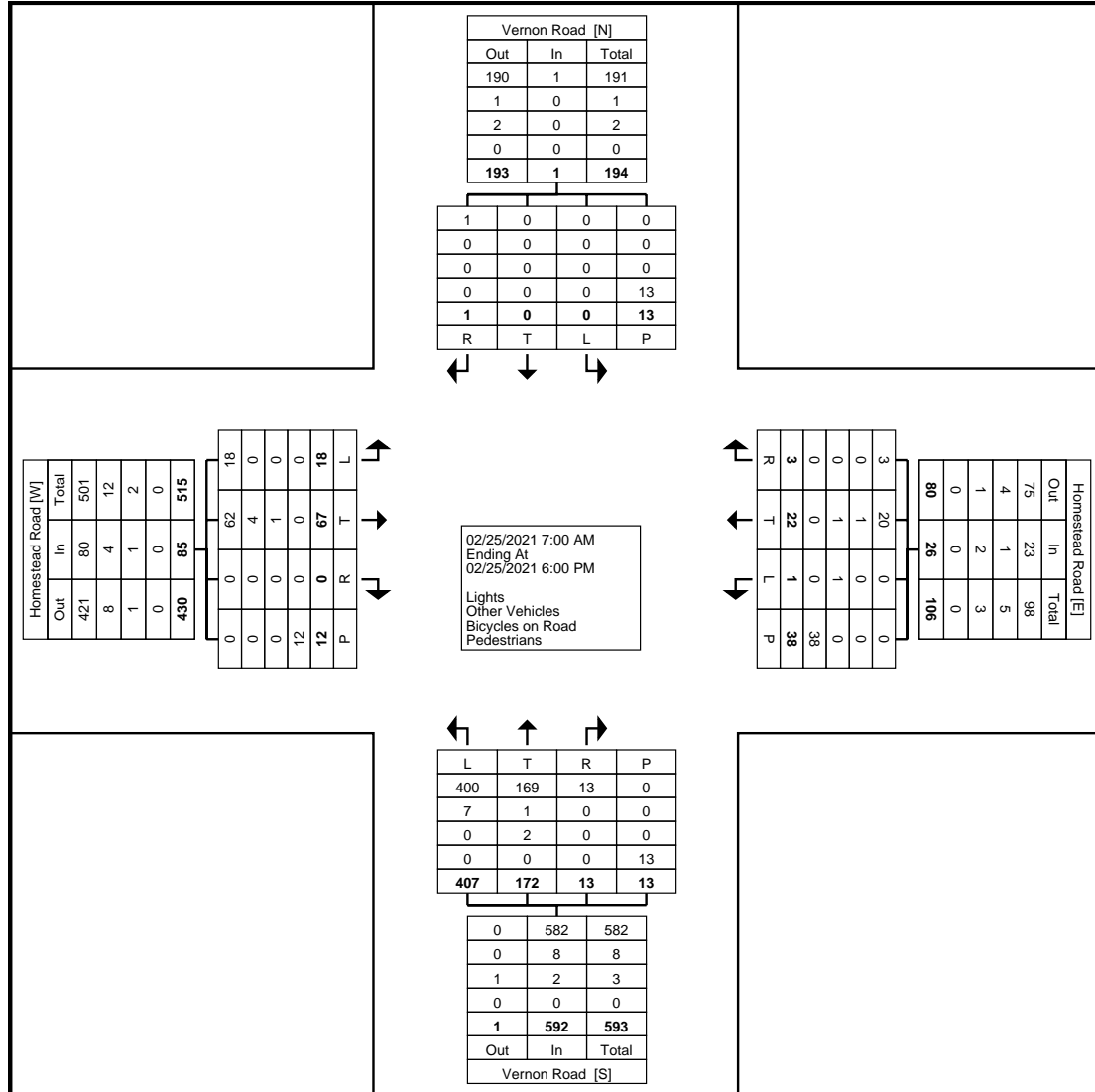
Start Time	Homestead Road Eastbound					Homestead Road Westbound					Vernon Road Northbound					Vernon Road Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	1	0	1	1	30	2	1	1	33	0	0	0	0	0	34
7:15 AM	1	2	0	0	3	0	0	0	2	0	35	5	0	0	40	0	0	0	2	0	43
7:30 AM	1	4	0	1	5	0	0	0	2	0	19	14	2	0	35	0	0	1	0	1	41
7:45 AM	1	7	0	0	8	0	0	0	2	0	25	10	2	0	37	0	0	0	0	0	45
Hourly Total	3	13	0	1	16	0	1	0	7	1	109	31	5	1	145	0	0	1	2	1	163
8:00 AM	1	6	0	0	7	0	2	1	0	3	33	11	1	2	45	0	0	0	0	0	55
8:15 AM	3	2	0	1	5	0	1	0	0	1	31	11	1	0	43	0	0	0	0	0	49
8:30 AM	1	0	0	2	1	0	2	0	0	2	23	15	1	1	39	0	0	0	0	0	42
8:45 AM	0	1	0	0	1	0	2	0	0	2	18	6	0	0	24	0	0	0	0	0	27
Hourly Total	5	9	0	3	14	0	7	1	0	8	105	43	3	3	151	0	0	0	0	0	173
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	2	0	0	2	0	0	0	4	0	30	8	0	0	38	0	0	0	0	0	40
4:15 PM	0	2	0	0	2	0	1	0	7	1	31	14	1	1	46	0	0	0	1	0	49
4:30 PM	0	4	0	2	4	0	1	1	1	2	20	11	0	0	31	0	0	0	0	0	37
4:45 PM	1	7	0	2	8	0	2	0	3	2	29	11	1	2	41	0	0	0	0	0	51
Hourly Total	1	15	0	4	16	0	4	1	15	5	110	44	2	3	156	0	0	0	1	0	177
5:00 PM	2	12	0	3	14	0	3	0	1	3	21	11	1	3	33	0	0	0	4	0	50
5:15 PM	1	4	0	1	5	0	2	1	5	3	12	11	0	0	23	0	0	0	0	0	31
5:30 PM	1	6	0	0	7	0	3	0	5	3	17	16	1	0	34	0	0	0	2	0	44
5:45 PM	5	8	0	0	13	1	2	0	5	3	33	16	1	3	50	0	0	0	4	0	66
Hourly Total	9	30	0	4	39	1	10	1	16	12	83	54	3	6	140	0	0	0	10	0	191
Grand Total	18	67	0	12	85	1	22	3	38	26	407	172	13	13	592	0	0	1	13	1	704
Approach %	21.2	78.8	0.0	-	-	3.8	84.6	11.5	-	-	68.8	29.1	2.2	-	-	0.0	0.0	100.0	-	-	-
Total %	2.6	9.5	0.0	-	12.1	0.1	3.1	0.4	-	3.7	57.8	24.4	1.8	-	84.1	0.0	0.0	0.1	-	0.1	-
Lights	18	62	0	-	80	0	20	3	-	23	400	169	13	-	582	0	0	1	-	1	686
% Lights	100.0	92.5	-	-	94.1	0.0	90.9	100.0	-	88.5	98.3	98.3	100.0	-	98.3	-	-	100.0	-	100.0	97.4
Other Vehicles	0	4	0	-	4	0	1	0	-	1	7	1	0	-	8	0	0	0	-	0	13
% Other Vehicles	0.0	6.0	-	-	4.7	0.0	4.5	0.0	-	3.8	1.7	0.6	0.0	-	1.4	-	-	0.0	-	0.0	1.8
Bicycles on Road	0	1	0	-	1	1	1	0	-	2	0	2	0	-	2	0	0	0	-	0	5
% Bicycles on Road	0.0	1.5	-	-	1.2	100.0	4.5	0.0	-	7.7	0.0	1.2	0.0	-	0.3	-	-	0.0	-	0.0	0.7
Pedestrians	-	-	-	12	-	-	-	-	38	-	-	-	-	13	-	-	-	-	13	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Site Code:  
Start Date: 02/25/2021  
Page No: 2

Counted By: Mio:  
Set Up By: JH:  
Weather: Clear:



Turning Movement Data Plot



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Page No: 3

### Turning Movement Peak Hour Data (7:45 AM)

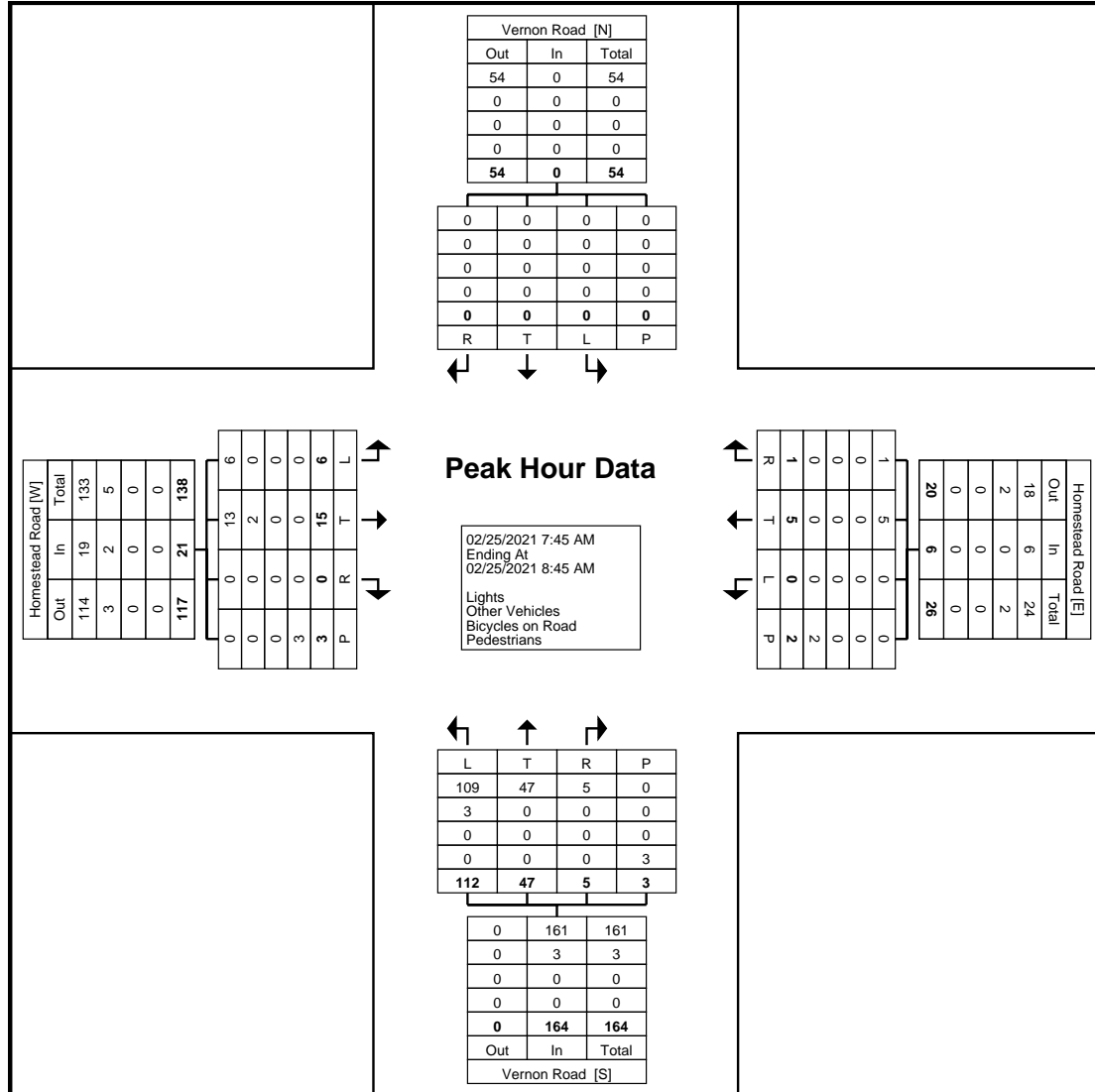
Start Time	Homestead Road Eastbound					Homestead Road Westbound					Vernon Road Northbound					Vernon Road Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
7:45 AM	1	7	0	0	8	0	0	0	2	0	25	10	2	0	37	0	0	0	0	0	45
8:00 AM	1	6	0	0	7	0	2	1	0	3	33	11	1	2	45	0	0	0	0	0	55
8:15 AM	3	2	0	1	5	0	1	0	0	1	31	11	1	0	43	0	0	0	0	0	49
8:30 AM	1	0	0	2	1	0	2	0	0	2	23	15	1	1	39	0	0	0	0	0	42
Total	6	15	0	3	21	0	5	1	2	6	112	47	5	3	164	0	0	0	0	0	191
Approach %	28.6	71.4	0.0	-	-	0.0	83.3	16.7	-	-	68.3	28.7	3.0	-	-	0.0	0.0	0.0	-	-	-
Total %	3.1	7.9	0.0	-	11.0	0.0	2.6	0.5	-	3.1	58.6	24.6	2.6	-	85.9	0.0	0.0	0.0	-	0.0	-
PHF	0.500	0.536	0.000	-	0.656	0.000	0.625	0.250	-	0.500	0.848	0.783	0.625	-	0.911	0.000	0.000	0.000	-	0.000	0.868
Lights	6	13	0	-	19	0	5	1	-	6	109	47	5	-	161	0	0	0	-	0	186
% Lights	100.0	86.7	-	-	90.5	-	100.0	100.0	-	100.0	97.3	100.0	100.0	-	98.2	-	-	-	-	-	97.4
Other Vehicles	0	2	0	-	2	0	0	0	-	0	3	0	0	-	3	0	0	0	-	0	5
% Other Vehicles	0.0	13.3	-	-	9.5	-	0.0	0.0	-	0.0	2.7	0.0	0.0	-	1.8	-	-	-	-	-	2.6
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	-	-	-	-	0.0
Pedestrians	-	-	-	3	-	-	-	-	2	-	-	-	-	3	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-



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Page No: 5

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

Start Time	Homestead Road Eastbound					Homestead Road Westbound					Vernon Road Northbound					Vernon Road Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
5:00 PM	2	12	0	3	14	0	3	0	1	3	21	11	1	3	33	0	0	0	4	0	50
5:15 PM	1	4	0	1	5	0	2	1	5	3	12	11	0	0	23	0	0	0	0	0	31
5:30 PM	1	6	0	0	7	0	3	0	5	3	17	16	1	0	34	0	0	0	2	0	44
5:45 PM	5	8	0	0	13	1	2	0	5	3	33	16	1	3	50	0	0	0	4	0	66
Total	9	30	0	4	39	1	10	1	16	12	83	54	3	6	140	0	0	0	10	0	191
Approach %	23.1	76.9	0.0	-	-	8.3	83.3	8.3	-	-	59.3	38.6	2.1	-	-	0.0	0.0	0.0	-	-	-
Total %	4.7	15.7	0.0	-	20.4	0.5	5.2	0.5	-	6.3	43.5	28.3	1.6	-	73.3	0.0	0.0	0.0	-	0.0	-
PHF	0.450	0.625	0.000	-	0.696	0.250	0.833	0.250	-	1.000	0.629	0.844	0.750	-	0.700	0.000	0.000	0.000	-	0.000	0.723
Lights	9	29	0	-	38	0	9	1	-	10	82	52	3	-	137	0	0	0	-	0	185
% Lights	100.0	96.7	-	-	97.4	0.0	90.0	100.0	-	83.3	98.8	96.3	100.0	-	97.9	-	-	-	-	-	96.9
Other Vehicles	0	0	0	-	0	0	0	0	-	0	1	0	0	-	1	0	0	0	-	0	1
% Other Vehicles	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	1.2	0.0	0.0	-	0.7	-	-	-	-	-	0.5
Bicycles on Road	0	1	0	-	1	1	1	0	-	2	0	2	0	-	2	0	0	0	-	0	5
% Bicycles on Road	0.0	3.3	-	-	2.6	100.0	10.0	0.0	-	16.7	0.0	3.7	0.0	-	1.4	-	-	-	-	-	2.6
Pedestrians	-	-	-	4	-	-	-	-	16	-	-	-	-	6	-	-	-	-	10	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

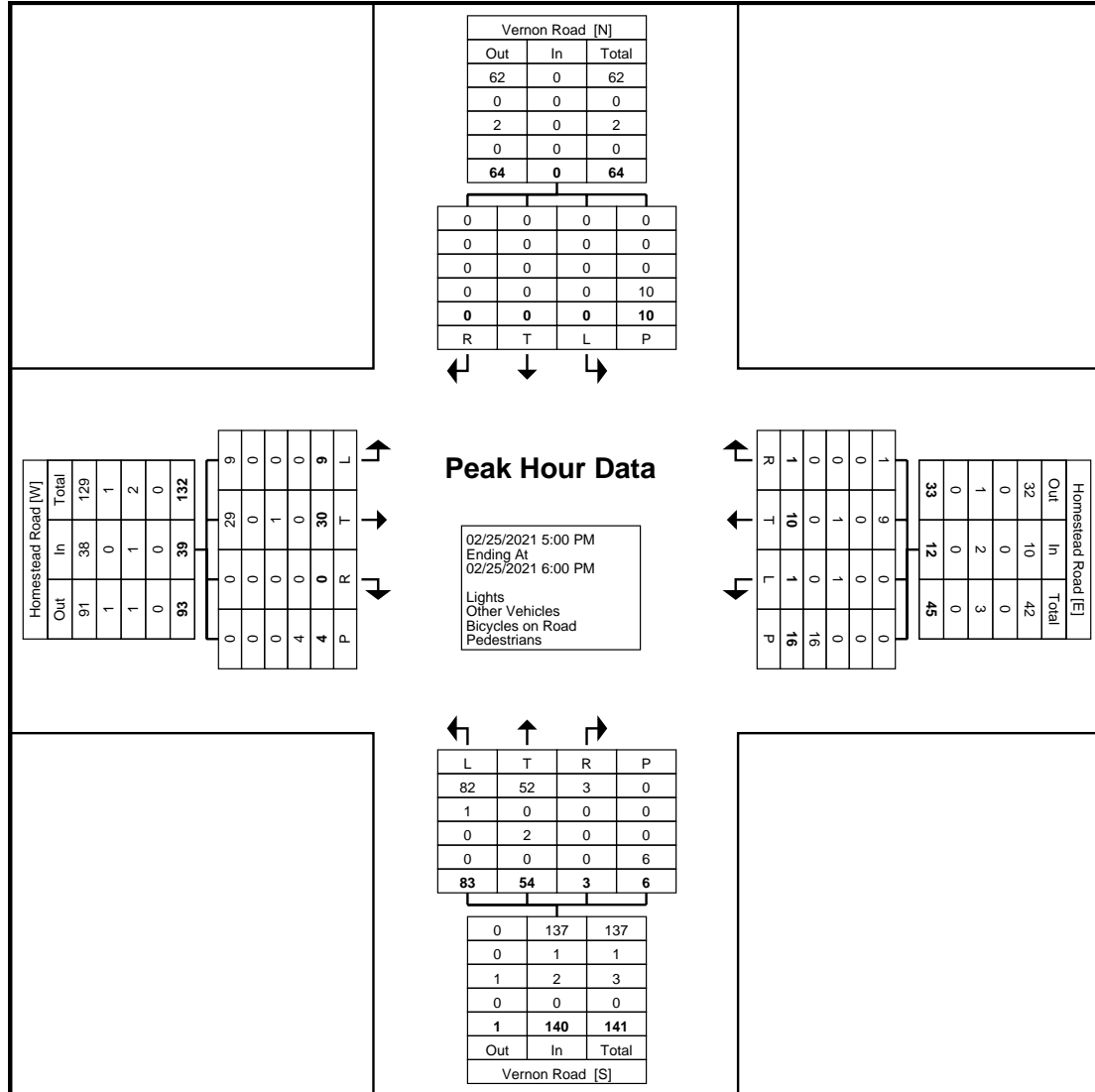




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Turning Movement Peak Hour Data Plot (5:00 PM)

# **APPENDIX C:**

## **Volume Development Data**

TPD# RECC.02

3/11/2021

Traffic Volumes Worksheet

Intersection:

Synchro Node:

Old York Road & Homestead Road									
1	Adjacent intersections:	West	0	East	0	North	0	South	0

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	
<b>2021 Existing Counts</b>				<b>0</b>		<b>126</b>		<b>771</b>	<b>4</b>	<b>20</b>	<b>918</b>		<b>1839</b>
Covid Adjustment	0	0	0	0	0	48	0	293	2	8	349	0	700
<b>2021 Existing Volumes (Balanced)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>174</b>	<b>0</b>	<b>1064</b>	<b>6</b>	<b>28</b>	<b>1267</b>	<b>0</b>	<b>2539</b>
Base growth (0.24% compounded for 2 yrs)	0	0	0	0	0	1	0	5	0	0	6	0	12
													0
													0
													0
<b>2023 Base (No-Build) Volumes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>175</b>	<b>0</b>	<b>1069</b>	<b>6</b>	<b>28</b>	<b>1273</b>	<b>0</b>	<b>2551</b>
Existing Trip Redistribution													
New Trips						11			5	5			21
Pass-by Trips													0
<b>Total Trip Distribution</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>
<b>2023 Projected (Build) Volumes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>186</b>	<b>0</b>	<b>1069</b>	<b>11</b>	<b>33</b>	<b>1273</b>	<b>0</b>	<b>2572</b>

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	
<b>2021 Existing Counts</b>				<b>4</b>		<b>101</b>		<b>1003</b>	<b>8</b>	<b>52</b>	<b>1207</b>		<b>2375</b>
Covid Adjustment	0	0	0	1	0	16	0	160	1	8	193	0	379
<b>2021 Existing Volumes (Balanced)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>117</b>	<b>0</b>	<b>1163</b>	<b>9</b>	<b>60</b>	<b>1400</b>	<b>0</b>	<b>2754</b>
Base growth (0.24% compounded for 2 yrs)	0	0	0	0	0	1	0	6	0	0	7	0	14
0													0
0													0
0													0
<b>2023 Base (No-Build) Volumes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>118</b>	<b>0</b>	<b>1169</b>	<b>9</b>	<b>60</b>	<b>1407</b>	<b>0</b>	<b>2768</b>
Existing Trip Redistribution						-12			-1	-6			
New Trips						8			10	11			29
Pass-by Trips													0
<b>Total Trip Distribution</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>2023 Projected (Build) Volumes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>114</b>	<b>0</b>	<b>1169</b>	<b>18</b>	<b>65</b>	<b>1407</b>	<b>0</b>	<b>2778</b>

TPD# RECC.02

3/11/2021

Traffic Volumes Worksheet

Intersection:

Synchro Node:

Cottman Street & Homestead Road												
2	Adjacent intersections:	West	0	East	0	North	0	South	0			

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	
2021 Existing Counts	0	13	14	3	106	3	17	0	10	0	0	0	166
Covid Adjustment	0	5	5	1	40	1	6	0	4	0	0	0	62
2021 Existing Volumes (Balanced)	0	18	19	4	146	4	23	0	14	0	0	0	228
Base growth (0.24% compounded for 2 yrs)	0	0	0	0	1	0	0	0	0	0	0	0	1
													0
													0
													0
2023 Base (No-Build) Volumes	0	18	19	4	147	4	23	0	14	0	0	0	229
Existing Trip Redistribution						-4							
New Trips	10			9	11	1							31
Pass-by Trips													0
Total Trip Distribution	10	0	0	9	11	-3	0	0	0	0	0	0	27
2023 Projected (Build) Volumes	10	18	19	13	158	1	23	0	14	0	0	0	256

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	
2021 Existing Counts	6	16	30	11	100	4	19	0	10	0	0	1	197
Covid Adjustment	1	3	5	2	16	1	3	0	2	0	0	0	33
2021 Existing Volumes (Balanced)	7	19	35	13	116	5	22	0	12	0	0	1	230
Base growth (0.24% compounded for 2 yrs)	0	0	0	0	1	0	0	0	0	0	0	0	1
0													0
0													0
0													0
2023 Base (No-Build) Volumes	7	19	35	13	117	5	22	0	12	0	0	1	231
Existing Trip Redistribution	-7				-12	-5						-1	
New Trips	21			8	8	1							38
Pass-by Trips													0
Total Trip Distribution	14	0	0	8	-4	-4	0	0	0	0	0	-1	13
2023 Projected (Build) Volumes	21	19	35	21	113	1	22	0	12	0	0	0	244

TPD# RECC.02

3/11/2021

Traffic Volumes Worksheet

Intersection:

Synchro Node:

Church Road & Homestead Road												
3	Adjacent intersections:	West	0	East	0	North	0	South	0			

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2021 Existing Counts	0	24			114	0				0		0	138
Covid Adjustment	0	9	0	0	43	0	0	0	0	0	0	0	52
2021 Existing Volumes (Balanced)	0	33	0	0	157	0	0	0	0	0	0	0	190
Base growth (0.24% compounded for 2 yrs)	0	0	0	0	1	0	0	0	0	0	0	0	1
													0
													0
													0
2023 Base (No-Build) Volumes	0	33	0	0	158	0	0	0	0	0	0	0	191
Existing Trip Redistribution					-4								
New Trips					1					1		20	22
Pass-by Trips													0
Total Trip Distribution	0	0	0	0	-3	0	0	0	0	1	0	20	18
2023 Projected (Build) Volumes	0	33	0	0	155	0	0	0	0	1	0	20	209

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2021 Existing Counts	0	25			106	3				4		10	148
Covid Adjustment	0	4	0	0	17	0	0	0	0	1	0	2	24
2021 Existing Volumes (Balanced)	0	29	0	0	123	3	0	0	0	5	0	12	172
Base growth (0.24% compounded for 2 yrs)	0	0	0	0	1	0	0	0	0	0	0	0	1
0													0
0													0
0													0
2023 Base (No-Build) Volumes	0	29	0	0	124	3	0	0	0	5	0	12	173
Existing Trip Redistribution					-5	-3				-5		-12	
New Trips					1					1		16	18
Pass-by Trips													0
Total Trip Distribution	0	0	0	0	-4	-3	0	0	0	-4	0	4	-7
2023 Projected (Build) Volumes	0	29	0	0	120	0	0	0	0	1	0	16	166

TPD# RECC.02

3/11/2021

Traffic Volumes Worksheet

Intersection:

Synchro Node:

Vernon Road & Homestead Road												
4	Adjacent intersections:	West	0	East	0	North	0	South	0			

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2021 Existing Counts	6	15			5	1	112	47	5	0	0	0	191
Covid Adjustment	2	6	0	0	2	0	43	18	2	0	0	0	73
2021 Existing Volumes (Balanced)	8	21	0	0	7	1	155	65	7	0	0	0	264
Base growth (0.24% compounded for 2 yrs)	0	0	0	0	0	0	1	0	0	0	0	0	1
													0
													0
													0
2023 Base (No-Build) Volumes	8	21	0	0	7	1	156	65	7	0	0	0	265
Existing Trip Redistribution							-4						
New Trips		1					1						2
Pass-by Trips													0
Total Trip Distribution	0	1	0	0	0	0	-3	0	0	0	0	0	-2
2023 Projected (Build) Volumes	8	22	0	0	7	1	153	65	7	0	0	0	263

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2021 Existing Counts	9	30	0	1	10	1	83	54	3	0	0	0	191
Covid Adjustment	1	5	0	0	2	0	13	9	0	0	0	0	30
2021 Existing Volumes (Balanced)	10	35	0	1	12	1	96	63	3	0	0	0	221
Base growth (0.24% compounded for 2 yrs)	0	0	0	0	0	0	0	0	0	0	0	0	0
0													0
0													0
0													0
2023 Base (No-Build) Volumes	10	35	0	1	12	1	96	63	3	0	0	0	221
Existing Trip Redistribution	-1	-4					-5						
New Trips		1					1						2
Pass-by Trips													0
Total Trip Distribution	-1	-3	0	0	0	0	-4	0	0	0	0	0	-8
2023 Projected (Build) Volumes	9	32	0	1	12	1	92	63	3	0	0	0	213












# **APPENDIX D:**

## **Capacity Analyses**

# Existing Conditions




2021 Existing Conditions  
1: Old York Road & Homestead Road

Timing Plan: A.M. Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	174	1064	6	28	1267
Future Volume (vph)	0	174	1064	6	28	1267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	9	9	8	8
Grade (%)	-3%		-2%			6%
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.865	0.999			
Flt Protected						0.999
Satd. Flow (prot)	0	1652	3179	0	0	2884
Flt Permitted						0.999
Satd. Flow (perm)	0	1652	3179	0	0	2884
Link Speed (mph)	25		25			25
Link Distance (ft)	243		529			619
Travel Time (s)	6.6		14.4			16.9
Confl. Peds. (#/hr)				3	3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	3%	25%	10%	5%
Adj. Flow (vph)	0	181	1108	6	29	1320
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	181	1114	0	0	1349
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.13	1.13	1.25	1.25
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	58.4%			ICU Level of Service B		
Analysis Period (min)	15					

2021 Existing Conditions  
1: Old York Road & Homestead Road
















Timing Plan: A.M. Peak

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	174	1064	6	28	1267
Future Vol, veh/h	0	174	1064	6	28	1267
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	-2	-	-	6
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	3	25	10	5
Mvmt Flow	0	181	1108	6	29	1320
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	560	0	0	1117	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	3.9	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	2.9	-	-	2.4	-
Pot Cap-1 Maneuver	0	527	-	-	634	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	525	-	-	632	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	15.4	0		1.1		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	525		632	-	
HCM Lane V/C Ratio	-	0.345		0.046	-	
HCM Control Delay (s)	-	15.4		11	0.9	
HCM Lane LOS	-	C		B	A	
HCM 95th %tile Q(veh)	-	1.5		0.1	-	

# 2021 Existing Conditions

## 2: Cottman Street/Enter Only Driveway & Homestead Road

Timing Plan: A.M. Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	18	19	4	146	4	23	0	14	0	0	0
Future Volume (vph)	0	18	19	4	146	4	23	0	14	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			1%			0%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.931			0.997			0.948				
Flt Protected					0.999			0.970				
Satd. Flow (prot)	0	1603	0	0	1831	0	0	1747	0	0	0	0
Flt Permitted					0.999			0.970				
Satd. Flow (perm)	0	1603	0	0	1831	0	0	1747	0	0	0	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		243			154			203			127	
Travel Time (s)		6.6			4.2			5.5			3.5	
Confl. Peds. (#/hr)			3	3			1		1	1		1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	15%	7%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	19	20	4	155	4	24	0	15	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	0	163	0	0	39	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.01	1.01	1.01	1.00	1.00	1.00	1.02	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	26.8%											
Analysis Period (min)	15											
ICU Level of Service A												

# 2021 Existing Conditions

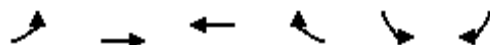
## 2: Cottman Street/Enter Only Driveway & Homestead Road

Timing Plan: A.M. Peak

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	0	18	19	4	146	4	23	0	14	0	0	0
Future Vol, veh/h	0	18	19	4	146	4	23	0	14	0	0	0
Conflicting Peds, #/hr	0	0	3	3	0	0	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	-1	-	-	1	-	-	0	-	-	3	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	15	7	0	3	0	0	0	0	0	0	0
Mvmt Flow	0	19	20	4	155	4	24	0	15	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	159	0	0	42	0	0	198	199	33			
Stage 1	-	-	-	-	-	-	32	32	-			
Stage 2	-	-	-	-	-	-	166	167	-			
Critical Hdwy	4.3	-	-	4.3	-	-	6.4	6.5	6.2			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-			
Follow-up Hdwy	3	-	-	3	-	-	3	4	3.1			
Pot Cap-1 Maneuver	1060	-	-	1161	-	-	915	700	1113			
Stage 1	-	-	-	-	-	-	1159	872	-			
Stage 2	-	-	-	-	-	-	1002	764	-			
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1060	-	-	1158	-	-	908	0	1109			
Mov Cap-2 Maneuver	-	-	-	-	-	-	908	0	-			
Stage 1	-	-	-	-	-	-	1156	0	-			
Stage 2	-	-	-	-	-	-	997	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s	0			0.2			8.8					
HCM LOS							A					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR					
Capacity (veh/h)	975	1060	-	-	1158	-	-					
HCM Lane V/C Ratio	0.04	-	-	-	0.004	-	-					
HCM Control Delay (s)	8.8	0	-	-	8.1	0	-					
HCM Lane LOS	A	A	-	-	A	A	-					
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-					

# 2021 Existing Conditions 3: Homestead Road & Exit Only Driveway

Timing Plan: A.M. Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	
Traffic Volume (vph)	0	33	157	0	0	0
Future Volume (vph)	0	33	157	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		1%	-2%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	1750	1881	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1750	1881	0	1900	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		154	195		156	
Travel Time (s)		4.2	5.3		4.3	
Confl. Peds. (#/hr)	1			1		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	8%	2%	0%	0%	0%
Adj. Flow (vph)	0	38	183	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	38	183	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.99	0.99	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	11.8%			ICU Level of Service A		
Analysis Period (min)	15					


















# 2021 Existing Conditions 3: Homestead Road & Exit Only Driveway

Timing Plan: A.M. Peak

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	33	157	0	0	0
Future Vol, veh/h	0	33	157	0	0	0
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	-2	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	8	2	0	0	0
Mvmt Flow	0	38	183	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	221	183
Stage 1	-	-	-	-	183	-
Stage 2	-	-	-	-	38	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3	3.1
Pot Cap-1 Maneuver	0	-	-	0	887	916
Stage 1	0	-	-	0	983	-
Stage 2	0	-	-	0	1152	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	887	916
Mov Cap-2 Maneuver	-	-	-	-	887	-
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	1152	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1			
Capacity (veh/h)	-	-	-			
HCM Lane V/C Ratio	-	-	-			
HCM Control Delay (s)	-	-	0			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	-			

2021 Existing Conditions  
4: Vernon Road & Homestead Road




Timing Plan: A.M. Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	21	0	0	7	1	155	65	7	0	0	0
Future Volume (vph)	8	21	0	0	7	1	155	65	7	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-1%			5%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.985			0.996				
Flt Protected		0.987						0.967				
Satd. Flow (prot)	0	1696	0	0	1881	0	0	1748	0	0	0	0
Flt Permitted		0.987						0.967				
Satd. Flow (perm)	0	1696	0	0	1881	0	0	1748	0	0	0	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		195			358			337			198	
Travel Time (s)		5.3			9.8			9.2			5.4	
Confl. Peds. (#/hr)			3	3			3		2	2		3
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	13%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%
Adj. Flow (vph)	9	24	0	0	8	1	178	75	8	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	9	0	0	261	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	1.03	1.03	1.03	1.02	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	34.4%											
Analysis Period (min)	15											
ICU Level of Service A												

2021 Existing Conditions  
4: Vernon Road & Homestead Road

Timing Plan: A.M. Peak

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A










Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	21	0	0	7	1	155	65	7	0	0	0
Future Vol, veh/h	8	21	0	0	7	1	155	65	7	0	0	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	13	0	0	0	0	3	0	0	0	0	0
Mvmt Flow	9	24	0	0	8	1	178	75	8	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.8	7.5	8.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	68%	28%	0%
Vol Thru, %	29%	72%	88%
Vol Right, %	3%	0%	12%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	227	29	8
LT Vol	155	8	0
Through Vol	65	21	7
RT Vol	7	0	1
Lane Flow Rate	261	33	9
Geometry Grp	1	1	1
Degree of Util (X)	0.3	0.042	0.011
Departure Headway (Hd)	4.143	4.558	4.456
Convergence, Y/N	Yes	Yes	Yes
Cap	866	790	808
Service Time	2.172	2.558	2.457
HCM Lane V/C Ratio	0.301	0.042	0.011
HCM Control Delay	8.9	7.8	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.3	0.1	0




2021 Existing Conditions  
1: Old York Road & Homestead Road

Timing Plan: P.M. Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	117	1163	9	60	1400
Future Volume (vph)	5	117	1163	9	60	1400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	9	9	8	8
Grade (%)	-3%		-2%			6%
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.865	0.999			
Flt Protected	0.950					0.998
Satd. Flow (prot)	0	1635	3246	0	0	3000
Flt Permitted	0.950					0.998
Satd. Flow (perm)	0	1635	3246	0	0	3000
Link Speed (mph)	25		25			25
Link Distance (ft)	243		529			619
Travel Time (s)	6.6		14.4			16.9
Confl. Peds. (#/hr)	2	1		2	2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	1%	0%	0%	1%
Adj. Flow (vph)	5	121	1199	9	62	1443
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	121	1208	0	0	1505
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.13	1.13	1.25	1.25
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization Err%	ICU Level of Service H					
Analysis Period (min)	15					

2021 Existing Conditions  
1: Old York Road & Homestead Road
















Timing Plan: P.M. Peak

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	117	1163	9	60	1400
Future Vol, veh/h	5	117	1163	9	60	1400
Conflicting Peds, #/hr	2	1	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	-2	-	-	6
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	0	0	1
Mvmt Flow	5	121	1199	9	62	1443
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2054	607	0	0	1210	0
Stage 1	1206	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Critical Hdwy	7.1	6.9	-	-	3.9	-
Critical Hdwy Stg 1	5.2	-	-	-	-	-
Critical Hdwy Stg 2	5.2	-	-	-	-	-
Follow-up Hdwy	2.8	2.9	-	-	2.4	-
Pot Cap-1 Maneuver	45	490	-	-	589	-
Stage 1	347	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	21	489	-	-	588	-
Mov Cap-2 Maneuver	21	-	-	-	-	-
Stage 1	346	-	-	-	-	-
Stage 2	241	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	14.8	0		3.3		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 489		588	-	
HCM Lane V/C Ratio	-	- 0.247		0.105	-	
HCM Control Delay (s)	-	- 14.8		11.8	2.9	
HCM Lane LOS	-	- B		B	A	
HCM 95th %tile Q(veh)	-	- 1		0.4	-	

# 2021 Existing Conditions

## 2: Cottman Street/Enter Only Driveway & Homestead Road

Timing Plan: P.M. Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	19	35	13	116	5	22	0	12	0	0	1
Future Volume (vph)	7	19	35	13	116	5	22	0	12	0	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			1%			0%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.922			0.995			0.953			0.850	
Flt Protected		0.994			0.995			0.968				
Satd. Flow (prot)	0	1718	0	0	1855	0	0	1697	0	0	0	0
Flt Permitted		0.994			0.995			0.968				
Satd. Flow (perm)	0	1718	0	0	1855	0	0	1697	0	0	0	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		243			154			203			127	
Travel Time (s)		6.6			4.2			5.5			3.5	
Confl. Peds. (#/hr)	4		12	12		4	2		12	12		2
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	6%	0%	9%	0%	0%	5%	0%	0%	0%	0%	0%
Adj. Flow (vph)	9	24	45	17	149	6	28	0	15	0	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	78	0	0	172	0	0	43	0	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.01	1.01	1.01	1.00	1.00	1.00	1.02	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization Err%	ICU Level of Service H											
Analysis Period (min)	15											

# 2021 Existing Conditions

## 2: Cottman Street/Enter Only Driveway & Homestead Road

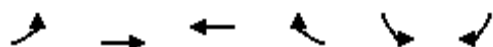
Timing Plan: P.M. Peak

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	7	19	35	13	116	5	22	0	12	0	0	1
Future Vol, veh/h	7	19	35	13	116	5	22	0	12	0	0	1
Conflicting Peds, #/hr	4	0	12	12	0	4	2	0	12	12	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	-1	-	-	1	-	-	0	-	-	3	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	6	0	9	0	0	5	0	0	0	0	0
Mvmt Flow	9	24	45	17	149	6	28	0	15	0	0	1
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	159	0	0	81	0	0	265	270	71			
Stage 1	-	-	-	-	-	-	77	77	-			
Stage 2	-	-	-	-	-	-	188	193	-			
Critical Hdwy	4.3	-	-	4.3	-	-	6.45	6.5	6.2			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.45	5.5	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.45	5.5	-			
Follow-up Hdwy	3	-	-	3	-	-	3	4	3.1			
Pot Cap-1 Maneuver	1060	-	-	1127	-	-	832	640	1059			
Stage 1	-	-	-	-	-	-	1103	835	-			
Stage 2	-	-	-	-	-	-	975	745	-			
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1060	-	-	1114	-	-	800	0	1035			
Mov Cap-2 Maneuver	-	-	-	-	-	-	800	0	-			
Stage 1	-	-	-	-	-	-	1081	0	-			
Stage 2	-	-	-	-	-	-	956	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s	1			0.8			9.4					
HCM LOS							A					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR					
Capacity (veh/h)	870	1060	-	-	1114	-	-					
HCM Lane V/C Ratio	0.05	0.008	-	-	0.015	-	-					
HCM Control Delay (s)	9.4	8.4	0	-	8.3	0	-					
HCM Lane LOS	A	A	A	-	A	A	-					
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-					



# 2021 Existing Conditions 3: Homestead Road & Exit Only Driveway

Timing Plan: P.M. Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	
Traffic Volume (vph)	0	29	123	3	5	12
Future Volume (vph)	0	29	123	3	5	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		1%	-2%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.997		0.906	
Flt Protected					0.985	
Satd. Flow (prot)	0	1818	1877	0	1696	0
Flt Permitted					0.985	
Satd. Flow (perm)	0	1818	1877	0	1696	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		154	195		156	
Travel Time (s)		4.2	5.3		4.3	
Confl. Peds. (#/hr)	7			7		2
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	0%	4%	2%	0%	0%	0%
Adj. Flow (vph)	0	38	162	4	7	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	38	166	0	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.99	0.99	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	18.7%			ICU Level of Service A		
Analysis Period (min)	15					

2021 Existing Conditions  
3: Homestead Road & Exit Only Driveway
















Timing Plan: P.M. Peak

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	29	123	3	5	12
Future Vol, veh/h	0	29	123	3	5	12
Conflicting Peds, #/hr	7	0	0	7	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	-2	-	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	0	4	2	0	0	0
Mvmt Flow	0	38	162	4	7	16
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	209	173
Stage 1	-	-	-	-	171	-
Stage 2	-	-	-	-	38	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3	3.1
Pot Cap-1 Maneuver	0	-	-	-	902	928
Stage 1	0	-	-	-	996	-
Stage 2	0	-	-	-	1152	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	889	920
Mov Cap-2 Maneuver	-	-	-	-	889	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	1144	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		9.1		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	911		
HCM Lane V/C Ratio	-	-	-	0.025		
HCM Control Delay (s)	-	-	-	9.1		
HCM Lane LOS	-	-	-	A		
HCM 95th %tile Q(veh)	-	-	-	0.1		

# 2021 Existing Conditions

## 4: Vernon Road & Homestead Road




Timing Plan: P.M. Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	35	0	1	12	1	96	63	3	0	0	0
Future Volume (vph)	10	35	0	1	12	1	96	63	3	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-1%			5%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.993			0.998				
Flt Protected		0.989			0.997			0.971				
Satd. Flow (prot)	0	1860	0	0	1890	0	0	1785	0	0	0	0
Flt Permitted		0.989			0.997			0.971				
Satd. Flow (perm)	0	1860	0	0	1890	0	0	1785	0	0	0	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		195			358			337			198	
Travel Time (s)		5.3			9.8			9.2			5.4	
Confl. Peds. (#/hr)	10		6	6		10	4		16	16		4
Confl. Bikes (#/hr)			1			1			2			
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%
Adj. Flow (vph)	14	49	0	1	17	1	133	88	4	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	63	0	0	19	0	0	225	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	1.03	1.03	1.03	1.02	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	28.7%											
Analysis Period (min)	15											
ICU Level of Service A												

2021 Existing Conditions  
4: Vernon Road & Homestead Road

Timing Plan: P.M. Peak

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	35	0	1	12	1	96	63	3	0	0	0
Future Vol, veh/h	10	35	0	1	12	1	96	63	3	0	0	0
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	0	0	0	0	0	0	1	0	0	0	0	0
Mvmt Flow	14	49	0	1	17	1	133	88	4	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	0	0










Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.9	7.6	8.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	59%	22%	7%
Vol Thru, %	39%	78%	86%
Vol Right, %	2%	0%	7%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	162	45	14
LT Vol	96	10	1
Through Vol	63	35	12
RT Vol	3	0	1
Lane Flow Rate	225	62	19
Geometry Grp	1	1	1
Degree of Util (X)	0.26	0.078	0.024
Departure Headway (Hd)	4.166	4.479	4.456
Convergence, Y/N	Yes	Yes	Yes
Cap	855	804	808
Service Time	2.223	2.48	2.458
HCM Lane V/C Ratio	0.263	0.077	0.024
HCM Control Delay	8.7	7.9	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1	0.3	0.1

# 2023 Base (No-Build) Conditions




2023 Base (No-Build) Conditions  
1: Old York Road & Homestead Road

Timing Plan: A.M. Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	175	1069	6	28	1273
Future Volume (vph)	0	175	1069	6	28	1273
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	9	9	8	8
Grade (%)	-3%		-2%			6%
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.865	0.999			
Flt Protected						0.999
Satd. Flow (prot)	0	1652	3179	0	0	2884
Flt Permitted						0.999
Satd. Flow (perm)	0	1652	3179	0	0	2884
Link Speed (mph)	25		25			25
Link Distance (ft)	243		529			619
Travel Time (s)	6.6		14.4			16.9
Confl. Peds. (#/hr)				3	3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	3%	25%	10%	5%
Adj. Flow (vph)	0	182	1114	6	29	1326
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	182	1120	0	0	1355
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.13	1.13	1.25	1.25
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	58.5%			ICU Level of Service B		
Analysis Period (min)	15					

2023 Base (No-Build) Conditions  
1: Old York Road & Homestead Road
















Timing Plan: A.M. Peak

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	175	1069	6	28	1273
Future Vol, veh/h	0	175	1069	6	28	1273
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	-2	-	-	6
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	3	25	10	5
Mvmt Flow	0	182	1114	6	29	1326
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	563	0	0	1123	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	3.9	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	2.9	-	-	2.4	-
Pot Cap-1 Maneuver	0	525	-	-	631	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	524	-	-	629	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	15.5	0		1.1		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	524		629	-	
HCM Lane V/C Ratio	-	0.348		0.046	-	
HCM Control Delay (s)	-	15.5		11	0.9	
HCM Lane LOS	-	C		B	A	
HCM 95th %tile Q(veh)	-	1.5		0.1	-	

# 2023 Base (No-Build) Conditions

## 2: Cottman Street/Enter Only Driveway & Homestead Road

Timing Plan: A.M. Peak




												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	18	19	4	147	4	23	0	14	0	0	0
Future Volume (vph)	0	18	19	4	147	4	23	0	14	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			1%			0%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.931			0.997			0.948				
Flt Protected					0.999			0.970				
Satd. Flow (prot)	0	1603	0	0	1831	0	0	1747	0	0	0	0
Flt Permitted					0.999			0.970				
Satd. Flow (perm)	0	1603	0	0	1831	0	0	1747	0	0	0	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		243			154			203			127	
Travel Time (s)		6.6			4.2			5.5			3.5	
Confl. Peds. (#/hr)			3	3			1		1	1		1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	15%	7%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	19	20	4	156	4	24	0	15	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	0	164	0	0	39	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.01	1.01	1.01	1.00	1.00	1.00	1.02	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 26.9%	ICU Level of Service A											
Analysis Period (min) 15												



# 2023 Base (No-Build) Conditions

## 2: Cottman Street/Enter Only Driveway & Homestead Road

Timing Plan: A.M. Peak

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	18	19	4	147	4	23	0	14	0	0	0
Future Vol, veh/h	0	18	19	4	147	4	23	0	14	0	0	0
Conflicting Peds, #/hr	0	0	3	3	0	0	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	-1	-	-	1	-	-	0	-	-	3	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	15	7	0	3	0	0	0	0	0	0	0
Mvmt Flow	0	19	20	4	156	4	24	0	15	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	160	0	0	42	0	0	199	200	33			
Stage 1	-	-	-	-	-	-	32	32	-			
Stage 2	-	-	-	-	-	-	167	168	-			
Critical Hdwy	4.3	-	-	4.3	-	-	6.4	6.5	6.2			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-			
Follow-up Hdwy	3	-	-	3	-	-	3	4	3.1			
Pot Cap-1 Maneuver	1059	-	-	1161	-	-	914	699	1113			
Stage 1	-	-	-	-	-	-	1159	872	-			
Stage 2	-	-	-	-	-	-	1001	763	-			
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1059	-	-	1158	-	-	907	0	1109			
Mov Cap-2 Maneuver	-	-	-	-	-	-	907	0	-			
Stage 1	-	-	-	-	-	-	1156	0	-			
Stage 2	-	-	-	-	-	-	996	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s	0			0.2			8.9					
HCM LOS							A					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR					
Capacity (veh/h)	974	1059	-	-	1158	-	-					
HCM Lane V/C Ratio	0.04	-	-	-	0.004	-	-					
HCM Control Delay (s)	8.9	0	-	-	8.1	0	-					
HCM Lane LOS	A	A	-	-	A	A	-					
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-					

2023 Base (No-Build) Conditions  
3: Homestead Road & Exit Only Driveway

Timing Plan: A.M. Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑↑	
Traffic Volume (vph)	0	33	158	0	0	0
Future Volume (vph)	0	33	158	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		1%	-2%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	1750	1881	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1750	1881	0	1900	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		154	195		156	
Travel Time (s)		4.2	5.3		4.3	
Confl. Peds. (#/hr)	1			1		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	8%	2%	0%	0%	0%
Adj. Flow (vph)	0	38	184	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	38	184	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.99	0.99	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	11.8%			ICU Level of Service A		
Analysis Period (min)	15					
















2023 Base (No-Build) Conditions  
3: Homestead Road & Exit Only Driveway

Timing Plan: A.M. Peak

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	33	158	0	0	0
Future Vol, veh/h	0	33	158	0	0	0
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	-2	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	8	2	0	0	0
Mvmt Flow	0	38	184	0	0	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	222	184
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	38	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3	3.1
Pot Cap-1 Maneuver	0	-	-	0	886	915
Stage 1	0	-	-	0	982	-
Stage 2	0	-	-	0	1152	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	886	915
Mov Cap-2 Maneuver	-	-	-	-	886	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	1152	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1			
Capacity (veh/h)	-	-	-			
HCM Lane V/C Ratio	-	-	-			
HCM Control Delay (s)	-	-	0			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	-			

2023 Base (No-Build) Conditions  
4: Vernon Road & Homestead Road




Timing Plan: A.M. Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	21	0	0	7	1	156	65	7	0	0	0
Future Volume (vph)	8	21	0	0	7	1	156	65	7	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-1%			5%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.985			0.996				
Flt Protected		0.987						0.967				
Satd. Flow (prot)	0	1696	0	0	1881	0	0	1748	0	0	0	0
Flt Permitted		0.987						0.967				
Satd. Flow (perm)	0	1696	0	0	1881	0	0	1748	0	0	0	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		195			358			337			198	
Travel Time (s)		5.3			9.8			9.2			5.4	
Confl. Peds. (#/hr)			3	3			3		2	2		3
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	13%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%
Adj. Flow (vph)	9	24	0	0	8	1	179	75	8	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	9	0	0	262	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	1.03	1.03	1.03	1.02	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	34.4%											
Analysis Period (min)	15											
	ICU Level of Service A											

2023 Base (No-Build) Conditions  
4: Vernon Road & Homestead Road

Timing Plan: A.M. Peak

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A










Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	21	0	0	7	1	156	65	7	0	0	0
Future Vol, veh/h	8	21	0	0	7	1	156	65	7	0	0	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	13	0	0	0	0	3	0	0	0	0	0
Mvmt Flow	9	24	0	0	8	1	179	75	8	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.8	7.5	9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	68%	28%	0%
Vol Thru, %	29%	72%	88%
Vol Right, %	3%	0%	12%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	228	29	8
LT Vol	156	8	0
Through Vol	65	21	7
RT Vol	7	0	1
Lane Flow Rate	262	33	9
Geometry Grp	1	1	1
Degree of Util (X)	0.302	0.042	0.011
Departure Headway (Hd)	4.144	4.562	4.46
Convergence, Y/N	Yes	Yes	Yes
Cap	867	790	807
Service Time	2.173	2.562	2.461
HCM Lane V/C Ratio	0.302	0.042	0.011
HCM Control Delay	9	7.8	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.3	0.1	0




2023 Base (No-Build) Conditions  
1: Old York Road & Homestead Road

Timing Plan: P.M. Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	117	1163	9	60	1400
Future Volume (vph)	5	117	1163	9	60	1400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	9	9	8	8
Grade (%)	-3%		-2%			6%
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.865	0.999			
Flt Protected	0.950					0.998
Satd. Flow (prot)	0	1635	3246	0	0	3000
Flt Permitted	0.950					0.998
Satd. Flow (perm)	0	1635	3246	0	0	3000
Link Speed (mph)	25		25			25
Link Distance (ft)	243		529			619
Travel Time (s)	6.6		14.4			16.9
Confl. Peds. (#/hr)	2	1		2	2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	1%	0%	0%	1%
Adj. Flow (vph)	5	121	1199	9	62	1443
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	121	1208	0	0	1505
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.13	1.13	1.25	1.25
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization Err%	ICU Level of Service H					
Analysis Period (min)	15					

2023 Base (No-Build) Conditions  
1: Old York Road & Homestead Road
















Timing Plan: P.M. Peak

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	117	1163	9	60	1400
Future Vol, veh/h	5	117	1163	9	60	1400
Conflicting Peds, #/hr	2	1	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	-2	-	-	6
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	0	0	1
Mvmt Flow	5	121	1199	9	62	1443
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2054	607	0	0	1210	0
Stage 1	1206	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Critical Hdwy	7.1	6.9	-	-	3.9	-
Critical Hdwy Stg 1	5.2	-	-	-	-	-
Critical Hdwy Stg 2	5.2	-	-	-	-	-
Follow-up Hdwy	2.8	2.9	-	-	2.4	-
Pot Cap-1 Maneuver	45	490	-	-	589	-
Stage 1	347	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	21	489	-	-	588	-
Mov Cap-2 Maneuver	21	-	-	-	-	-
Stage 1	346	-	-	-	-	-
Stage 2	241	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	14.8	0		3.3		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 489		588	-	
HCM Lane V/C Ratio	-	- 0.247		0.105	-	
HCM Control Delay (s)	-	- 14.8		11.8	2.9	
HCM Lane LOS	-	- B		B	A	
HCM 95th %tile Q(veh)	-	- 1		0.4	-	

# 2023 Base (No-Build) Conditions

## 2: Cottman Street/Enter Only Driveway & Homestead Road

Timing Plan: P.M. Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	19	35	13	116	5	22	0	12	0	0	1
Future Volume (vph)	7	19	35	13	116	5	22	0	12	0	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			1%			0%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.922			0.995			0.953			0.850	
Flt Protected		0.994			0.995			0.968				
Satd. Flow (prot)	0	1718	0	0	1855	0	0	1697	0	0	0	0
Flt Permitted		0.994			0.995			0.968				
Satd. Flow (perm)	0	1718	0	0	1855	0	0	1697	0	0	0	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		243			154			203			127	
Travel Time (s)		6.6			4.2			5.5			3.5	
Confl. Peds. (#/hr)	4		12	12		4	2		12	12		2
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	6%	0%	9%	0%	0%	5%	0%	0%	0%	0%	0%
Adj. Flow (vph)	9	24	45	17	149	6	28	0	15	0	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	78	0	0	172	0	0	43	0	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.01	1.01	1.01	1.00	1.00	1.00	1.02	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization Err%	ICU Level of Service H											
Analysis Period (min)	15											



# 2023 Base (No-Build) Conditions

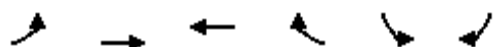
## 2: Cottman Street/Enter Only Driveway & Homestead Road

Timing Plan: P.M. Peak

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	7	19	35	13	116	5	22	0	12	0	0	1
Future Vol, veh/h	7	19	35	13	116	5	22	0	12	0	0	1
Conflicting Peds, #/hr	4	0	12	12	0	4	2	0	12	12	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	-1	-	-	1	-	-	0	-	-	3	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	6	0	9	0	0	5	0	0	0	0	0
Mvmt Flow	9	24	45	17	149	6	28	0	15	0	0	1
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	159	0	0	81	0	0	265	270	71			
Stage 1	-	-	-	-	-	-	77	77	-			
Stage 2	-	-	-	-	-	-	188	193	-			
Critical Hdwy	4.3	-	-	4.3	-	-	6.45	6.5	6.2			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.45	5.5	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.45	5.5	-			
Follow-up Hdwy	3	-	-	3	-	-	3	4	3.1			
Pot Cap-1 Maneuver	1060	-	-	1127	-	-	832	640	1059			
Stage 1	-	-	-	-	-	-	1103	835	-			
Stage 2	-	-	-	-	-	-	975	745	-			
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1060	-	-	1114	-	-	800	0	1035			
Mov Cap-2 Maneuver	-	-	-	-	-	-	800	0	-			
Stage 1	-	-	-	-	-	-	1081	0	-			
Stage 2	-	-	-	-	-	-	956	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s	1			0.8			9.4					
HCM LOS							A					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR					
Capacity (veh/h)	870	1060	-	-	1114	-	-					
HCM Lane V/C Ratio	0.05	0.008	-	-	0.015	-	-					
HCM Control Delay (s)	9.4	8.4	0	-	8.3	0	-					
HCM Lane LOS	A	A	A	-	A	A	-					
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-					

2023 Base (No-Build) Conditions  
3: Homestead Road & Exit Only Driveway

Timing Plan: P.M. Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↔	
Traffic Volume (vph)	0	29	123	3	5	12
Future Volume (vph)	0	29	123	3	5	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		1%	-2%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.997		0.906	
Flt Protected					0.985	
Satd. Flow (prot)	0	1818	1877	0	1696	0
Flt Permitted					0.985	
Satd. Flow (perm)	0	1818	1877	0	1696	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		154	195		156	
Travel Time (s)		4.2	5.3		4.3	
Confl. Peds. (#/hr)	7			7		2
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	0%	4%	2%	0%	0%	0%
Adj. Flow (vph)	0	38	162	4	7	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	38	166	0	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.99	0.99	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	18.7%			ICU Level of Service A		
Analysis Period (min)	15					
















2023 Base (No-Build) Conditions  
3: Homestead Road & Exit Only Driveway

Timing Plan: P.M. Peak

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	29	123	3	5	12
Future Vol, veh/h	0	29	123	3	5	12
Conflicting Peds, #/hr	7	0	0	7	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	-2	-	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	0	4	2	0	0	0
Mvmt Flow	0	38	162	4	7	16
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	209	173
Stage 1	-	-	-	-	171	-
Stage 2	-	-	-	-	38	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3	3.1
Pot Cap-1 Maneuver	0	-	-	-	902	928
Stage 1	0	-	-	-	996	-
Stage 2	0	-	-	-	1152	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	889	920
Mov Cap-2 Maneuver	-	-	-	-	889	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	1144	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		9.1		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	911		
HCM Lane V/C Ratio	-	-	-	0.025		
HCM Control Delay (s)	-	-	-	9.1		
HCM Lane LOS	-	-	-	A		
HCM 95th %tile Q(veh)	-	-	-	0.1		

2023 Base (No-Build) Conditions  
4: Vernon Road & Homestead Road




Timing Plan: P.M. Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	35	0	1	12	1	96	63	3	0	0	0
Future Volume (vph)	10	35	0	1	12	1	96	63	3	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-1%			5%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.993			0.998				
Flt Protected		0.989			0.997			0.971				
Satd. Flow (prot)	0	1860	0	0	1890	0	0	1785	0	0	0	0
Flt Permitted		0.989			0.997			0.971				
Satd. Flow (perm)	0	1860	0	0	1890	0	0	1785	0	0	0	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		195			358			337			198	
Travel Time (s)		5.3			9.8			9.2			5.4	
Confl. Peds. (#/hr)	10		6	6		10	4		16	16		4
Confl. Bikes (#/hr)			1			1			2			
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%
Adj. Flow (vph)	14	49	0	1	17	1	133	88	4	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	63	0	0	19	0	0	225	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	1.03	1.03	1.03	1.02	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	28.7%											
Analysis Period (min)	15											
ICU Level of Service A												

2023 Base (No-Build) Conditions  
4: Vernon Road & Homestead Road

Timing Plan: P.M. Peak

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	35	0	1	12	1	96	63	3	0	0	0
Future Vol, veh/h	10	35	0	1	12	1	96	63	3	0	0	0
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	0	0	0	0	0	0	1	0	0	0	0	0
Mvmt Flow	14	49	0	1	17	1	133	88	4	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	0	0










Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.9	7.6	8.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	59%	22%	7%
Vol Thru, %	39%	78%	86%
Vol Right, %	2%	0%	7%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	162	45	14
LT Vol	96	10	1
Through Vol	63	35	12
RT Vol	3	0	1
Lane Flow Rate	225	62	19
Geometry Grp	1	1	1
Degree of Util (X)	0.26	0.078	0.024
Departure Headway (Hd)	4.166	4.479	4.456
Convergence, Y/N	Yes	Yes	Yes
Cap	855	804	808
Service Time	2.223	2.48	2.458
HCM Lane V/C Ratio	0.263	0.077	0.024
HCM Control Delay	8.7	7.9	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1	0.3	0.1

# 2023 Projected (Build) Conditions




2023 Projected (Build) Conditions  
1: Old York Road & Homestead Road

Timing Plan: A.M. Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	186	1069	11	33	1273
Future Volume (vph)	0	186	1069	11	33	1273
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	9	9	8	8
Grade (%)	-3%		-2%			6%
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.865	0.999			
Flt Protected						0.999
Satd. Flow (prot)	0	1652	3176	0	0	2884
Flt Permitted						0.999
Satd. Flow (perm)	0	1652	3176	0	0	2884
Link Speed (mph)	25		25			25
Link Distance (ft)	243		529			619
Travel Time (s)	6.6		14.4			16.9
Confl. Peds. (#/hr)				3	3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	3%	25%	10%	5%
Adj. Flow (vph)	0	194	1114	11	34	1326
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	194	1125	0	0	1360
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.13	1.13	1.25	1.25
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	62.2%			ICU Level of Service B		
Analysis Period (min)	15					

2023 Projected (Build) Conditions  
1: Old York Road & Homestead Road

Timing Plan: A.M. Peak
















Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	186	1069	11	33	1273
Future Vol, veh/h	0	186	1069	11	33	1273
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	-2	-	-	6
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	3	25	10	5
Mvmt Flow	0	194	1114	11	34	1326
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	566	0	0	1128	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	3.9	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	2.9	-	-	2.4	-
Pot Cap-1 Maneuver	0	522	-	-	629	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	521	-	-	627	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	15.9	0		1.4		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	521		627	-	
HCM Lane V/C Ratio	-	0.372		0.055	-	
HCM Control Delay (s)	-	15.9		11.1	1.1	
HCM Lane LOS	-	C		B	A	
HCM 95th %tile Q(veh)	-	1.7		0.2	-	



# 2023 Projected (Build) Conditions

## 2: Cottman Street/Enter Only Driveway & Homestead Road

Timing Plan: A.M. Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	18	19	13	158	1	23	0	14	0	0	0
Future Volume (vph)	10	18	19	13	158	1	23	0	14	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			1%			0%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.946			0.999			0.948				
Flt Protected		0.989			0.996			0.970				
Satd. Flow (prot)	0	1647	0	0	1831	0	0	1747	0	0	0	0
Flt Permitted		0.989			0.996			0.970				
Satd. Flow (perm)	0	1647	0	0	1831	0	0	1747	0	0	0	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		243			154			203			127	
Travel Time (s)		6.6			4.2			5.5			3.5	
Confl. Peds. (#/hr)			3	3			1		1	1		1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	15%	7%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	11	19	20	14	168	1	24	0	15	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	183	0	0	39	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.01	1.01	1.01	1.00	1.00	1.00	1.02	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	25.6%											
Analysis Period (min)	15											
ICU Level of Service A												

2023 Projected (Build) Conditions  
2: Cottman Street/Enter Only Driveway & Homestead Road

Timing Plan: A.M. Peak

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	10	18	19	13	158	1	23	0	14	0	0	0
Future Vol, veh/h	10	18	19	13	158	1	23	0	14	0	0	0
Conflicting Peds, #/hr	0	0	3	3	0	0	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	-1	-	-	1	-	-	0	-	-	3	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	15	7	0	3	0	0	0	0	0	0	0
Mvmt Flow	11	19	20	14	168	1	24	0	15	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	169	0	0	42	0	0	252	251	33			
Stage 1	-	-	-	-	-	-	54	54	-			
Stage 2	-	-	-	-	-	-	198	197	-			
Critical Hdwy	4.3	-	-	4.3	-	-	6.4	6.5	6.2			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-			
Follow-up Hdwy	3	-	-	3	-	-	3	4	3.1			
Pot Cap-1 Maneuver	1051	-	-	1161	-	-	850	656	1113			
Stage 1	-	-	-	-	-	-	1132	854	-			
Stage 2	-	-	-	-	-	-	967	742	-			
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1051	-	-	1158	-	-	826	0	1109			
Mov Cap-2 Maneuver	-	-	-	-	-	-	826	0	-			
Stage 1	-	-	-	-	-	-	1116	0	-			
Stage 2	-	-	-	-	-	-	953	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s	1.8			0.6			9.1					
HCM LOS							A					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR					
Capacity (veh/h)	914	1051	-	-	1158	-	-					
HCM Lane V/C Ratio	0.043	0.01	-	-	0.012	-	-					
HCM Control Delay (s)	9.1	8.5	0	-	8.1	0	-					
HCM Lane LOS	A	A	A	-	A	A	-					
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-					

2023 Projected (Build) Conditions  
3: Homestead Road & Exit Only Driveway

Timing Plan: A.M. Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	
Traffic Volume (vph)	0	33	155	0	1	20
Future Volume (vph)	0	33	155	0	1	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		1%	-2%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.871	
Flt Protected					0.998	
Satd. Flow (prot)	0	1750	1881	0	1652	0
Flt Permitted					0.998	
Satd. Flow (perm)	0	1750	1881	0	1652	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		154	195		156	
Travel Time (s)		4.2	5.3		4.3	
Confl. Peds. (#/hr)	1			1		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	8%	2%	0%	0%	0%
Adj. Flow (vph)	0	38	180	0	1	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	38	180	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.99	0.99	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	18.3%			ICU Level of Service A		
Analysis Period (min)	15					
















2023 Projected (Build) Conditions  
3: Homestead Road & Exit Only Driveway

Timing Plan: A.M. Peak

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	33	155	0	1	20
Future Vol, veh/h	0	33	155	0	1	20
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	-2	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	8	2	0	0	0
Mvmt Flow	0	38	180	0	1	23
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	218	180
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	38	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3	3.1
Pot Cap-1 Maneuver	0	-	-	0	891	919
Stage 1	0	-	-	0	986	-
Stage 2	0	-	-	0	1152	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	891	919
Mov Cap-2 Maneuver	-	-	-	-	891	-
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	1152	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		9		
HCM LOS					A	
Minor Lane/Major Mvmt	EBT	WBT	SBLn1			
Capacity (veh/h)	-	-	918			
HCM Lane V/C Ratio	-	-	0.027			
HCM Control Delay (s)	-	-	9			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0.1			

2023 Projected (Build) Conditions  
4: Vernon Road & Homestead Road

Timing Plan: A.M. Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	22	0	0	7	1	153	65	7	0	0	0
Future Volume (vph)	8	22	0	0	7	1	153	65	7	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-1%			5%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.985			0.996				
Flt Protected		0.987						0.967				
Satd. Flow (prot)	0	1695	0	0	1881	0	0	1749	0	0	0	0
Flt Permitted		0.987						0.967				
Satd. Flow (perm)	0	1695	0	0	1881	0	0	1749	0	0	0	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		195			358			337			198	
Travel Time (s)		5.3			9.8			9.2			5.4	
Confl. Peds. (#/hr)			3	3			3		2	2		3
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	13%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%
Adj. Flow (vph)	9	25	0	0	8	1	176	75	8	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	34	0	0	9	0	0	259	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	1.03	1.03	1.03	1.02	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	34.3%											
Analysis Period (min)	15											
ICU Level of Service A												

2023 Projected (Build) Conditions  
4: Vernon Road & Homestead Road

Timing Plan: A.M. Peak

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A










Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱			↰↱				
Traffic Vol, veh/h	8	22	0	0	7	1	153	65	7	0	0	0
Future Vol, veh/h	8	22	0	0	7	1	153	65	7	0	0	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	13	0	0	0	0	3	0	0	0	0	0
Mvmt Flow	9	25	0	0	8	1	176	75	8	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.8	7.5	8.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	68%	27%	0%
Vol Thru, %	29%	73%	88%
Vol Right, %	3%	0%	12%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	225	30	8
LT Vol	153	8	0
Through Vol	65	22	7
RT Vol	7	0	1
Lane Flow Rate	259	34	9
Geometry Grp	1	1	1
Degree of Util (X)	0.298	0.044	0.011
Departure Headway (Hd)	4.144	4.552	4.453
Convergence, Y/N	Yes	Yes	Yes
Cap	866	791	808
Service Time	2.176	2.552	2.454
HCM Lane V/C Ratio	0.299	0.043	0.011
HCM Control Delay	8.9	7.8	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.3	0.1	0




2023 Projected (Build) Conditions  
1: Old York Road & Homestead Road

Timing Plan: P.M. Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	114	1169	18	65	1407
Future Volume (vph)	5	114	1169	18	65	1407
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	9	9	8	8
Grade (%)	-3%		-2%			6%
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.865	0.998			
Flt Protected	0.950					0.998
Satd. Flow (prot)	0	1635	3243	0	0	3000
Flt Permitted	0.950					0.998
Satd. Flow (perm)	0	1635	3243	0	0	3000
Link Speed (mph)	25		25			25
Link Distance (ft)	243		529			619
Travel Time (s)	6.6		14.4			16.9
Confl. Peds. (#/hr)	2	1		2	2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	1%	0%	0%	1%
Adj. Flow (vph)	5	118	1205	19	67	1451
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	118	1224	0	0	1518
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.13	1.13	1.25	1.25
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization Err%	ICU Level of Service H					
Analysis Period (min)	15					

2023 Projected (Build) Conditions  
1: Old York Road & Homestead Road

Timing Plan: P.M. Peak
















Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	114	1169	18	65	1407
Future Vol, veh/h	5	114	1169	18	65	1407
Conflicting Peds, #/hr	2	1	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	-2	-	-	6
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	0	0	1
Mvmt Flow	5	118	1205	19	67	1451
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2079	615	0	0	1226	0
Stage 1	1217	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Critical Hdwy	7.1	6.9	-	-	3.9	-
Critical Hdwy Stg 1	5.2	-	-	-	-	-
Critical Hdwy Stg 2	5.2	-	-	-	-	-
Follow-up Hdwy	2.8	2.9	-	-	2.4	-
Pot Cap-1 Maneuver	43	484	-	-	582	-
Stage 1	343	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	17	483	-	-	581	-
Mov Cap-2 Maneuver	17	-	-	-	-	-
Stage 1	342	-	-	-	-	-
Stage 2	206	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	14.8	0		3.7		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 483		581	-	
HCM Lane V/C Ratio	-	- 0.243		0.115	-	
HCM Control Delay (s)	-	- 14.8		12	3.3	
HCM Lane LOS	-	- B		B	A	
HCM 95th %tile Q(veh)	-	- 0.9		0.4	-	



# 2023 Projected (Build) Conditions

## 2: Cottman Street/Enter Only Driveway & Homestead Road

Timing Plan: P.M. Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	19	35	21	113	1	22	0	12	0	0	0
Future Volume (vph)	21	19	35	21	113	1	22	0	12	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			1%			0%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.937			0.999			0.953				
Flt Protected		0.986			0.992			0.968				
Satd. Flow (prot)	0	1738	0	0	1848	0	0	1697	0	0	0	0
Flt Permitted		0.986			0.992			0.968				
Satd. Flow (perm)	0	1738	0	0	1848	0	0	1697	0	0	0	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		243			154			203			127	
Travel Time (s)		6.6			4.2			5.5			3.5	
Confl. Peds. (#/hr)	4		12	12		4	2		12	12		2
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	6%	0%	9%	0%	0%	5%	0%	0%	0%	0%	0%
Adj. Flow (vph)	27	24	45	27	145	1	28	0	15	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	96	0	0	173	0	0	43	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.01	1.01	1.01	1.00	1.00	1.00	1.02	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 26.8%	ICU Level of Service A											
Analysis Period (min) 15												

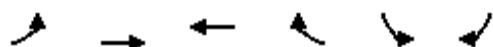
2023 Projected (Build) Conditions  
2: Cottman Street/Enter Only Driveway & Homestead Road

Timing Plan: P.M. Peak

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	21	19	35	21	113	1	22	0	12	0	0	0
Future Vol, veh/h	21	19	35	21	113	1	22	0	12	0	0	0
Conflicting Peds, #/hr	4	0	12	12	0	4	2	0	12	12	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	-1	-	-	1	-	-	0	-	-	3	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	6	0	9	0	0	5	0	0	0	0	0
Mvmt Flow	27	24	45	27	145	1	28	0	15	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	150	0	0	81	0	0	315	317	71			
Stage 1	-	-	-	-	-	-	113	113	-			
Stage 2	-	-	-	-	-	-	202	204	-			
Critical Hdwy	4.3	-	-	4.3	-	-	6.45	6.5	6.2			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.45	5.5	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.45	5.5	-			
Follow-up Hdwy	3	-	-	3	-	-	3	4	3.1			
Pot Cap-1 Maneuver	1067	-	-	1127	-	-	776	602	1059			
Stage 1	-	-	-	-	-	-	1060	806	-			
Stage 2	-	-	-	-	-	-	960	737	-			
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1067	-	-	1114	-	-	726	0	1035			
Mov Cap-2 Maneuver	-	-	-	-	-	-	726	0	-			
Stage 1	-	-	-	-	-	-	1021	0	-			
Stage 2	-	-	-	-	-	-	933	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s	2.4			1.3			9.7					
HCM LOS							A					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR					
Capacity (veh/h)	812	1067	-	-	1114	-	-					
HCM Lane V/C Ratio	0.054	0.025	-	-	0.024	-	-					
HCM Control Delay (s)	9.7	8.5	0	-	8.3	0	-					
HCM Lane LOS	A	A	A	-	A	A	-					
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-					

2023 Projected (Build) Conditions  
3: Homestead Road & Exit Only Driveway

Timing Plan: P.M. Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	
Traffic Volume (vph)	0	29	120	0	1	16
Future Volume (vph)	0	29	120	0	1	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		1%	-2%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.871	
Flt Protected					0.998	
Satd. Flow (prot)	0	1818	1881	0	1652	0
Flt Permitted					0.998	
Satd. Flow (perm)	0	1818	1881	0	1652	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		154	195		156	
Travel Time (s)		4.2	5.3		4.3	
Confl. Peds. (#/hr)	7			7		2
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	0%	4%	2%	0%	0%	0%
Adj. Flow (vph)	0	38	158	0	1	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	38	158	0	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.99	0.99	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	18.4%			ICU Level of Service A		
Analysis Period (min)	15					
















2023 Projected (Build) Conditions  
3: Homestead Road & Exit Only Driveway

Timing Plan: P.M. Peak

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	29	120	0	1	16
Future Vol, veh/h	0	29	120	0	1	16
Conflicting Peds, #/hr	7	0	0	7	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	-2	-	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	0	4	2	0	0	0
Mvmt Flow	0	38	158	0	1	21
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	196	160
Stage 1	-	-	-	-	158	-
Stage 2	-	-	-	-	38	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3	3.1
Pot Cap-1 Maneuver	0	-	-	0	918	944
Stage 1	0	-	-	0	1010	-
Stage 2	0	-	-	0	1152	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	918	942
Mov Cap-2 Maneuver	-	-	-	-	918	-
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1152	-
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		8.9	
HCM LOS					A	
Minor Lane/Major Mvmt	EBT		WBT		SBLn1	
Capacity (veh/h)	-		-		941	
HCM Lane V/C Ratio	-		-		0.024	
HCM Control Delay (s)	-		-		8.9	
HCM Lane LOS	-		-		A	
HCM 95th %tile Q(veh)	-		-		0.1	

2023 Projected (Build) Conditions  
4: Vernon Road & Homestead Road




Timing Plan: P.M. Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	32	0	1	12	1	92	63	3	0	0	0
Future Volume (vph)	9	32	0	1	12	1	92	63	3	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-1%			5%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.993			0.998				
Flt Protected		0.989			0.997			0.972				
Satd. Flow (prot)	0	1860	0	0	1890	0	0	1787	0	0	0	0
Flt Permitted		0.989			0.997			0.972				
Satd. Flow (perm)	0	1860	0	0	1890	0	0	1787	0	0	0	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		195			358			337			198	
Travel Time (s)		5.3			9.8			9.2			5.4	
Confl. Peds. (#/hr)	10		6	6		10	4		16	16		4
Confl. Bikes (#/hr)			1			1			2			
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%
Adj. Flow (vph)	13	44	0	1	17	1	128	88	4	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	0	0	19	0	0	220	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	1.03	1.03	1.03	1.02	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	28.1%											
ICU Level of Service	A											
Analysis Period (min)	15											

2023 Projected (Build) Conditions  
4: Vernon Road & Homestead Road

Timing Plan: P.M. Peak

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	32	0	1	12	1	92	63	3	0	0	0
Future Vol, veh/h	9	32	0	1	12	1	92	63	3	0	0	0
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	0	0	0	0	0	0	1	0	0	0	0	0
Mvmt Flow	13	44	0	1	17	1	128	88	4	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.8	7.5	8.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	58%	22%	7%
Vol Thru, %	40%	78%	86%
Vol Right, %	2%	0%	7%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	158	41	14
LT Vol	92	9	1
Through Vol	63	32	12
RT Vol	3	0	1
Lane Flow Rate	219	57	19
Geometry Grp	1	1	1
Degree of Util (X)	0.253	0.071	0.024
Departure Headway (Hd)	4.154	4.465	4.435
Convergence, Y/N	Yes	Yes	Yes
Cap	858	807	812
Service Time	2.207	2.466	2.437
HCM Lane V/C Ratio	0.255	0.071	0.023
HCM Control Delay	8.6	7.8	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1	0.2	0.1

# **APPENDIX E:**

## **Auxiliary Turn Lane Warrant Analyses**

# Turn Lane Warrant and Length Analysis Workbook

## STUDY LOCATION AND ANALYSIS INFORMATION

Municipality: <input type="text" value="Jenkintown Township"/> County: <input type="text" value="Montgomery County"/> PennDOT Engineering District: <input type="text" value="6"/>	Analysis Date: <input type="text" value="3/11/2021"/> Conducted By: <input type="text" value="PG"/> Checked By: <input type="text"/> Agency/Company Name: <input type="text" value="Traffic Planning and Design, Inc."/>
Intersection & Approach Description: <input type="text" value="Homestead Road and Cottman Street/Enter Only Site Driveway"/>	
Analysis Period: <input type="text" value="2023 Projected"/> Design Hour: <input type="text" value="AM Peak Hour"/> Intersection Control: <input type="text" value="Unsignalized"/> Posted Speed Limit (MPH): <input type="text" value="25"/> Type of Terrain: <input type="text" value="Level"/>	Number of Approach Lanes: <input type="text" value="1"/> Undivided or Divided Highway: <input type="text" value="Undivided"/> Left or Right-Turn Lane Analysis?: <span style="border: 1px solid red; padding: 2px;">Type of Analysis</span> <input type="text" value="Left Turn Lane"/>

## VOLUME CALCULATIONS

Left Turn Lane Volume Calculations					
Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	10	0.0%	10
	Through	-	18	15.0%	20
	Right	Yes	19	7.0%	20
Opposing	Left	Yes	13	0.0%	13
	Through	-	158	3.0%	161
	Right	Yes	1	0.0%	1

Advancing Volume:   
 Opposing Volume:   
 Left Turn Volume:

% Left Turns in Advancing Volume:

Right Turn Lane Volume Calculations					
Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	13	0.0%	N/A
	Through	-	158	3.0%	N/A
	Right	-	1	0.0%	N/A

Advancing Volume:   
 Right Turn Volume:

## TURN LANE WARRANT FINDINGS

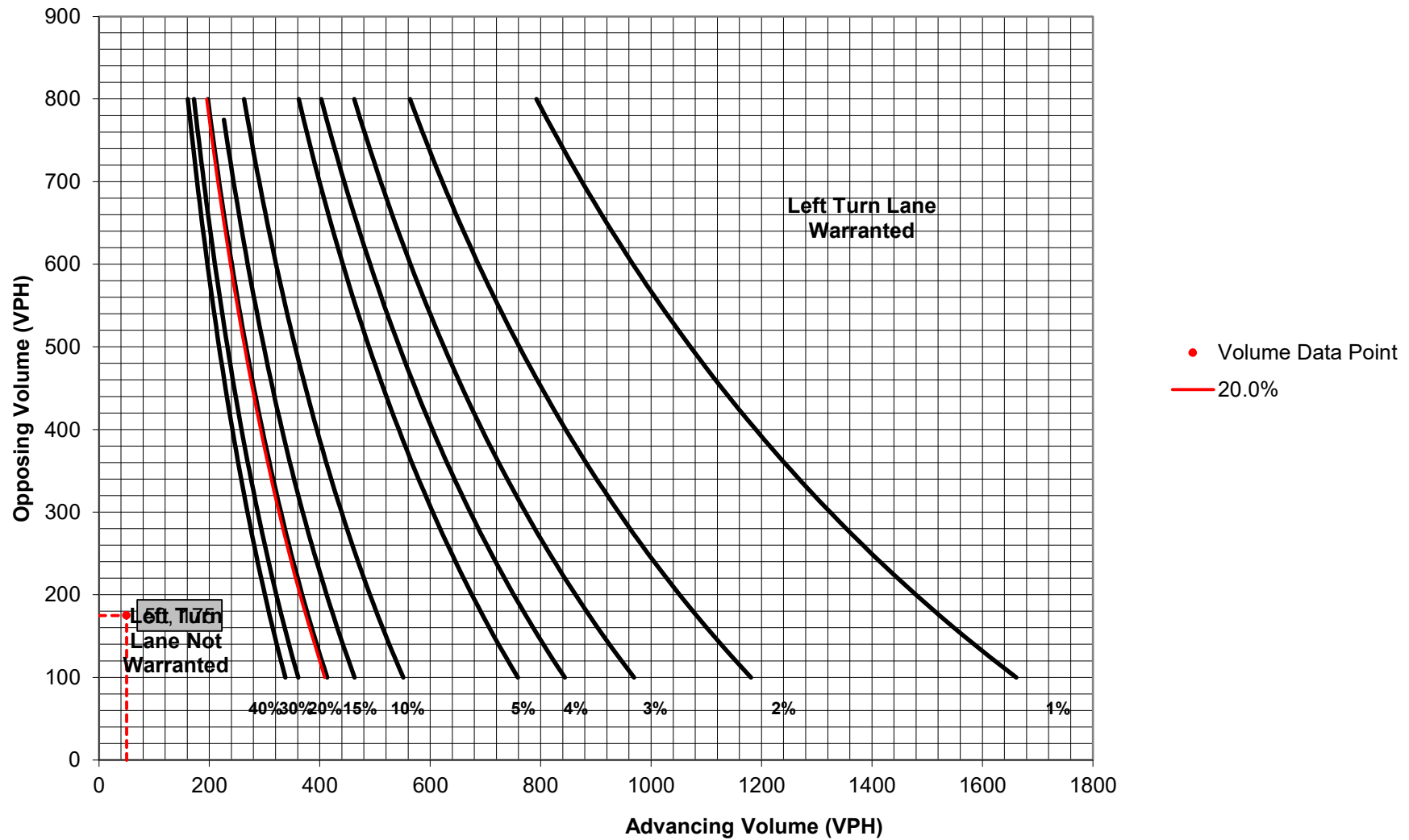
<div style="background-color: #d3d3d3; padding: 5px; text-align: center; margin-bottom: 10px;">Left Turn Lane Warrant Findings</div> Applicable Warrant Figure: <span style="border: 1px solid black; padding: 2px 10px;">Figure 1</span>  Warrant Met?: <span style="border: 1px solid black; padding: 2px 10px;">No</span>		<div style="background-color: #d3d3d3; padding: 5px; text-align: center; margin-bottom: 10px;">Right Turn Lane Warrant Findings</div> Applicable Warrant Figure: <span style="border: 1px solid black; padding: 2px 10px;">N/A</span>  Warrant Met?: <span style="border: 1px solid black; padding: 2px 10px;">N/A</span>
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## TURN LANE LENGTH CALCULATIONS

Intersection Control: <input type="text" value="Unsignalized"/> Design Hour Volume of Turning Lane: <input type="text" value="10"/> Cycles Per Hour (Assumed): <input type="text" value="60"/> Cycles Per Hour (If Known): <input type="text"/>	Average # of Vehicles/Cycle: <input type="text" value="N/A"/>																																								
PennDOT Publication 46, Exhibit 11-6																																									
<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr style="background-color: #f4a460;"> <th rowspan="3">Type of Traffic Control</th> <th colspan="6">Speed (MPH)</th> </tr> <tr style="background-color: #f4a460;"> <th colspan="2">25-35</th> <th colspan="2">40-45</th> <th colspan="2">50-60</th> </tr> <tr style="background-color: #f4a460;"> <th colspan="6">Turn Demand Volume</th> </tr> <tr> <th></th> <th>High</th> <th>Low</th> <th>High</th> <th>Low</th> <th>High</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Signalized</td> <td>A</td> <td>A</td> <td>B or C</td> <td>B or C</td> <td>B or C</td> <td>B or C</td> </tr> <tr> <td>Unsignalized</td> <td>A</td> <td>A</td> <td>C</td> <td>B</td> <td>B or C</td> <td>B</td> </tr> </tbody> </table>		Type of Traffic Control	Speed (MPH)						25-35		40-45		50-60		Turn Demand Volume							High	Low	High	Low	High	Low	Signalized	A	A	B or C	B or C	B or C	B or C	Unsignalized	A	A	C	B	B or C	B
Type of Traffic Control	Speed (MPH)																																								
	25-35		40-45		50-60																																				
	Turn Demand Volume																																								
	High	Low	High	Low	High	Low																																			
Signalized	A	A	B or C	B or C	B or C	B or C																																			
Unsignalized	A	A	C	B	B or C	B																																			
Left Turn Lane Storage Length, Condition A: <span style="border: 1px solid black; padding: 2px 10px;">N/A</span> Feet Condition B: <span style="border: 1px solid black; padding: 2px 10px;">N/A</span> Feet Condition C: <span style="border: 1px solid black; padding: 2px 10px;">N/A</span> Feet Required Left Turn Lane Storage Length: <span style="border: 1px solid black; padding: 2px 10px;">N/A</span> Feet																																									
Additional Findings: <span style="border: 1px solid black; padding: 2px 10px;">N/A</span>																																									
Additional Comments / Justifications: <div style="border: 1px solid black; height: 40px; margin-top: 5px;"></div>																																									



**Figure 1. Warrant for left turn lanes on two-lane roadways**  
**(speeds to 35 mph, unsignalized and signalized intersections)**  
 (L = % Left Turns in Advancing Volume)



# Turn Lane Warrant and Length Analysis Workbook

## STUDY LOCATION AND ANALYSIS INFORMATION

<b>Municipality:</b> <span style="border: 1px solid black; padding: 2px;">Jenkintown Township</span> <b>County:</b> <span style="border: 1px solid black; padding: 2px;">Montgomery County</span> <b>PennDOT Engineering District:</b> <span style="border: 1px solid black; padding: 2px;">6</span>	<b>Analysis Date:</b> <span style="border: 1px solid black; padding: 2px;">3/11/2021</span> <b>Conducted By:</b> <span style="border: 1px solid black; padding: 2px;">PG</span> <b>Checked By:</b> <span style="border: 1px solid black; padding: 2px;"></span> <b>Agency/Company Name:</b> <span style="border: 1px solid black; padding: 2px;">Traffic Planning and Design, Inc.</span>
<b>Intersection &amp; Approach Description:</b> <span style="border: 1px solid black; padding: 2px;">Homestead Road and Cottman Street/Enter Only Site Driveway</span>	
<b>Analysis Period:</b> <span style="border: 1px solid black; padding: 2px;">2023 Projected</span> <b>Design Hour:</b> <span style="border: 1px solid black; padding: 2px;">PM Peak Hour</span> <b>Intersection Control:</b> <span style="border: 1px solid black; padding: 2px;">Unsignalized</span> <b>Posted Speed Limit (MPH):</b> <span style="border: 1px solid black; padding: 2px;">25</span> <b>Type of Terrain:</b> <span style="border: 1px solid black; padding: 2px;">Level</span>	<b>Number of Approach Lanes:</b> <span style="border: 1px solid black; padding: 2px;">1</span> <b>Undivided or Divided Highway:</b> <span style="border: 1px solid black; padding: 2px;">Undivided</span> <b>Left or Right-Turn Lane Analysis?:</b> <span style="border: 1px solid black; padding: 2px;">Left Turn Lane</span>

## VOLUME CALCULATIONS

Left Turn Lane Volume Calculations					
Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	21	0.0%	21
	Through	-	19	6.0%	20
	Right	Yes	35	0.0%	35
Opposing	Left	Yes	21	9.0%	22
	Through	-	113	0.0%	113
	Right	Yes	1	0.0%	1

**Advancing Volume:** 76  
**Opposing Volume:** 136  
**Left Turn Volume:** 21  
  
**% Left Turns in Advancing Volume:** 27.63%

Right Turn Lane Volume Calculations					
Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	21	9.0%	N/A
	Through	-	113	0.0%	N/A
	Right	-	1	0.0%	N/A

**Advancing Volume:** N/A  
**Right Turn Volume:** N/A

## TURN LANE WARRANT FINDINGS

<div style="background-color: #d3d3d3; padding: 5px; text-align: center; margin-bottom: 10px;"><b>Left Turn Lane Warrant Findings</b></div> <b>Applicable Warrant Figure:</b> <span style="border: 1px solid black; padding: 2px; margin-left: 20px;">Figure 1</span> <b>Warrant Met?:</b> <span style="border: 1px solid black; padding: 2px; margin-left: 20px;">No</span>	<div style="background-color: #d3d3d3; padding: 5px; text-align: center; margin-bottom: 10px;"><b>Right Turn Lane Warrant Findings</b></div> <b>Applicable Warrant Figure:</b> <span style="border: 1px solid black; padding: 2px; margin-left: 20px;">N/A</span> <b>Warrant Met?:</b> <span style="border: 1px solid black; padding: 2px; margin-left: 20px;">N/A</span>
---	--

## TURN LANE LENGTH CALCULATIONS

**Intersection Control:** Unsignalized  
**Design Hour Volume of Turning Lane:** 21  
**Cycles Per Hour (Assumed):** 60  
**Cycles Per Hour (If Known):**

**Average # of Vehicles/Cycle:** N/A

PennDOT Publication 46, Exhibit 11-6

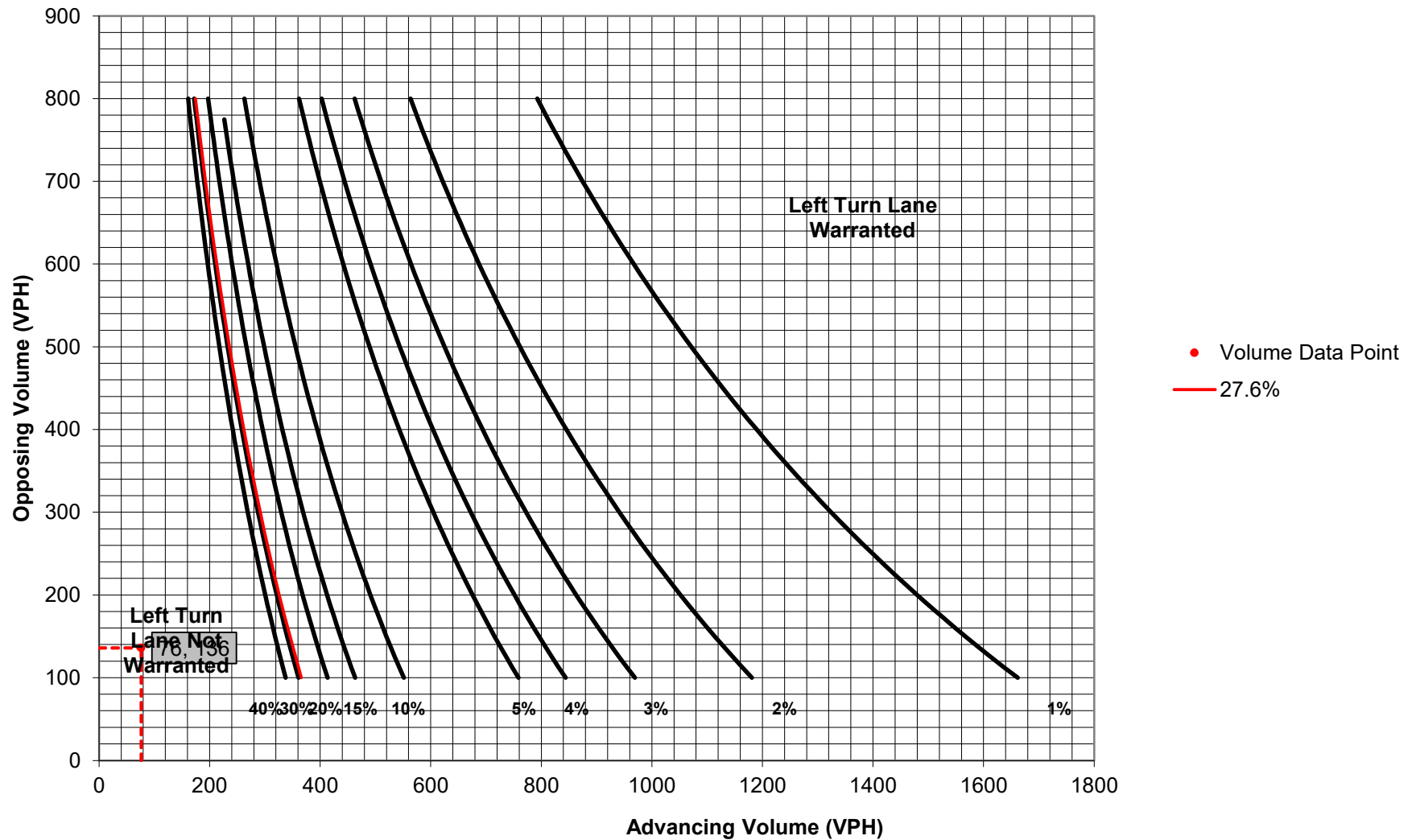
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

**Left Turn Lane Storage Length, Condition A:** N/A Feet  
**Condition B:** N/A Feet  
**Condition C:** N/A Feet  
**Required Left Turn Lane Storage Length:** N/A Feet

**Additional Findings:** N/A

**Additional Comments / Justifications:**

**Figure 1. Warrant for left turn lanes on two-lane roadways**  
 (speeds to 35 mph, unsignalized and signalized intersections)  
 (L = % Left Turns in Advancing Volume)



# Turn Lane Warrant and Length Analysis Workbook

## STUDY LOCATION AND ANALYSIS INFORMATION

<b>Municipality:</b> <span style="border: 1px solid black; padding: 2px;">Jenkintown Township</span> <b>County:</b> <span style="border: 1px solid black; padding: 2px;">Montgomery County</span> <b>PennDOT Engineering District:</b> <span style="border: 1px solid black; padding: 2px;">6</span>	<b>Analysis Date:</b> <span style="border: 1px solid black; padding: 2px;">3/11/2021</span> <b>Conducted By:</b> <span style="border: 1px solid black; padding: 2px;">PG</span> <b>Checked By:</b> <span style="border: 1px solid black; padding: 2px;"></span> <b>Agency/Company Name:</b> <span style="border: 1px solid black; padding: 2px;">Traffic Planning and Design, Inc.</span>
<b>Intersection &amp; Approach Description:</b> <span style="border: 1px solid black; padding: 2px;">Homestead Road and Cottman Street/Enter Only Site Driveway</span>	
<b>Analysis Period:</b> <span style="border: 1px solid black; padding: 2px;">2023 Projected</span> <b>Design Hour:</b> <span style="border: 1px solid black; padding: 2px;">AM Peak Hour</span> <b>Intersection Control:</b> <span style="border: 1px solid black; padding: 2px;">Unsignalized</span> <b>Posted Speed Limit (MPH):</b> <span style="border: 1px solid black; padding: 2px;">25</span> <b>Type of Terrain:</b> <span style="border: 1px solid black; padding: 2px;">Level</span>	<b>Number of Approach Lanes:</b> <span style="border: 1px solid black; padding: 2px;">1</span> <b>Undivided or Divided Highway:</b> <span style="border: 1px solid black; padding: 2px;">Undivided</span> <b>Type of Analysis:</b> <span style="border: 1px solid red; padding: 2px;">Right Turn Lane</span> <b>Left or Right-Turn Lane Analysis?:</b> <span style="border: 1px solid black; padding: 2px;">Right Turn Lane</span>

## VOLUME CALCULATIONS

Left Turn Lane Volume Calculations					
Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	10	0.0%	N/A
	Through	-	18	15.0%	N/A
	Right	Yes	19	7.0%	N/A
Opposing	Left	Yes	13	0.0%	N/A
	Through	-	158	3.0%	N/A
	Right	Yes	1	0.0%	N/A
<b>Advancing Volume:</b> <span style="border: 1px solid black; padding: 2px;">N/A</span> <b>Opposing Volume:</b> <span style="border: 1px solid black; padding: 2px;">N/A</span> <b>Left Turn Volume:</b> <span style="border: 1px solid black; padding: 2px;">N/A</span> <b>% Left Turns in Advancing Volume:</b> <span style="border: 1px solid black; padding: 2px;">N/A</span>					
Right Turn Lane Volume Calculations					
Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	13	0.0%	13
	Through	-	158	3.0%	161
	Right	-	1	0.0%	1
<b>Advancing Volume:</b> <span style="border: 1px solid black; padding: 2px;">175</span> <b>Right Turn Volume:</b> <span style="border: 1px solid black; padding: 2px;">1</span>					

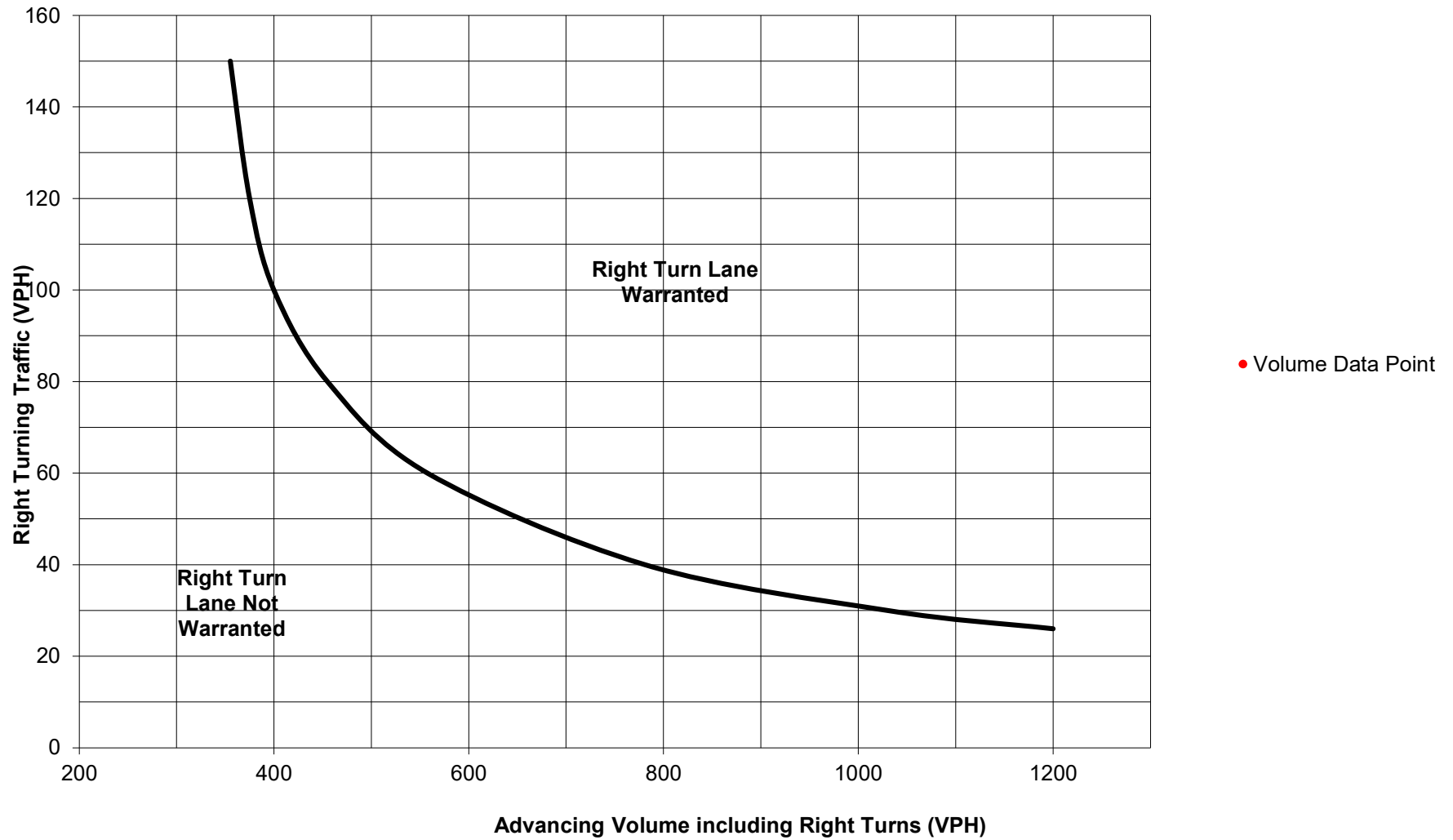
## TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings	Right Turn Lane Warrant Findings
<b>Applicable Warrant Figure:</b> <span style="border: 1px solid black; padding: 2px;">N/A</span> <b>Warrant Met?:</b> <span style="border: 1px solid black; padding: 2px;">N/A</span>	<b>Applicable Warrant Figure:</b> <span style="border: 1px solid black; padding: 2px;">Figure 9</span> <b>Warrant Met?:</b> <span style="border: 1px solid black; padding: 2px;">No</span>

## TURN LANE LENGTH CALCULATIONS

<b>Intersection Control:</b> <span style="border: 1px solid black; padding: 2px;">Unsignalized</span> <b>Design Hour Volume of Turning Lane:</b> <span style="border: 1px solid black; padding: 2px;">1</span> <b>Cycles Per Hour (Assumed):</b> <span style="border: 1px solid black; padding: 2px;">60</span> <b>Cycles Per Hour (If Known):</b> <span style="border: 1px solid black; padding: 2px;"></span>	<b>Average # of Vehicles/Cycle:</b> <span style="border: 1px solid black; padding: 2px;">N/A</span>																																								
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<b>Additional Comments / Justifications:</b> <div style="border: 1px solid black; height: 40px; width: 100%;"></div>																																									

**Figure 9. Warrant for right turn lanes on two-lane roadways  
(40 mph or lower speeds, unsignalized and signalized intersections)**



# Turn Lane Warrant and Length Analysis Workbook

## STUDY LOCATION AND ANALYSIS INFORMATION

<b>Municipality:</b> <span style="border: 1px solid black; padding: 2px;">Jenkintown Township</span> <b>County:</b> <span style="border: 1px solid black; padding: 2px;">Montgomery County</span> <b>PennDOT Engineering District:</b> <span style="border: 1px solid black; padding: 2px;">6</span>	<b>Analysis Date:</b> <span style="border: 1px solid black; padding: 2px;">3/11/2021</span> <b>Conducted By:</b> <span style="border: 1px solid black; padding: 2px;">PG</span> <b>Checked By:</b> <span style="border: 1px solid black; padding: 2px;"></span> <b>Agency/Company Name:</b> <span style="border: 1px solid black; padding: 2px;">Traffic Planning and Design, Inc.</span>
<b>Intersection &amp; Approach Description:</b> <span style="border: 1px solid black; padding: 2px;">Homestead Road and Cottman Street/Enter Only Site Driveway</span>	
<b>Analysis Period:</b> <span style="border: 1px solid black; padding: 2px;">2023 Projected</span> <b>Design Hour:</b> <span style="border: 1px solid black; padding: 2px;">PM Peak Hour</span> <b>Intersection Control:</b> <span style="border: 1px solid black; padding: 2px;">Unsignalized</span> <b>Posted Speed Limit (MPH):</b> <span style="border: 1px solid black; padding: 2px;">25</span> <b>Type of Terrain:</b> <span style="border: 1px solid black; padding: 2px;">Level</span>	<b>Number of Approach Lanes:</b> <span style="border: 1px solid black; padding: 2px;">1</span> <b>Undivided or Divided Highway:</b> <span style="border: 1px solid black; padding: 2px;">Undivided</span> <b>Type of Analysis:</b> <span style="border: 1px solid red; padding: 2px;">Right Turn Lane</span> <b>Left or Right-Turn Lane Analysis?:</b> <span style="border: 1px solid black; padding: 2px;">Right Turn Lane</span>

## VOLUME CALCULATIONS

Left Turn Lane Volume Calculations					
Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	21	0.0%	N/A
	Through	-	19	6.0%	N/A
	Right	Yes	35	0.0%	N/A
Opposing	Left	Yes	21	9.0%	N/A
	Through	-	113	0.0%	N/A
	Right	Yes	1	0.0%	N/A
<b>Advancing Volume:</b> <span style="border: 1px solid black; padding: 2px;">N/A</span> <b>Opposing Volume:</b> <span style="border: 1px solid black; padding: 2px;">N/A</span> <b>Left Turn Volume:</b> <span style="border: 1px solid black; padding: 2px;">N/A</span>  <b>% Left Turns in Advancing Volume:</b> <span style="border: 1px solid black; padding: 2px;">N/A</span>					
Right Turn Lane Volume Calculations					
Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	21	9.0%	22
	Through	-	113	0.0%	113
	Right	-	1	0.0%	1
<b>Advancing Volume:</b> <span style="border: 1px solid black; padding: 2px;">136</span> <b>Right Turn Volume:</b> <span style="border: 1px solid black; padding: 2px;">1</span>					

## TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings	Right Turn Lane Warrant Findings
<b>Applicable Warrant Figure:</b> <span style="border: 1px solid black; padding: 2px;">N/A</span>  <b>Warrant Met?:</b> <span style="border: 1px solid black; padding: 2px;">N/A</span>	<b>Applicable Warrant Figure:</b> <span style="border: 1px solid black; padding: 2px;">Figure 9</span>  <b>Warrant Met?:</b> <span style="border: 1px solid black; padding: 2px;">No</span>

## TURN LANE LENGTH CALCULATIONS

<b>Intersection Control:</b> <span style="border: 1px solid black; padding: 2px;">Unsignalized</span> <b>Design Hour Volume of Turning Lane:</b> <span style="border: 1px solid black; padding: 2px;">1</span> <b>Cycles Per Hour (Assumed):</b> <span style="border: 1px solid black; padding: 2px;">60</span> <b>Cycles Per Hour (If Known):</b> <span style="border: 1px solid black; padding: 2px;"></span>	<b>Average # of Vehicles/Cycle:</b> <span style="border: 1px solid black; padding: 2px;">N/A</span>																																								
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**Figure 9. Warrant for right turn lanes on two-lane roadways  
(40 mph or lower speeds, unsignalized and signalized intersections)**

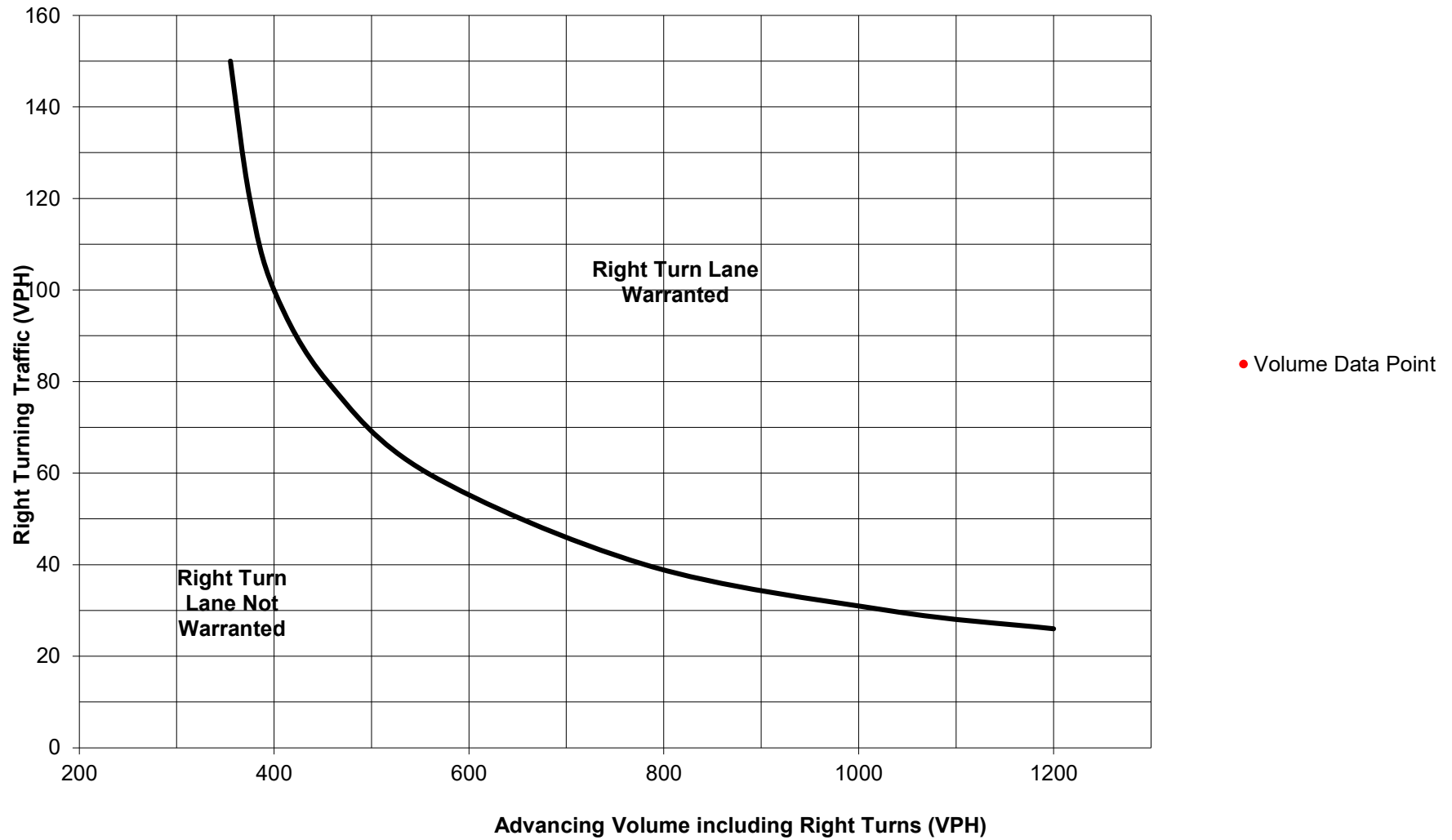


TABLE 10  
95TH PERCENTILE QUEUE ANALYSIS

Intersection	Available Storage	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour		
		Existing	2023 Opening Year		Existing	2023 Opening Year	
			Base	Projected		Base	Projected
Old York Road (SR 0611) & Homestead Road							
WBR	[205']	38	38	43	25	25	<25
SBL	340'	<25	<25	<25	<25	<25	<25
Homestead Road & Cottman Street/Enter-Only Driveway							
EBL	[205']	<25	<25	<25	<25	<25	<25
WBL	[110']	<25	<25	<25	<25	<25	<25
NBLTR	320'	<25	<25	<25	<25	<25	<25
Homestead Road & Exit-Only Driveway							
SBLR	50+	<25	<25	<25	<25	<25	<25
Homestead Road & Vernon Road							
EBLT	[110']	<25	<25	<25	<25	<25	<25
WBTR	[135']	<25	<25	<25	<25	<25	<25
NBLTR	325'	33	33	33	25	25	25

[ ] = Distance to adjacent study area intersection

Queue analysis worksheets are included with the capacity analysis worksheets provided in **Appendix D**.

## AUXILIARY TURN LANE ANALYSIS

TPD evaluated auxiliary turn lane warrants at the study area site access intersections. The warrant analysis methodology contained within Chapter 11 of PennDOT's *Publication 46*, Section 11.17 and Strike-Off Letter 470-08-07 was utilized for this evaluation. **Table 11** summarizes the results of the auxiliary turn lane analysis at the site access intersections. The calculations for the auxiliary turn lane warrants are included in **Appendix E**.

TABLE 11  
AUXILIARY TURN LANE ANALYSIS SUMMARY

Intersection	Auxiliary Lane	Warrant Satisfied?	Required Lane Length	Proposed Lane Length
Homestead Road & Church Street/Enter Only Driveway	EB Left-Turn Lane	No	--	--
	WB Right-Turn Lane	No	--	--

## RECOMMENDATIONS AND CONCLUSIONS

The recommendations and conclusions for this Transportation Impact Study are identified in the Executive Summary.



# **EXHIBIT “B-8”**

March 8, 2021

JENKB 0000

**Mr. George K. Locke**  
Borough Manager/Zoning Officer  
700 Summit Avenue  
Jenkintown, PA 19406

**RE: 821 Homestead Road  
Newbold Square Apartments  
Conditional Use Application Review**

Dear Mr. Locke:

We are in receipt of a Conditional Use application (attached) for the above referenced project located at 821 Homestead Road. This project is located in the NCR Neighborhood Commercial Residential Zoning District and is proposing the construction of a new 3-story apartment building consisting of one, two and three bedroom apartments totaling 32 units with commercial space on the first floor. The total square footage of the new construction is 38,705 sf. The Applicant is also proposing to convert the existing church building to three (3) multi-story units and to convert the Homestead Hall building to a leasing office, two (2) residential units and a little gym. The total number of residential units to be proposed as part of this project will be thirty-seven (37) units.

The following documents have been reviewed:

Title	Sheet	Date	Last Revised
Ground Floor Plan	1 of 1	02/23/21	-----
Jenkintown Borough Zoning Review	8 Pages	-----	-----

Since this project is proposing an apartment building, which is permitted as a conditional use, we have completed a review to confirm compliance with the Conditional Use requirements in §181-49.B.(1). Furthermore, the conditional use application stated that this project meets all zoning requirements; therefore, we included the following relevant comments:

1. In accordance with §181-49.B.(1), it states that apartment buildings are permitted as a conditional use provided that the following is met:
  - a. *Twenty percent of the first floor of the building located along the street frontage shall be walk-in office or retail uses, not associated with the operation of the residential portion (e.g., sales office, gym, etc.).* **Our records indicate that the Applicant has satisfied this comment with the Borough.**
  - b. *Apartment buildings should follow the building design standards in §181-54.B.*

- i. Per §181-54.B.(1), *“the maximum building footprint of nonresidential buildings shall not exceed 40,000 square feet”*. **This project is proposing new construction of a 3-story building that is 38,705 sf which is less than the maximum 40,000 sf; therefore, this requirement has been adequately met.**
- ii. Per §181-54.B.(2)(a), *“building orientation and entrances, the front facade of buildings shall be oriented towards commercial streets, with an everyday public entrance in this front façade”*. **Our records indicate that the Applicant has satisfied this comment with the Borough.**
- iii. Per §181-54.B.(2)(d), *“all primary building entrances shall be accentuated. Entrances permitted include recessed, protruding, canopy, portico or overhang. The Applicant shall provide a Sketch Elevation and/or Renderings to confirm compliance with this requirement.*
- iv. Per §181-54.B.(3)(a), *“blank walls shall not be permitted along any exterior wall facing a street, parking area, or walking area. Walls or portions of walls where windows are not provided shall have architectural treatments that are similar to the front facade, including materials, colors and details...”*. **The Applicant shall provide a Sketch Elevation and/or Renderings to confirm compliance with this requirement.**
- v. Per §181-54.B.(3)(b), *“transparency...”*, **the Applicant shall provide a Sketch Elevation and/or Renderings to confirm compliance with this requirement.**
- vi. Per §181-54.B.(4), *Roofs, “roofs shall be in keeping with the character of adjacent buildings or shall have pitched roofs. Pitched roofs shall have a minimum slope of 4:12 and a maximum slope of 12:12.”* **The Applicant shall provide a Sketch Elevation and/or Renderings to confirm compliance with this requirement.**
- vii. Per §181-54.B.(5), *Building Character*, *“new infill development shall generally employ building types that are compatible to the historic architecture of the area in their massing and external treatment as described in the design standards of this Article XI, Neighborhood Commercial Residential District, and in the most current Jenkintown Revitalization Plan available at Borough Hall.”* **The Applicant shall provide a Sketch Elevation and/or Renderings to confirm compliance with this requirement.**
- viii. Per §181-54.B.(6)(a) and (b), *Architectural Rhythm*, **the Applicant shall provide a Sketch Elevation and/or Renderings to confirm compliance with this requirement.**
- ix. Per §181-54.B.(7)(a) thru (c), *Massing*, **the Applicant shall provide a Sketch Elevation and/or Renderings to confirm compliance with this requirement.**
- x. Per §181-54.B.(8), *Functional Articulation*, *“ground-floor retail or business functions should be distinguished from upper-floor residential or office space by a horizontal element such as a cornice or marquee. This detail shall match the style selected”*. **The Applicant shall provide a Sketch Elevation and/or Renderings to confirm compliance with this requirement.**

- xi. Per §181-54.B.(9), Proportion, “facade articulation, fenestration and massing is to match proportions of the selected style or follow classic proportioning systems such as the golden mean”. **The Applicant shall provide a Sketch Elevation and/or Renderings to confirm compliance with this requirement.**

This project will have to comply with §181-51, §181-52, Traffic, and all design standards required under the Jenkintown Borough Codes (Zoning & SLDO) during the Land Development process.

If you have any questions or comments with this submittal, please do not hesitate to contact me.

Sincerely,

**PENNONI**



Khaled R. Hassan, PE  
Borough Engineer

# **EXHIBIT “B-9”**

March 23, 2021

JENKB 0000

**Mr. George K. Locke**  
Borough Manager/Zoning Officer  
700 Summit Avenue  
Jenkintown, PA 19406

**RE: 821 Homestead Road  
Newbold Square Apartments  
Traffic Impact Study Review**

Dear Mr. Locke:

As requested, we completed our review of the above as part of the Conditional Use application submitted by the applicant for the above referenced project and offer the following for your consideration:

This project is located in the NCR Neighborhood Commercial Residential Zoning District and is proposing the construction of a new 3-story apartment building consisting of one-, two- and three-bedroom apartments totaling 32 units with commercial space on the first floor. The total square footage of the new construction is 38,705 sf. The Applicant is also proposing to convert the existing church building to three (3) multi-story units and to convert the Homestead Hall building to a leasing office, two (2) residential units and a gym. The total number of residential units to be proposed as part of this project will be thirty-seven (37) units.

The following documents have been reviewed:

Title	Sheet	Date	Last Revised
Traffic Impact Study	1 of 1	03/12/21	-----

Access to the site will be provided via the two existing site driveways; one enter-only driveway opposite Cottman St and a second exit-only driveway between Cottman St. and Vernon Rd. The proposed development will generate 32 new weekday AM peak trips and 39 new weekday PM peak trips.

The study area intersections include Old York Road (SR 0611) and Homestead Road; Homestead Road and Cottman St/Enter-Only Driveway; Homestead Rd and Exit-Only Driveway; and Homestead Rd and Vernon Rd. Under the 2023 Build condition, the study area intersections will continue to operate at the same levels of service as existing and no-build conditions. Left turn and right turn analyses provided indicate that turn lanes are not warranted at the site driveways. It was noted that the site distance at the Homestead Rd and exit-only driveway was obstructed by parked cars along the street.

After our review, we recommend the following:

**Homestead Road & Exit-Only Driveway**

- Provide a stop sign (PennDOT designation R1-1) to control traffic.
- Provide signage to restrict access to enter-only at the Site Driveway.
- Prohibit parking within the sight triangle to ensure adequate sight distance is provided.

**Homestead Road & Enter-Only Driveway**

Provide signage to restrict access to exiting site traffic.

COMMENTS:

1. At the intersection of Homestead Rd and York Rd (SR 0611), westbound vehicles are prohibited from turning left onto southbound York Rd (SR 0611). As indicated in Figures 7 and 8 in the submitted traffic study, project trips distributed southbound to York Rd (SR 0611) are diverted onto Cottman St southbound. Traffic would then access southbound York Rd (SR 0611) via the signalized intersection at West Ave. Based on this distribution, the intersection of York Rd (SR 0611) at West Ave must be included within the TIS study area.
2. To ensure adequate visibility, the applicant proposes to prohibit on-street parking within the sight triangle at the exit-only driveway to minimize conflicts with left turning vehicles. To avoid eliminating on-street parking, it would be acceptable for the applicant to prohibit left turns out of the project site.

If you have any questions or comments with this submittal, please do not hesitate to contact me.

Sincerely,

PENNONI



Khaled R. Hassan, PE  
Borough Engineer

CC: Mayor and Borough Council  
Sean Kilkenny, Solicitor  
Patrick Hitchens, ESQ  
Mark Bickerton, PE  
Angela Garland, PE

# **EXHIBIT “B-10”**

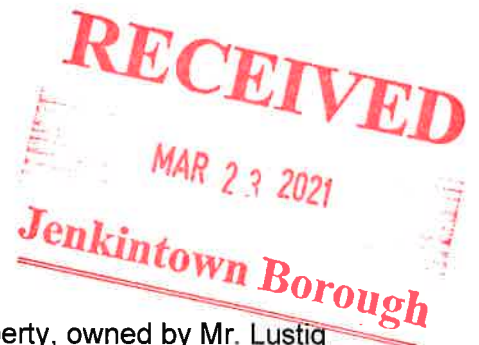


**David Mermelstein**  
1751 EASTON RD.  
WILLOW GROVE, PA. 19090  
(215) 659-4500 Cell (267) 626-0124 Fax (215) 659-2447

---

March 22, 2021

Borough of Jenkintown  
Attn: George Locke and Shelby Smith



Dear Mr. Locke and Ms. Smith:

There is a pending application for the development of the property, owned by Mr. Lustig and Midgard Properties, adjacent to my property at 440 Old York Road. Since I have owned the property, taking title last year, I have continued to complain about the retaining wall between the properties, which is caving in due to water run-off. There is absolutely no drainage on his huge parking lot. Because of the higher elevation all of his water runs down to my property causing the dirt behind the wall to erode and parts of the wall have actually collapsed. Regardless who owns the wall and whose property it is on; your engineer has ascertained that the cause of the damage is the uncontrolled run-off.

I strenuously object to any further development of the property and acceptance of any development plans until the Borough enforces their own building codes as to run-off water. I have written several times to you and your board. You have had people come out to examine the problem and in over a year nothing has been resolved. My next move is to sue Mr. Lustig for damages to my property. The Borough has a duty to enforce their building codes and I think that I have been more than patient.

I will try to be on the Zoom meeting on Wednesday but if I cannot be there, I expect that this letter be put on record as part of his application process. The to resolve this is now.

Sincerely,

A handwritten signature in dark ink, appearing to read "David Mermelstein", is written over a horizontal line. The signature is fluid and cursive, with a long, sweeping tail that extends to the right.

David Mermelstein  
Jenkintown Suite, formerly known as Chelsea Nursing Home

## Shelby Smith

---

**From:** Alexandria Khalil  
**Sent:** Tuesday, March 23, 2021 12:16 PM  
**To:** Shelby Smith  
**Subject:** Fw: My reponse

---

**From:** Alexandria Khalil <akhalil@jenkintownboro.com>  
**Sent:** Monday, March 22, 2021 10:02 PM  
**To:** Kathleen Costandino <kcostandino@gmail.com>  
**Subject:** Re: My reponse

Katie - I totally understand your perspective. I hope you understand mine.

All the best.

Regards,  
Alex

---

**From:** Kathleen Costandino <kcostandino@gmail.com>  
**Sent:** Monday, March 22, 2021 9:51 PM  
**To:** Alexandria Khalil <akhalil@jenkintownboro.com>  
**Subject:** Re: My reponse

Thank you for your response. I am disappointed and hurt.

I have supported every contentious issue in this Borough including Taco Bell, Joey Tate's apartment complex, police reforms, the morretti park and Roziman apartments.

I am not sure in my letter where I mention family sizes (I am one of 9 kids) or a concern about where people live. I highlighted that the ONLY type of development I have seen in the past 13 years pushing my kids in strollers is residential development, ranging from single family homes to tiny cottages to apartments. I too pay my taxes and have no concern for who they educate—both when I lived here as a single professional and now as a parent. I would like to know what sentence I wrote that spoke to being concerned about any of those issues. I want to know what sentence I wrote that says I am against this development.

I want to know where I wrote that it should not move forward.

I don't need an education regarding systemic abuses throughout history—my email raised none of those issues. My concerns were simply related to being mindful of all the moving parts, staying in the loop of all those moving parts and having a true understanding of how a decision one Borough group makes, impacts another in our Borough.

I don't need personal beefs regarding issues with other people or decisions that are unrelated to what I wrote about—brought into my conversation.

I don't need to have the words/arguments others have said regarding all of the controversial issues, that were certainly driven by racism etc, over the past few years —layered into my email. I heard them. I was present in the "town-hall" in the school cafeteria and in many of the Borough meetings when they were uttered. I DID NOT EVER SAY ANY OF THOSE THINGS.

By associating those statements and arguments to me, you have damaged my character. I can't undo that.

Katie

On Thu, Mar 18, 2021 at 5:50 PM Alexandria Khalil <[akhalil@jenkintownboro.com](mailto:akhalil@jenkintownboro.com)> wrote:

Dear Ms. Costandino,

Thank you for your email. I look forward to working with you on the issues you discussed.

As far as the discussion of racism and bigotry (of class, race, immigration status, sexual orientation, and religion etc) I stand with Councilor Sperger and make no apologies for mine. As the daughter of Palestinian Muslim immigrants from a very large family, I find the constant concern by the School Board and others of children living in rental properties and using the Public Schools personally offensive and a direct attack on my family.

The so-called concern over family size has long been used by bigots against various communities including Irish and Italian Catholics, Jews, Arab Christians and Muslims, African Americans, Hispanics, Mormons as well as poor and working-class families in general.

Around 1964, my immigrant parents lived in a one-bedroom apartment (4707 Bell Blvd Queens, NY). Also living with my parents were my three uncles, my brother and myself. My mother was pregnant with another child. Fast forward 1973 - my parents purchased a home in Glassboro, NJ - a three-bedroom rancher with one bathroom. They now had 6 children. My uncles moved on years earlier - each starting their own families, their own businesses and buying their own homes. One of those uncles was drafted in the Army during the Vietnam War.

My youngest sister and brother also do not own their own homes. They have made the decision to rent. My sister has two children - one who attends public school. My brother is a Public high school Physics teacher and has twin daughters in the public school. By the school boards logic - my brother would be welcomed to teach in the school, but the school board would have concerns about class size were he to move into the Borough as a renter, especially if he rented in Beaver Hill.

I understand all too well the issues of the school and these are some of my concerns:

- In the midst of the pandemic, all the members of the School except one (yourself) voted to give a major raise to the Superintendent.
- In addition to the cut in foreign language for k-6, the school board eliminated High School Home Ec, and Wood Shop classes.
- The President of the School opposed the Taco Bell development on the grounds that the school would lose tax revenue. She and others in the community were warned that the developer would seek a reassessment of his property taxes. The project was rejected, and the developer did indeed seek that property tax reassessment which was approved by the School Board.
- Prior to the establishment of the Jenkintown Grant Writing Committee - the school had not applied for a single grant and the School Board has still not hired a grant writer
- The School spent over \$1 million on a vestibule without looking for other solutions.

- When I asked in a JEF meeting with the School Board President whether the school had brought in Student Teachers as additional resources, I was told by the School Board Presidents "What concern is that of yours?"
- The Superintendent requested Police help to locate children who are not "really" living in Jenkintown
- The public announcements that the school board is counting the number of children who live in Beaver Hill

Finally, I had one child that attended Jenkintown School district who graduated years ago. I have never, in all my years, worried that my tax dollars were being used to educate the children of renters versus the children of homeowners. Why? Because it is truly not a concern of mine.

Regards and with all respect to you Katie,

Alex

Alexandria Khalil  
Jenkintown Borough Council  
Jenkintown, PA 19046

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**From:** Kathleen Costandino <[kcostandino@gmail.com](mailto:kcostandino@gmail.com)>

**Sent:** Thursday, March 18, 2021 3:46 PM

**To:** Deborra Sines-Pancoe <[dsinespancoe@jenkintownboro.com](mailto:dsinespancoe@jenkintownboro.com)>; Jay Conners <[jconners@jenkintownboro.com](mailto:jconners@jenkintownboro.com)>; David Ballard <[dballard@jenkintownboro.com](mailto:dballard@jenkintownboro.com)>; Christian Soltysiak <[csoltysiak@jenkintownboro.com](mailto:csoltysiak@jenkintownboro.com)>; Kimberly McGlonn <[kmcglonn@jenkintownboro.com](mailto:kmcglonn@jenkintownboro.com)>; A MacHaffie <[amachaffie@jenkintownboro.com](mailto:amachaffie@jenkintownboro.com)>; J Lugar <[jlugar@jenkintownboro.com](mailto:jlugar@jenkintownboro.com)>; Chelsea Sperger <[csperger@jenkintownboro.com](mailto:csperger@jenkintownboro.com)>; Maxine Marlowe <[mmarlowe@jenkintownboro.com](mailto:mmarlowe@jenkintownboro.com)>; Joanne Bruno <[jbruno@jenkintownboro.com](mailto:jbruno@jenkintownboro.com)>; Alexandria Khalil <[akhalil@jenkintownboro.com](mailto:akhalil@jenkintownboro.com)>; Kieran Farrell <[kfarrell@jenkintownboro.com](mailto:kfarrell@jenkintownboro.com)>; Allyson Dobbs <[Adobbs@jenkintownboro.com](mailto:Adobbs@jenkintownboro.com)>; Gabriel Lerman <[gabriel.m.lerman@gmail.com](mailto:gabriel.m.lerman@gmail.com)>; George Locke <[glocke@jenkintownboro.com](mailto:glocke@jenkintownboro.com)>

**Cc:** Jill Takacs <[Takacsj@jtowndrakes.org](mailto:Takacsj@jtowndrakes.org)>; Maya Cheek <[cheekm@jtowndrakes.org](mailto:cheekm@jtowndrakes.org)>

**Subject:** My reponse

March 18, 2021

Good Afternoon Jenkintown Borough Council, Jenkintown Planning Commission, Jenkintown Design Review Board, Mayor Dobbs and Borough Administration,

I write as a resident of Jenkintown since 2005 and as School Director since December of 2019. I first lived, as a single professional, in a small row home on Cedar Street. Life moved on and by 2010, it was time for my husband and my 18 month old daughter to move from our 2 bedroom home. We would be expecting our second child within a few months. As we decided where our next move was and factored in education, we decided to limit our scope and stick to the borough. I was not the product of the US public school system but my husband was. I valued the ability for our kids to be able to walk to school, the tight neighborhood feel and the quality education the public school would afford our kids. When we arrived to our new home on the 400 block of Hillside in 2010, our almost 2 year old was the only young child on our block. Up the street were a family of 4 with children in MS/HS. There were 2 elementary students on our block as well but they were moving.

Fast forward to 2021: there has been an immense flurry of sales on our block over the past 10 years. We now have, at last count, 25 kids on our block. All attend our district, except 6 who are still too young. Our block is a mix of single family homes and twins, both owner occupied and rentals. In this same time period, my sister moved to the 100 block of Walnut, my brother moved to Highland behind the school, another sister moved last year to Runnymede and just over a month ago, my parents and youngest sister bought 2 separate one bedroom condos in Beaver Hill.

As I have spent the last 13 years pushing my kids around Jenkintown I have watched 2 homes built on Maple Street, 2 homes built on Township Line, 1 home built behind another on West Ave, a small rancher on Florence that is currently under construction that seems to be doubling its total footprint and square footage, the tiniest single family home tucked behind the corner of Highland/Wyncote, senior apartments going up on Greenwood, a pending 24 unit apartment at Jenkintown Commons and lots of restorations of homes/commercial properties whose net end purpose I do not know because I am not the owner.

I have supported a senior living apartment complex as well as the tough choices to make improvements to our local police force. I supported and participated in the planning for Moretti Park and I look forward to its completion despite the loss of tax revenue that impacts our district every single year from that project. I know that the school cannot be the be all end all for every decision and I felt this pocket park could be utilized by the entire community, young and old.

I listened in to the BZR meeting as well as the planning commission meetings this week to better understand the uproar over the proposed development on Homestead. I also spend time (a lot of it) listening to recorded borough council meetings/planning commission meetings/design review board meetings. Over this summer, I watched in awe as the Montgomery County Planning Committee presented various theoretical ideas to develop 610 York Road to the Jenkintown planning commission. I listened to the conversation and wondered why there was never a mention on impact to the school system. It seemed like no one was aware of the constraints we are facing in Jenkintown School District. Some of these issues are facing all public schools in PA; some are unique to Jenkintown.

I listen to as many of these meetings as I can because I cannot understand how the decision makers in Jenkintown seem to know little about what the "other hand is doing." Why do I care what the others are doing?

I care because after spending countless hours volunteering in our school district, attending both school board and borough council meetings as a constituent, coaching soccer teams for JYA and lending a hand in keeping our beautiful playground a safe space for all--I felt like I had the skills, concern and knowledge to contribute to our school district. I ran for School Director in 2019. I knocked on doors and listened to concerns. Every single house I knocked on spoke about taxes and their continuous, precipitous rise. One elderly woman lamented that she loved her old house and her neighbors but she couldn't hold on much longer because of the taxes. School aged families were concerned about the size of our classes. Everyone told me they moved here because of the school system, not because they could walk to a movie or grab a bite to eat. They also valued the walkability but that was not why they initially came to Jenkintown. It was a bonus. These two ideas need to coexist together.

A group of volunteers revived the Jenkintown Education Foundation in 2018 to identify and leverage outside funding sources for our District. We initiated meetings with our Borough groups this year in our town to build bridges and strive to improve our community as a whole. We continue to meet monthly and have added high school students this year to help. It is a slow process to generate revenue and never a guarantee, but we feel a solution that is worthy of our time.

So why do I attend all those other meetings in the borough still? Because I like to make informed choices. I want to know what is going on and know the facts. I am a physical therapist. I don't make decisions regarding any patient because it's what I think or feel. I make them based on what I know: data, best practices and outcome measures. I continuously reevaluate and make adjustments to maximize the progress the patient will achieve.

As I began my service on our Jenkintown School Board, I was familiar with the concerns regarding growing enrollment, growing class sizes, rising pension obligations, rising costs of unfunded special education mandates, increasing needs in the mental health of our students, school safety costs, all while dealing with all of those issues with a decreasing total assessed value of our Borough. Year after year.

Do you know how PA schools are funded (or drastically underfunded)? Do you know where PA ranks consistently in its state funding of public education as compared to other states?

Do you know that specific to Jenkintown, of our total budget revenue sources, 78ish percent comes from local tax dollars (AKA real estate taxes?) State and federal dollars make up the rest and are not proportional to total enrollment. Do you know what the profile is of our current school enrollment?

Did you know that in 1993 we had 550 students enrolled? Do you know what our total enrollment is today?

Do you know what type of housing our current enrollment resides in?

Did you know that we cut foreign language instruction for all K-6 students this year?

Did you know that for the past 5 years, we have raised our taxes to the index or beyond, and still couldn't balance the budget and had to dip into fund balance? How is that formula sustainable based on our current density? How does that change if our only focus is increasing density for development?

Did you know that we, as a School Board, developed a Diversity/Equity/Inclusion Goal this school year to facilitate the deep dive that needs to occur at many levels?

Do you know what the current residential breakdown of borough housing stock is?

Do you know what the impact of a different type of development beyond residential development would be? How would that different development impact mercantile tax and job development?

Did you know that we set a goal this year to invest in a data tool so we can better identify student progress both as an individual as well as at cohort level? This allows us to better identify achievement gaps to allow for a plan to be built focusing on closing gaps based on data.

Do I know that our current student population comes from all walks of life? Yes. Do I think this was always the case? No.

Do I know that there is a variety of housing stock in Jenkintown? Yes.

Do I know that data exists and I asked for but have not received, that can be used to make informed decisions about the impact prior development had and future development we seek or encourage based on our code? Yes

I can't speak for the entire school board nor do I have the authority to do so. For those who live directly surrounding this property, I know their concerns are real regarding the impacts to their safety and quality of life.

Do I think the school has a right to weigh in on development that primarily increases density? Absolutely. The issue that no one speaks of is capacity. There seems to be this idea that the school has an unending capacity. It does not. Capacity can be looked at from a number of views including physical capacity and financial capacity. We started in 1874 with 60 students. If capacity, based on data specific to Jenkintown, is not factored into code, zoning and future development then it ceases to be an independent school district. I have heard many people state, even last night, "build another building." How does one fund another building? By taking on more debt. Where does your annual debt service payment come from? Your operational budget which is approximately 78% sourced from local revenue. If you continue to build physical capacity, where will the funds come to provide an actual education for the kids? We know it isn't coming from alumni, nor from the state/federal governments based on the current state funding formulas and the local tax base continues to decline.

So what happens as we are expected to absorb an unlimited capacity? It comes on the backs of kids who will be educated with less opportunities, like no foreign languages this year; it comes on the backs of kids who will be in classes of 30; it comes on the backs of families who can't enter our housing market because they can't afford the taxes; it comes on the backs of people who have to sell their beloved homes because of the unending tax hikes. The list goes on. And you are left with a neighborhood of empty storefronts and empty residences of all kinds because the school no longer provides what it once did and the driving force of attracting people to live here--our schools--no longer meets their expectations.

What does smart development look like? In my opinion, it looks like a system where all stakeholders are considered and valued and is led by the Borough and not by a business, whose bottom line is the ultimate deciding factor.

If we want to engage in a discussion of systemic racism in the public school system, I am here for it. It is real and it exists. Do I deny that your zip code decides your quality of education? Nope. Throwing around accusations of racism because the district shares valid concerns, based on actual data specific to Jenkintown, that we have limited capacity is wholly inaccurate and untrue. A public apology is warranted.

I invite anyone who is concerned about systemic racism in public education to join the PSBA (PA School Board Association) Advocacy day on 3/22/21 as we lobby our elected officials to address a variety of issues surrounding public education.

I am interested in working with the many entities and individuals that make our Borough tick and have a complete understanding and appreciation of the whole, not just their part. Please reach out at 267-303-5767 if you are interested in working together.

Best,  
Katie Costandino

—  
Katie Costandino

## Shelby Smith

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**From:** Alexandria Khalil  
**Sent:** Tuesday, March 23, 2021 12:16 PM  
**To:** Shelby Smith  
**Subject:** Fw: Church of Our Saviour

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**From:** Alexandria Khalil <akhalil@jenkintownboro.com>  
**Sent:** Sunday, March 21, 2021 7:12 PM  
**To:** mgolden external <magolden001@gmail.com>  
**Subject:** Re: Church of Our Saviour

Hi Michael,

I hope all is well. Please feel free to call me at 215-479-6527 and we can discuss. I would like to hear from you and your perspective.

Regards,  
Alex

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**From:** Michael Golden <magolden001@gmail.com>  
**Sent:** Sunday, March 21, 2021 1:06 PM  
**To:** Alexandria Khalil <akhalil@jenkintownboro.com>  
**Subject:** Church of Our Saviour

Hi,

I trust all is good with you.

What is your take on this?

Best,

mg

--  
Michael Golden  
Cell: 267-971-8287  
[magolden001@gmail.com](mailto:magolden001@gmail.com)  
LinkedIn: [www.linkedin.com/in/goldenmichaela](https://www.linkedin.com/in/goldenmichaela)

**strategy + leadership + finance + communication + consulting**



## Shelby Smith

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**From:** Alexandria Khalil  
**Sent:** Tuesday, March 23, 2021 12:17 PM  
**To:** Shelby Smith  
**Subject:** Fw: Proposed Development at Church of Our Savior

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**From:** Alexandria Khalil <akhalil@jenkintownboro.com>  
**Sent:** Monday, March 15, 2021 10:48 PM  
**To:** Will Igoe <wbigo@gmail.com>; Deborra Sines-Pancoe <dsinespancoe@jenkintownboro.com>; jconners@jenkintownboro.com <jconners@jenkintownboro.com>; David Ballard <dballard@jenkintownboro.com>; Kimberly McGlenn <kmcglenn@jenkintownboro.com>; Kieran Farrell <kfarrell@jenkintownboro.com>; Chelsea Sperger <csperger@jenkintownboro.com>; Christian Soltysiak <csoltysiak@jenkintownboro.com>; Maxine Marlowe <mymarlowe@jenkintownboro.com>; A MacHaffie <amachaffie@jenkintownboro.com>; Joanne Bruno <Jbruno@jenkintownboro.com>; J Lugar <jlugar@jenkintownboro.com>  
**Subject:** Re: Proposed Development at Church of Our Savior

Dear Mr. Igoe, Thank you for your email and welcome to Jenkintown. I appreciate your family choosing Jenkintown to be your home. I share your concerns with respect to the high traffic that this project will bring and the safety concerns. I also agree with your comment about growth for growth's sake. I would like to see growth that will provide Jenkintown with real economic growth and jobs. I believe this particular project will provide neither.

I can be reached at 215-479-6527 if you would like to discuss further.

Regards,  
Alexandria Khalil  
Jenkintown Borough Council  
Jenkintown, PA

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**From:** Will Igoe <wbigo@gmail.com>  
**Sent:** Monday, March 15, 2021 8:49 PM  
**To:** Deborra Sines-Pancoe <dsinespancoe@jenkintownboro.com>; jconners@jenkintownboro.com <jconners@jenkintownboro.com>; David Ballard <dballard@jenkintownboro.com>; Kimberly McGlenn <kmcglenn@jenkintownboro.com>; Kieran Farrell <kfarrell@jenkintownboro.com>; Chelsea Sperger <csperger@jenkintownboro.com>; Alexandria Khalil <akhalil@jenkintownboro.com>; Christian Soltysiak <csoltysiak@jenkintownboro.com>; Maxine Marlowe <mymarlowe@jenkintownboro.com>; A MacHaffie <amachaffie@jenkintownboro.com>; Joanne Bruno <Jbruno@jenkintownboro.com>; J Lugar <jlugar@jenkintownboro.com>  
**Subject:** Proposed Development at Church of Our Savior

Dear Council Members:

My wife and I bought 407 Newbold Road in April 2020 and moved in with our young family in June (a 5 y/o and 3 y/o). When we decided to move from Philadelphia, Jenkintown was at the top of our list because of its small, excellent school district and its reputation for having a strong community. So far, Jenkintown has exceeded our expectations, and we're excited to get to know the community even better once something approaching "normal" returns.

I'm writing to you to express our concerns over the proposed development at the Church of Our Savior on Homestead Road, two of which I'll mention here. First, the corner of Homestead and Vernon is already a high-traffic area primarily because people use Vernon as a cut-through from Washington Lane and Greenwood Avenue. Adding a 32-unit development will only increase the traffic and the danger in a very pedestrian friendly neighborhood, including to the many young children who walk to school.

Second, we're deeply concerned about how this project -- and other projects that seem to reflect growth for growth's sake -- will affect the long-term financial health and viability of the school district. We're concerned that the Church of Our Savior project and others like it ultimately will force the district to expand physically, if that is possible (w/ the attendant increase in taxes, which already are high), or force it to merge with another district. If that occurred, it would cause us to very seriously consider leaving, as our move to Jenkintown was very much motivated by having a small, excellent school district that we could walk to with our kids. While I understand the developer intends to cite a region-wide study showing that apartment complexes tend to have few children, I'm skeptical that the same can be said for Jenkintown. People move here because of the school district (we certainly did), whether they live in single family residences or apartment buildings.

I'm not arguing that Jenkintown should remain frozen in time or avoid growth. But I strongly believe the Council should consider in each instance whether the development being proposed makes sense, and whether it's consistent with what makes Jenkintown such a wonderful community.

Thanks for your consideration.

Will Igoe  
407 Newbold Road

## Shelby Smith

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**From:** Alexandria Khalil  
**Sent:** Tuesday, March 23, 2021 12:19 PM  
**To:** Shelby Smith  
**Subject:** Fw: 821 Homestead

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**From:** Alexandria Khalil <akhalil@jenkintownboro.com>  
**Sent:** Monday, March 15, 2021 5:07 PM  
**To:** Lillian Falese <lillian.falese@gmail.com>  
**Subject:** Re: 821 Homestead

Dear Ms. Falese - Thank you for your email. FINALLY someone is thinking exactly how I am thinking with respect to revenue.

From my perspective - The traffic would be horrendous, and I agree with you and the sentiment of all who have written me.

As far as the school - several years ago our school was a candidate for consolidation due to the small number of students. I believe more children in the school is a sign that we live in a vibrant, growing community.

With respect to revenue - I just don't see it. I have said this publicly - if the developer had put in the Medical building that the new one in Abington - it would have 100% support from me - as would a Grocery store like Moma's Organic, Aldi's or Trader Joes. We need jobs and businesses that generate revenue. This development does none of that.

You have my support with respect to permit parking.

Thank you again for your thought-provoking email.

Regards,  
Alexandria Khali  
Jenkintown Borough Council  
Jenkintown, PA

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**From:** Lillian Falese <lillian.falese@gmail.com>  
**Sent:** Monday, March 15, 2021 4:08 PM  
**To:** Alexandria Khalil <akhalil@jenkintownboro.com>  
**Subject:** 821 Homestead

Dear Alexandria,

I am a Jenkintown resident with concerns about the new proposed property at 821 Homestead to be discussed tomorrow at the Planning Commission meeting.

**Traffic:**

Everyday, I walk down Vernon road and see Vernon-to-homestead as a thoroughfare to avoid lights on 611. Just today, at 9:30am, there were 7 cars that turned from Venon onto Homestead, attempting to turn onto OYR. I worry about the increase in traffic when people start going back to work in-person. The addition of an apartment complex entry/exit on this road could change the walkability of the neighborhood without proper precautions (entry/exit onto OYR, one way on Homestead, speed bumps, lights)?

**Revenue vs Benefit:**

I am curious about how much additional revenue this development would bring to Jenkintown.

**Parking:**

It's not clear that the # of parking spaces proposed by the developer is sufficient. I've seen the parking lot at the former Little Gym location overflow on many days. This will surely reduce parking in the neighborhood. Can this be mitigated? Additional parking spaces? Permit-parking in the neighborhood?

**Impacts on the school system:**

Does the borough evaluate the impact of additional families on the school system? Can we plan ahead for this to maintain the great system in place?

Thank you for reading this. I appreciate your time and efforts on our Council and look forward to a healthy discussion in the coming weeks.

Sincerely,  
Lillian Falese  
425 Vernon Road  
415-728-3715

## Shelby Smith

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**From:** Johan Harvey <johaninsideout@gmail.com>  
**Sent:** Monday, March 15, 2021 3:14 PM  
**To:** George Locke; Shelby Smith  
**Subject:** Fwd: [Jenkintown Borough] Contact Us

----- Forwarded message -----

**From:** August Bonanducci <[wordpress@jenkintownboro.com](mailto:wordpress@jenkintownboro.com)>  
**Date:** Mon, Mar 15, 2021, 1:59 PM  
**Subject:** [Jenkintown Borough] Contact Us  
**To:** "johaninsideout" <[johaninsideout@gmail.com](mailto:johaninsideout@gmail.com)>

**Your Name:** August Bonanducci

**Your Email Address:** [abonanducci@msn.com](mailto:abonanducci@msn.com)

**Select A Recipient -:** George Locke (Borough Manager)

**Subject:** Proposed 32 unit Homestead Rd. Apt. Bldg.

**Message:** Dear Sir/Madam,

In response to a flyer left at our door this weekend requesting response by 03/16/21, we have the following concerns:

1. It does not seem clear if adequate off-street parking is accounted for. Based on 5 plus 32 resident units at 1.5 spaces per unit approx. 56 spaces would be needed. On street parking would be inadequate; that area is typically mostly occupied. The availability of adequate on-site parking is our greatest concern.
2. The flyer talked about the developers "quoted rental prices being lower than average rents in this area". While a relatively low quoted price may make a good proposal or marketing strategy, actual local market forces and desirability will determine what rents the market will bear. Therefore it is seems unclear as to the accuracy of what the developer may be representing.

Thank you.

August Bonanducci  
Christine M. Bonanducci  
428 Clement Road

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Time: March 15, 2021 at 1:59 pm  
IP Address: 71.175.74.197  
Contact Form URL: <https://jenkintownboro.com/contact-us/>

Sent by an unverified visitor to your site.

## Shelby Smith

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**From:** George Locke  
**Sent:** Tuesday, March 23, 2021 10:33 AM  
**To:** Shelby Smith  
**Subject:** FW: Meeting link

-----Original Message-----

**From:** Kelly Hudson <hudsonkellya@gmail.com>  
**Sent:** Monday, March 22, 2021 9:18 PM  
**To:** George Locke <glocke@jenkintownboro.com>  
**Subject:** Meeting link

Hi George,  
I'm in opposition to the proposed building on 611. Please forward along the link to the meeting discussing this on Wednesday.  
Thank you,  
Kelly Hudson  
242 Wyncote Road

Sent from my iPhone

## Shelby Smith

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**From:** George Locke  
**Sent:** Tuesday, March 23, 2021 10:34 AM  
**To:** Shelby Smith  
**Subject:** FW: Church site deserves genuine public engagement

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**From:** Steve Spindler <steve@bikemap.com>  
**Sent:** Monday, March 22, 2021 7:03 PM  
**To:** Deborra Sines-Pancoe <dsinespancoe@jenkintownboro.com>; Jay Conners <jconners@jenkintownboro.com>; David Ballard <dballard@jenkintownboro.com>; Kimberly McGlonn <kmcglonn@jenkintownboro.com>; Kieran Farrell <kfarrell@jenkintownboro.com>; Chelsea Sperger <csperger@jenkintownboro.com>; Alexandria Khalil <akhalil@jenkintownboro.com>; Christian Soltysiak <csoltysiak@jenkintownboro.com>; Maxine Marlowe <mmarlowe@jenkintownboro.com>; A MacHaffie <amachaffie@jenkintownboro.com>; Joanne Bruno <jbruno@jenkintownboro.com>; J Lugar <jlugar@jenkintownboro.com>; George Locke <glocke@jenkintownboro.com>  
**Subject:** Church site deserves genuine public engagement

To: Council Members  
CC: Borough Manager

Dear Council Members:

I'm writing to ask that the Borough NOT grant a Conditional Use Permit for a 32 unit apartment Building as proposed by Midgard Properties.

If you vote yes, you are saying "yes" to an impact on our neighborhood that may never be reversed.

By voting "No" on the requested provisional use permit, you open the door for Midgard Properties to at least **have a conversation** about how the use of this property can fit with our neighborhood without the guarantee of 32 more units and accompanying parking.

Montco's 2040 Plan states, "The most important element of a comprehensive plan is public involvement". Since Jenkintown's plan overlooked the closure of the church, public involvement is still valuable outside of the long range plan.

Jenkintown can be better. An open dialog will help. Please request that Midgard Properties withdraw their application, come talk to the neighbors, and then return to Council.

Thank you,

Steve Spindler

--  
Steve Spindler (215) 887-5986  
[WikiMapping.com](https://www.wikimapping.com) - Public engagement on a map  
[stevespindler.com](https://www.stevespindler.com) - My personal blog





## Shelby Smith

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**From:** George Locke  
**Sent:** Tuesday, March 23, 2021 10:37 AM  
**To:** Shelby Smith  
**Subject:** FW: Zoning and Land Development Applications - Jenkintown Borough

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**From:** David Ballard <[bdballard@gmail.com](mailto:bdballard@gmail.com)>  
**Sent:** Monday, March 22, 2021 10:48 AM  
**To:** George Locke <[glocke@jenkintownboro.com](mailto:glocke@jenkintownboro.com)>; Deborra Sines-Pancoe <[dsinespancoe@jenkintownboro.com](mailto:dsinespancoe@jenkintownboro.com)>; Kieran Farrell <[kfarrell@jenkintownboro.com](mailto:kfarrell@jenkintownboro.com)>  
**Subject:** Fwd: Zoning and Land Development Applications - Jenkintown Borough

All -- over the weekend I happened to run into Jean Brillman and her husband at the White Horse. I asked them what they thought about the proposed development at Church of Our Saviour. They weren't familiar with it and thought I was referring to Summit House.

So I sent Jean some background info -- a ground plan and a link to the borough land development page. Just fyi, her reply is below.

David

----- Forwarded message -----

**From:** **White Horse Coffee Roasters** <[info@whitehorsecoffeeroasters.com](mailto:info@whitehorsecoffeeroasters.com)>  
**Date:** Mon, Mar 22, 2021, 9:37 AM  
**Subject:** Re: Zoning and Land Development Applications - Jenkintown Borough  
**To:** David Ballard <[bdballard@gmail.com](mailto:bdballard@gmail.com)>

Hi David,

Thanks so much for sending me all this info! I wish I had more knowledge about city planning, as I am assuming there are probably some challenges with this involving traffic, parking, school population, etc. But, from my perspective on this as a business owner, I do feel like it will be good for the businesses of Jenkintown. If I can think of any additional concerns, I will definitely make sure to pass along or add to public comment by Wednesday.

Thanks again for keeping me in the loop!

**Jean Brillman** | Owner  
**White Horse Coffee Roasters**  
[www.whitehorsecoffeeroasters.com](http://www.whitehorsecoffeeroasters.com)

Follow us on: Facebook, Instagram & Twitter

**~JENKINTOWN CAFE~**  
*White Horse Coffee & Creamery*  
700 West Ave.

On Mar 20, 2021, at 12:08 PM, David Ballard <[bdballard@gmail.com](mailto:bdballard@gmail.com)> wrote:

Hi Jean -- following up on our conversation yesterday about the proposed apartments for the Church of Our Saviour lot at York and Homestead. I'm not going to advocate one way or another, but I thought you and other business owners operating near York road might want to be aware. The process seems to be working rapidly this time because the applicant did not need to get any zoning relief. That is usually the first stage and lasts a couple of months. Without the need for that, Midgard's application goes directly to Council and the Planning Commission. The videos of the Planning Commission meeting on Tuesday and the presentation at the BZ&R committee Wednesday should be on the borough website, but much of the same information will be presented at Council this coming Wednesday.

I have attached the layout Jeff was showing last week. Blue areas are commercial, as required by code, and the remainder is 32 apartments on 3 floors total, mostly 1 bedroom I think. There has already been some pushback on the layout so what gets shown at Council on Wednesday evening will probably differ in some ways, particularly the ground plan for the new buildings. All of Midgard's filings for this are at

<https://jenkintownboro.com/zoning-and-land-development-applications/>

Concerns have been expressed about the structures themselves, traffic, parking, schoolchildren, etc. I pass all this along to give you (and other businesses if you want to share this) the opportunity to weigh in if desired. The process that will be used is as follows: The Planning Commission is still gathering its thoughts and recommendations and hope to get some of those to Council in the coming week. Wednesday night Council will have a conditional use hearing about the proposal at which it plans to hear all testimony etc Wednesday, but it will continue the hearing to the next Council meeting in April before issuing a decision. In that intervening time the Planning Commission will also be able to refine its views and get them to Council.

Once the conditional use hearing starts Wednesday, council members are in the role of a judge or jury and cannot communicate about the application with constituents, etc. until a decision is reached and the hearing is closed -- in April hopefully. That's why any views that you or others might want to have considered need to be passed along to Council before Wednesday evening, or during the council meeting as public comment.

So that's what's going on.

All the best

David Ballard  
Ward 3

--

best regards

David  
<Screenshots\_2021-03-20-11-05-22.png>

## Shelby Smith

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**From:** George Locke  
**Sent:** Tuesday, March 23, 2021 10:39 AM  
**To:** Shelby Smith  
**Subject:** FW: Zoning Code

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**From:** Kevin Poirot <kevinpoirot@yahoo.com>  
**Sent:** Sunday, March 21, 2021 6:25 PM  
**To:** George Locke <glocke@jenkintownboro.com>; Deborra Sines-Pancoe <dsinespancoe@jenkintownboro.com>  
**Subject:** Re: Zoning Code

George and Deborra,

It appears I had the wrong email for Deborra the first time. If this still doesn't get through can you please forward?

One more item I forgot from the first email.

Impact Fee - I have had to pay impact fees on commercial development in other municipalities. The idea is that the new development is taking advantage of infrastructure that was financed by everyone else. So school additions, police, fire etc. The one time fee for development helps pay the "fair" share. This could be applied however council feels fit. It could be a one time fee for just apartment units like \$5,000 per bedroom unit. This I believe would not only be fair but temper development in such a way that higher end apartments are built and the impact on the school system be offset by instant funds into the borough. I would also suggest a different one for any drive through fast food feeder due to the large amount of trash that will come for years. Trash cans can be placed etc but there should be one for this too.

Kevin

On Saturday, March 20, 2021, 09:49:58 AM EDT, Kevin Poirot <[kevinpoirot@yahoo.com](mailto:kevinpoirot@yahoo.com)> wrote:

George and Deborra,

I had a few thoughts on the code and I believe you mentioned that there was going to be some amendments. Can you please pass this along to whichever board or group is appropriate. The first two are related but not meant for the upcoming hearing next week other than information for consideration - in other words I am not asking for any of this to be part of the public record it is simply information for consumption.

Housing - It seems that the only available housing left to fill out will likely be in the form of apartments given the land that would be available. In order to maintain a healthy mix of housing stock and allow development to still happen I think it would be important to try and maintain the mixture while maximizing the tax revenue. Currently a single family home that has been converted to apartments or multifamily does not bring in more revenue and likely devalues neighboring single family homes. I would propose the code be amended that when the property changes hands that grandfathered uses are removed. This would allow for the property to return to current zoning and use while balancing out growth via development. Its a long term view that will take decades but I believe needs to be done. This is likely something every buyer will come in for a variance and it has to be denied for the long term health of the housing stock so new developments can go through.

Long/Short Term Planning - The retail section of Old York Road on the west side from Hillside to Cherry Street has a major challenge in its use, vitality and development. It is difficult to make a North Bound movement on 611 from this area. I would argue it is the reason this section remains depressed. A long term goal of moving the pedestrian signal at the Chelsea to Cherry Street and removing the parking on Cherry Street to ease movement would greatly appreciate the value and vitality of that corridor. The current development being proposed is opposite Cherry Street. A signaled

intersection there would allow an aligning curb cut to Cherry Street on Old York Road. This would benefit the applicant and likely create the need for a site plan that could create a win win for the developers and the adjacent neighborhood. The signaled intersection and aligning curb cut would allow the elimination of the Chelsea curb cut and a shared driveway keeping the cuts on Old York Road neutral. The applicant would need the support of the borough I believe and the overall value added to the properties also benefiting could be huge.

Utility Cuts - I have worked in areas that required me to do 150 foot full overlays for a single cut in the road for utility. Here I would be cautious not to hit homeowners but utility companies coming in for improvements might be appropriate to do full overlays. I believe they are 50% now but maybe this has already changed.

Design Review Board - I am leaning towards the idea that multiple sets of standards be developed based on zone for clarity. The commercial stock ranges from Colonial Revival, to Art Deco to Modern. While the housing mostly developed in the early 1900s is Colonial Revival. To that end applying one set of guidelines to both areas seems impossible at times. I would argue that the on the commercial side the design review process should not be a "recommending" body and that the authority for design review on commercial be with the planning and zoning and thereby carry more weight. It also allows for that group to demand concessions on design before granting variances. Either way multiple sets of standards should be developed.

Kevin

## Shelby Smith

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**From:** George Locke  
**Sent:** Tuesday, March 23, 2021 10:40 AM  
**To:** Shelby Smith  
**Subject:** FW: Zoning Code

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**From:** Kevin Poirot <kevinpoirot@yahoo.com>  
**Sent:** Saturday, March 20, 2021 9:50 AM  
**To:** George Locke <glocke@jenkintownboro.com>; Deborra Pancoe <dpancoe@jenkintownboro.com>  
**Subject:** Zoning Code

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---

**From:** George Locke  
**Sent:** Tuesday, March 23, 2021 10:40 AM  
**To:** Shelby Smith  
**Subject:** FW: Zoning Code

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**From:** Kevin Poirot <kevinpoirot@yahoo.com>  
**Sent:** Saturday, March 20, 2021 9:50 AM  
**To:** George Locke <glocke@jenkintownboro.com>; Deborra Pancoe <dpancoe@jenkintownboro.com>  
**Subject:** Zoning Code

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Kevin





## Shelby Smith

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**From:** George Locke  
**Sent:** Tuesday, March 23, 2021 10:41 AM  
**To:** Shelby Smith  
**Subject:** FW: 821 Homestead

-----Original Message-----

From: Richard Hamilton <rjhamilton@att.net>  
Sent: Friday, March 19, 2021 2:35 PM  
To: George Locke <glocke@jenkintownboro.com>  
Cc: Beth erhamilton@att.net <erhamilton@att.net>  
Subject: 821 Homestead

Mr. Locke,

My wife Beth and I have serious concerns about the 32 unit apartment building on 821 Homestead Rd.. We would like to virtually attend the meeting on March 24. Please extend invitation to the Borough Council meeting.

Thank you,

Richard J Hamilton MD  
901 West Ave

## Shelby Smith

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**From:** George Locke  
**Sent:** Tuesday, March 23, 2021 10:51 AM  
**To:** Shelby Smith  
**Subject:** FW: Comments on Conditional Use Hearing, 821 Homestead Road

---

**From:** Andrew Czulewicz <czulewaj7@reagan.com>  
**Sent:** Tuesday, March 16, 2021 11:58 AM  
**To:** George Locke <glocke@jenkintownboro.com>  
**Subject:** Comments on Conditional Use Hearing, 821 Homestead Road

George Locke, Jenkintown Borough Manager

Dear Mr. Locke,

**Renovate** the Summersgate/Chelsea **facility at 440 Old York Road for apartment living** instead of building an additional 3 story apartment building with 32 more units! **Restructuring and repurposing this structure as an apartment unit** would be a **win-win** situation for a **developer willing to work** with a residential community and the **residential community wanting to preserve** its neighborhood.

Respectfully submitted,

Andrew Czulewicz (Choo-lev-itch), 427 Vernon Road

## Shelby Smith

---

**From:** George Locke  
**Sent:** Tuesday, March 23, 2021 10:51 AM  
**To:** Shelby Smith  
**Subject:** FW: Homestead rd.

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**From:** Annie Potts <apotts19853@gmail.com>  
**Sent:** Tuesday, March 16, 2021 11:10 AM  
**To:** George Locke <glocke@jenkintownboro.com>  
**Subject:** Homestead rd.

Good Morning Mr. Locke,

I have been a resident of the greater Philadelphia region for practically my entire life, and a Jenkintown resident for the past 2 years. I could speak at length on the past 2 years I have spent living here in Jenkintown, but I digress. I have to express my deep concerns with a letter I received the other day in my mail. The letter was explaining plans to build a 32 unit apartment building on Homestead rd, and it could not be more concerning in my humble opinion. This is just a street down from where I reside and the neighborhood is already a nightmare. I do not have a garage or driveway and have to park on the street, and I struggle many days to find a spot. I often walk blocks to get to my place. The amount of traffic in the neighborhood is extreme and heavy. Most people use it as a cut through to where they need to go. Homestead rd in specific (where the church and now the little gym are located) is a tiny, narrow street with not even enough room for 2 cars to go down. I often have to pull over to let the person approaching get by, and when it snows- forget it. It is not a practical street, but we have dealt because we reside there. However, to add 32 units, which we know will be at least 60 additional people and vehicles would be a huge mistake.

I recognize we have to develop in future times, but I sincerely believe this is the wrong street/area to do so. I know there is not much I can do, but I wanted to voice my opinion and concern.

Sincerely,  
Annie Potts

## Shelby Smith

---

**From:** George Locke  
**Sent:** Tuesday, March 23, 2021 10:53 AM  
**To:** Shelby Smith  
**Subject:** FW: 821 Homestead Road

---

**From:** Maya Cheek <cheekm@jtowndrakes.org>  
**Sent:** Tuesday, March 16, 2021 12:17 AM  
**To:** George Locke <glocke@jenkintownboro.com>  
**Cc:** Jill Takacs <takacsj@jenkintown.org>; Kimberly McGlenn <kmcglenn@jenkintownboro.com>;  
ovingtonk@jenkintown.org  
**Subject:** Re: 821 Homestead Road

George,  
I do have concerns about this property. I'm not convinced that it will have children. I don't understand how Jeff can say that. Plenty of families live in apartments! Beaver Hill is an example.

Thank you!  
Maya

Maya Cheek  
Board Member - President  
School District of Jenkintown

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On Mar 4, 2021, at 4:10 PM, George Locke <[glocke@jenkintownboro.com](mailto:glocke@jenkintownboro.com)> wrote:

This project will be heard at this months Planning Commission, a presentation similar to the one last Wednesday night will take place at BZ&R Committee and the actual Conditional Use Hearing will take place at Borough Council Meeting dates and times shown below. I email blasted that info today. I am hopeful to have everything tomorrow, determine the submittal package is complete, and upload it on the Boro website. I am aware of a more detailed plan revision coming in from the applicant. If you have any questions feel free to email me and I will get you an answer.

Tuesday 16<sup>th</sup> | Planning Commission  
Wednesday 17<sup>th</sup> | Building, Zoning & Revitalization Committees  
**Wednesday 24<sup>th</sup> | Borough Council Meeting and "Conditional Use Hearing" 821 Homestead Road**

**George Locke, BCO**

Borough Manager, Zoning Officer

Jenkintown Borough

[glocke@jenkintownboro.com](mailto:glocke@jenkintownboro.com)

P | 215.885.0700

C | 610.636.3540

F | 215.885.3786

<2021-02-23\_821 Homestead\_Updated Plans and 3D drawing.pdf>

## Shelby Smith

---

**From:** George Locke  
**Sent:** Tuesday, March 23, 2021 10:53 AM  
**To:** Shelby Smith  
**Subject:** FW: 821 Homestead Road

---

**From:** Jill Takacs <takacsj@jtowndrakes.org>  
**Sent:** Tuesday, March 16, 2021 6:44 AM  
**To:** Maya Cheek <cheekm@jtowndrakes.org>  
**Cc:** George Locke <glocke@jenkintownboro.com>; Jill Takacs <takacsj@jenkintown.org>; Kimberly McGlenn <kmcglenn@jenkintownboro.com>; ovingtonk@jenkintown.org  
**Subject:** Re: 821 Homestead Road

I agree. We cannot support an influx of children. We simply do not have the room, land, or the means to expand.

Jill

Sent from my iPhone

On Mar 16, 2021, at 12:17 AM, Maya Cheek <[cheekm@jtowndrakes.org](mailto:cheekm@jtowndrakes.org)> wrote:

George,

I do have concerns about this property. I'm not convinced that it will have children. I don't understand how Jeff can say that. Plenty of families live in apartments! Beaver Hill is an example.

Thank you!

Maya

Maya Cheek  
Board Member - President  
School District of Jenkintown

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**George Locke, BCO**

Borough Manager, Zoning Officer

Jenkintown Borough

[glocke@jenkintownboro.com](mailto:glocke@jenkintownboro.com)

P | 215.885.0700

C | 610.636.3540

F | 215.885.3786

<2021-02-23\_821 Homestead\_Updated Plans and 3D drawing.pdf>

## Shelby Smith

---

**From:** George Locke  
**Sent:** Tuesday, March 23, 2021 10:56 AM  
**To:** Shelby Smith  
**Subject:** FW: proposed Homestead Road Apartment complex

---

**From:** Ann & Tom Peff <tom.ann.peff@gmail.com>  
**Sent:** Sunday, March 14, 2021 9:10 PM  
**To:** J Lugar <jlugar@jenkintownboro.com>; Joanne Bruno <jbruno@jenkintownboro.com>; A MacHaffie <amachaffie@jenkintownboro.com>; Christian Soltysiak <csoltysiak@jenkintownboro.com>; Alexandria Khalil <akhalil@jenkintownboro.com>; Chelsea Sperger <csperger@jenkintownboro.com>; Kieran Farrell <kfarrell@jenkintownboro.com>; Kimberly McGlonn <kmcglonn@jenkintownboro.com>; David Ballard <dballard@jenkintownboro.com>; Jay Conners <jconners@jenkintownboro.com>; Deborra Sines-Pancoe <dsinespancoe@jenkintownboro.com>; Maxine Marlowe <mmarlowe@jenkintownboro.com>; George Locke <glocke@jenkintownboro.com>  
**Subject:** Fwd: proposed Homestead Road Apartment complex

Please note our concerns regarding the development of the property on Homestead

Tom and Ann Peff  
407 Vernon Rd  
407

----- Forwarded message -----

**From:** Ann & Tom Peff <[tom.ann.peff@gmail.com](mailto:tom.ann.peff@gmail.com)>  
**Date:** Sun, Mar 14, 2021 at 8:43 PM  
**Subject:** Fwd: proposed Homestead Road Apartment complex  
**To:** Louisa Terry Garrido <[lterrygarrido@gmail.com](mailto:lterrygarrido@gmail.com)>

----- Forwarded message -----

**From:** Ann Peff <[ann.peff@gmail.com](mailto:ann.peff@gmail.com)>  
**Date:** Sun, Mar 14, 2021 at 8:19 PM  
**Subject:** proposed Homestead Road Apartment complex  
**To:** Ann Peff <[tom.ann.peff@gmail.com](mailto:tom.ann.peff@gmail.com)>

As 35+year residents of 407 Vernon Road on the corner of Vernon and Homestead, we have serious concerns about the neighborhood impact of the 34 unit apartment complex proposed for the Church of Our Savior site. We look forward to the planning commission meetings this week to better understand the project. Some of the issues we feel need consideration are:

1. For such a large multifamily living facility there is a single traffic entrance and exit on Homestead Road.



The volume of constant daily traffic generated by this planned community within an existing community neighborhood (including delivery trucks, service vans and trucks, plus potentially 60+ personal vehicles) demands an accessible entrance and exit directly off Old York Road. To shunt all traffic for this facility onto Homestead Road which is already impacted by the Cottman Road intersection servicing all traffic which exits from the commercial buildings, row houses and apartment buildings located along Cottman is poor planning.

As well, Homestead Road is a thorough-fare for traffic heading north to Old York Road from all points east via Washington Lane, West Ave and Vernon Road. The parking spaces on Homestead are filled on weekdays by people working in the neighborhood or using the gym, dance studio, bagel shop, dentist and lawyers offices. If a truck navigating Homestead Road meets a van one of them has to stop to allow safe passage. It is not uncommon for vehicles to drive in the grass strip in front of my house. Placing such a large additional traffic burden on this neighborhood street seems poorly conceived.

The car-counting system in place the last month or so would not be a valid representation of 'normal conditions' given the pandemic restrictions.

2. The Old York Road (OYR) access from Homestead Road is a right north turn only.

This traffic direction is violated frequently, as commuting drivers make an illegal left turn to head south. Crossing two lanes of oncoming traffic released from the long light at West and OYR is a serious risk.

All apartment traffic would be shunted to this intersection. If they would want to go south they would either head up Homestead to make a right on Newbold or cross over to Cottman to navigate the West Ave intersection. Again, a significant volume of apartment traffic is being deliberately shunted into the neighborhood.

3. Current traffic signs are ignored and not enforced in the neighborhood.

As noted above, traffic frequently makes a L south turn onto OYR from Homestead. The 'NO Left Turn' sign on the stone post is either not seen or disregarded.

The poorly visible 'No Truck Sign' posted at the intersection of West and Vernon Rd is completely ignored.

I am told that the proposed apartment complex would post a sign asking tenants not to make a left turn onto Homestead Road, using the neighborhood as a 'cut-through' as they exit the facility. There is little precedence that this traffic sign would be enforced.

4. Impact of surge of students on the local school system.

We live in an urban neighborhood by choice. We understand the need to increase the tax base in Jenkintown and the economic impact the pandemic shutdown has caused. Traffic, close proximity of neighbors, business and commercial congestion and noise are the expected trade-offs for the close-knit community life that Jenkintown affords. To purposely place such a large project in the middle of the community with no planning for its appropriate integration into the neighborhood seems short-sighted and harmful to those aspects of Jenkintown that are succeeding, such as rising home prices reflecting a desire to live in a walkable neighborhood. One would hope that those elected/appointed officials who represent the neighborhood will act responsibly for their interests.

Ann and Tom Peff  
407 Vernon Road  
215-990-8725 (Tom cell)  
215-990-8795 (Ann cell)

Sent from my iPhone

## Shelby Smith

---

**From:** D.J. MERMELSTEIN <dvmerm@aol.com>  
**Sent:** Thursday, March 18, 2021 6:56 PM  
**To:** George Locke  
**Cc:** Shelby Smith  
**Subject:** Midguard/lustig

I am the adjacent property owner 440 old York. I have reached out to the borough and directly to mr lustig and have been ignored as to the collapsing wall. Water pours down hill from his property washing out the stone wall. Your engineer had witnesses the issue. I ask that his application for any construction be denied until these repairs are completed. In addition despite many assurances the trees on his property have been maintained and large branches fall on my property. I want this letter placed in the record of his hearing

Sent from my iPhone

## Shelby Smith

---

**From:** David Ballard  
**Sent:** Tuesday, March 23, 2021 1:17 AM  
**To:** Shelby Smith  
**Subject:** Fwd: Re: Opposed to the Homestead development

Sent from my LG V60 ThinQ 5G, an AT&T 5G Evolution capable smartphone

----- Forwarded message -----

From: David Ballard <dballard@jenkintownboro.com>  
Date: Mar 14, 2021 1:37 PM  
Subject: Re: Opposed to the Homestead development  
To: nlr\_1@hotmail.com  
Cc:

Dear Ms. Russakoff--

Thanks for your letter regarding the proposed developments at 821 Homestead. I encourage you to remotely attend and participate in the Planning Commission meeting Tuesday night, the development presentation during BZR Wednesday night, and the conditional use hearing for the project next week during the Borough Council meeting.

The Borough Council meeting will be a little more structured than the two prior opportunities to discuss the development proposal because the conditional use hearing is a quasi-judicial process with a court reporter present (virtually), council taking a jury like role, and the borough solicitor keeping things organized and moving forward. Depending on how things go, the hearing may be continued into future meeting dates.

If your property is within a specified distance of the proposed development -- I believe the distance is 100 yards, you will receive a notification in the mail this week with information about the conditional use hearing, and you will be able to have standing in the hearing if you desire. In similar past conditional use hearings, Council has been lenient about granting standing to those who believe themselves or their properties to be affected by a development, even if their location or circumstances don't fall within the exact requirements for receiving standing in the hearing. An opportunity to comment during the hearing will be available to all members of the public, of course.

You may already be aware of these details but I mention them just in case.

An important role of the Planning Commission in a situation like this is to look at proposed developments from the community-wide perspective of the Comprehensive Plan and provide commentary and recommendations to Council and the community from such a perspective.

Thanks again and please let me know if you have further questions. I will hold the considerations you presented and the other claims you made in mind as these meetings and discussions go forward.

Sincerely,

David Ballard

Sent from my LG V60 ThinQ 5G, an AT&T 5G Evolution capable smartphone

On Mar 14, 2021 1:15 PM, Nina R <nlr\_1@hotmail.com> wrote:

Dear Councilor Ballard,

I write to oppose the proposed development for Homestead Road. I reviewed the video of the borough council meeting and am concerned about several factual inaccuracies and unaddressed concerns.

(1) - The evidence suggests these apartments will be filled with families whose children will attend the Jenkintown School District.

The DVRPC study does not show that only singles and empty nesters will move into the new apartments. Please review it carefully, since I gather this is how its conclusions were represented to you. When I read it, it suggested that families with children state they would prefer to move into a single-family home, and that, when averaged all together, single-family homes are more likely to house kids than apartments. The developer should not rely on this study to show these apartments will not attract families with school-age children.

In my opinion, the number of units he is proposing could spell the effective end of our independent school district. Evidence we have from the last ten years that shows that more and more Jenkintown apartments are filled with kids attending school in the district. In the 2013-2014 school year, only 16 kids lived in Beaver Hill, and several years before then I gather it was unheard of for any families to live there. In the 2020-21 school year, 31 kids live there, not to mention the many children who live in other apartment buildings and apartments in other developments or what were originally single-family homes. These families are awesome and I personally am happy for their contributions to the community. Nonetheless, their existence shows that it is NOT TRUE that people will not move into nice apartments with their kids in Jenkintown. It is just not true.

This developer is already adding five new homes to a street that only has five homes on it to begin with. By adding yet another 32 homes in addition to those, he is proposing to add enough children that his development alone could spell the end of an independent school district.

I heard the developer assure you that his development would attract young professionals as tenants because the rents would be set so high - \$1,675 for a one-bedroom, \$1,995 for a two-bedroom, and \$2,695 for a three-bedroom. But the same DVRPC study which he misrepresented as saying that families would not move in also says that the average rent in our area is actually higher than these rates. In other words, he literally quoted you below-average rents.

The rents you were cited do not suggest, like the developer told you, that these apartments would serve people with high-paying jobs who commute to the city but want to spend lots of their disposable income in Jenkintown. These are below-market-rent homes in a great school district. They are perfect for families, especially post-pandemic, who really need to focus on education. But Jenkintown already has plenty of those apartments, many of them owned by this same developer.

I made this same argument to Borough Council before, when you were considering the development proposed for the Joey Tate's property, and it was overruled by other concerns. You must realize, however, that the jury is still out on that development - we do not yet know how/if the school district will be able to absorb the impact of that development, and if the promised high-end renters who confoundingly want to move in across from a Dollar Tree will materialize. This new proposed development is more than twice as big as that one, and unlike that development, it is not bringing any new commercial tenants to the borough. It would genuinely be irresponsible to pose this much risk to our school district all at once.

(2) - The parking proposal is patently absurd.

1.5 parking spaces per apartment suggests that only single people will live in the one-bedroom apartments, and that no one will ever have visitors who need parking. Both of these assumptions defy common sense.

The proposal also contains less than 7 parking spaces for the Little Gym. Because my kids attended Little Gym classes for years, I can confidently tell you that there are at least two adult employees there at all times, along with at least one parent for every student; parents at Little Gym either participate (for very very little kids) or stay to watch. This would mean the only Little Gym classes that would stay within the proposed parking allocations would be those classes capped at five kids. I do not think there is a single Little Gym class capped at that number and I personally have thrown birthday parties (yes more than one) for 25 kids at a time at that facility. Parents stayed for those too. The developer's proposal would make it impossible for Little Gym to function in this location, and I fear we will lose yet another successful business to another jurisdiction.

The parking for the other commercial properties is similarly insufficient. Between the leasing office and two proposed "commercial" spaces, the developer has allocated four parking spaces. That means they are expecting one person to work in each office? The only kind of office that only needs one parking spot is a home office.

The suggestion that there is plenty of on-street parking is also untrue. Between the dance studio and gym, the parking is crazy during the week and on Saturdays, and on Sundays when we are not experiencing a pandemic, congregants from the Baptist church regularly park here. I have personally seen commercial deliveries to Fil-A-Bagel made from a giant truck parked on Homestead between Vernon and Newbold because there was nowhere to leave a car closer. Wheeling pallets almost two blocks through the snow does not suggest there are plenty of open parking spots available closer to Old York and, again, that was during the pandemic.

Finally, a "traffic study" conducted in the middle of a pandemic, when people are still working from home, is worthless and misleading. Even functioning at less-than-full capacity, the traffic outside the dance studio and Brazilian jiu jitsu gym is already dangerous. Please do not even consider voting to approve this plan without sitting outside on Homestead Road at least one weeknight to experience it for yourself. You'll note that, during Little Gym classes, the existing Homestead parking lot is already full.

To me, the plainly insufficient parking for commercial space in the proposal suggests the real plan is to obtain approval with promises of commercial development but really use the property for exclusively residential purposes. This is currently possible in Jenkintown because people with children want to move to such a good school district. Ironically, once these wolf-in-sheeps-clothing developments are allowed, the school will no longer be so good. I have been told that Cheltenham used to be a fantastic school district, but that it was just overwhelmed after the Lynnewood apartment complex was constructed. If that is true, we are facing the same dead-end path but ours has worse traffic patterns and no on-street parking.

(3) - This development is not good for Jenkintown.

The developer argues that his "mixed use" proposal will help support Jenkintown businesses by providing more people to eat in restaurants, shop in stores, etc. But the residential units and "businesses" in this development are not supported with adequate parking, and the big commercial tenant that has been secured

so far was merely poached from another Jenkintown location, one that was easier to access from Old York Road and had far superior parking. Once the traffic on Homestead becomes even more intense and unruly, I fear we will lose the existing, actual businesses that have been here for years. We would essentially be trading a short-term lease with Little Gym (who will leave once their clients cannot find parking), for at least three actual functioning businesses (who knows what will happen to the miniature 'dentists' row' on Cottman). This is not fostering development that supports the business community in Jenkintown, it is undermining established businesses to please one favored developer.

Furthermore, this plan would build a large apartment building from which one could almost reach out and touch another large apartment building that is already empty. How is the former assisted living facility being developed? What if that owner wants to develop that large building into yet another set of apartments to even further swamp the school? How could you possibly say no to them after approving their next-door neighbor?

This is being sold to you as great development, but it is not. This developer already owns plenty of apartments in Jenkintown and is going to build five additional units regardless of what you and I think. Just adding those five units - all of which are likely to attract families - will already double the number of families that live on Homestead Road. Demanding that the Borough also approve building an entire apartment building in place of what is currently essentially a large home is just an excessive attempt to squeeze additional profit from the property, at the expense of the schools and neighbors.

Please, please decline to approve this proposal which will endanger our neighborhood and absolutely decimate our school district.

Sincerely,

Nina Russakoff  
900 Homestead Road

## Shelby Smith

---

**From:** David Ballard  
**Sent:** Tuesday, March 23, 2021 1:16 AM  
**To:** Shelby Smith  
**Subject:** Fwd: Re: Proposed development at 821 Homestead Road

Sent from my LG V60 ThinQ 5G, an AT&T 5G Evolution capable smartphone

----- Forwarded message -----

From: Will Steuber <willsteuber@gmail.com>  
Date: Mar 14, 2021 6:07 PM  
Subject: Re: Proposed development at 821 Homestead Road  
To: David Ballard <dballard@jenkintownboro.com>  
Cc:

Hello Mr. Ballard,

Thank you so much for your thoughtful and thorough response. I'll be attending the livestream meetings.

Will Steuber

On Mar 14, 2021, at 1:33 PM, David Ballard <[dballard@jenkintownboro.com](mailto:dballard@jenkintownboro.com)> wrote:

Dear Mr. Steuber--

Thanks for your letter regarding the proposed developments at 821 Homestead. I encourage you to remotely attend and participate in the Planning Commission meeting Tuesday night, the development presentation during BZR Wednesday night, and the conditional use hearing for the project next week during the Borough Council meeting.

The Borough Council meeting will be a little more structured than the two prior opportunities to discuss the development proposal because the conditional use hearing is a quasi-judicial process with a court reporter present (virtually), council taking a jury like role, and the borough solicitor keeping things organized and moving forward. Depending on how things go, the hearing may be continued into future meeting dates.

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You may already be aware of these details but I mention them just in case.

An important role of the Planning Commission in a situation like this is to look at proposed developments from the community-wide perspective of the Comprehensive Plan and provide commentary and recommendations to Council and the community from such a perspective.

The Delaware Valley Regional Development Authority recently completed a study of demographics and trends related to multifamily housing, and I think this study will feature prominently in all 3 meetings and going forward. I think another councilor has already forwarded a link to this study.

Thanks again and please let me know if you have further questions. I will hold the considerations you presented in mind as these meetings and discussions go forward.

Sincerely,

David Ballard

Sent from my LG V60 ThinQ 5G, an AT&T 5G Evolution capable smartphone

On Mar 13, 2021 7:16 PM, Will Steuber <[willsteuber@gmail.com](mailto:willsteuber@gmail.com)> wrote:

Dear Councilor David Ballard,

I am writing about the proposed property at 821 Homestead Road, which backs to my yard at 411 Vernon Road. I was disappointed to learn about this from my neighbors through word-of-mouth, I would have thought that with a project of this size and impact, I would have been notified more directly from the borough. This proposed development is literally in my back yard.

I believe this development will negatively affect my property, the neighborhood, and the entire borough because of the impact on the school. It does not appear that this project is in line with the 2035 Comprehensive Plan.

Regarding the borough, I believe this new housing development would negatively impact the school, and therefore the borough. When we chose to buy a home in Jenkintown, it was because of the quality and reputation of the school. As I see it, the school is the most prized possession of Jenkintown, and the reason I choose to pay high taxes. Since my daughter started kindergarten in 2010, we have seen the school population increase resulting in the addition of more classes and an increase in the student to teacher ratio. Because the school has such a good reputation, more families are choosing apartment living here in Jenkintown so that their kids can get a good education. We've already seen the student population in Beaver Hill increase from 16 kids in 2014 to 31 kids in 2020, so we know that more apartments will only put more pressure on the school which is already strapped for space and funding. Our school has a stellar reputation but if we continue to increase the student population, it will negatively affect its value.

In my neighborhood, traffic and parking is already an issue on Homestead and Vernon. Frequently when I am turning from 611 to Homestead, I am immediately faced with a line of cars that leave barely enough room to get by which makes it dangerous because you can't slow down as you turn off of 611. Homestead is regularly filled with parking because of the businesses nearby and the congestion makes it a dangerous stretch of road for pedestrians, cyclists, and drivers. Adding 32 units to that very location will only compound the congestion problems. As it is, there is not adequate parking for the dance, Ju-Jitsu, and other businesses so the patrons regularly park on Homestead as well as Vernon. An apartment property would effect my property from both sides because parked cars would increase in my front yard, and congestion and aesthetics would negatively impact my back yard. We already know that traffic is an issue on Vernon because drivers use it to cut through to avoid 611 which adds to slow-and-go drivers at the corner of Vernon and Homestead. Just ask the borough police who occasionally monitor that corner to ticket drivers ignoring the stop sign. There has already been an accident in front of my house when there was a hit-and-run on my car which was legally parked in front of my house on Vernon Road. Not only would the proposed development mean more traffic on Vernon, but it would equally increase on Newbold because that is the one-way street used in the return direction.

From the perspective of my personal property, having a 32-unit apartment building so close will dramatically change the aesthetic of our quiet tree-lined street and my relatively quiet yard, not to mention the loss in my property value. I love my house and neighborhood as it is now, and I have the best neighbors anyone could ask



for, but if there was an apartment building behind me, I would never have bought here. I don't understand how the developer can reasonably propose a 3 foot setback from the parking lot to my property line — that's half the length of my dog leash! I understand that zoning requires 1 1/2 parking spots per unit but this is seems way below the reality of what is needed to accommodate the residents and businesses there. It is much more realistic to anticipate a minimum of 2 drivers per apartment, even one-bedroom units, because it typically takes two working adults, each with a car, to pay for a brand new apartment. As the plan is now, they are proposing the bare minimum of required parking so cars are bound to regularly overflow to Homestead and Vernon. Currently, since The Little Gym has moved in, the lot gets regularly filled.

I understand that development can be good for our community, I just think that this project, as it is proposed, would negatively impact the borough, and especially the neighborhood. A 3-story, 32-unit apartment building with parking lot that runs up to my property line will negatively impact the appeal of the neighborhood as well as the safety of our residents. I appreciate that the developer wants to keep the Hall and the Church; is it not possible to convert the current stone building into a smaller set of apartments?

I urge you to vote against this proposal. I'm happy to correspond by phone or email, anytime.

Sincerely,

Will and Dajia Steuber

## Shelby Smith

---

**From:** David Ballard  
**Sent:** Tuesday, March 23, 2021 1:16 AM  
**To:** Shelby Smith  
**Subject:** Fwd: Re: VOTE NO to Proposed Development on Homestead Road

Sent from my LG V60 ThinQ 5G, an AT&T 5G Evolution capable smartphone

----- Forwarded message -----

From: Anthony Traino <atraino@gmail.com>  
Date: Mar 15, 2021 7:49 AM  
Subject: Re: VOTE NO to Proposed Development on Homestead Road  
To: David Ballard <dballard@jenkintownboro.com>  
Cc:

Thank you Councilor Ballard, I appreciate the response.

In regards to the Delaware Valley report, have you looked at the numbers specifically in Jenkintown? I can tell you that Jenkintown is quite a bit different from any of the surrounding locales and much of the region. People recognize this when selecting a home for their families. I can tell you that I did not even consider purchasing a house just two blocks down because it was anchored in Abington. The same is true of Cheltenham or any of the other townships. These differentiators are what will make a significant difference in our challenges to fund our school district. I encourage you and the other counselors to please look at the numbers In The Borough and not take a regional report at face value.

Best,

Anthony

On Sun, Mar 14, 2021, 1:30 PM David Ballard <[dballard@jenkintownboro.com](mailto:dballard@jenkintownboro.com)> wrote:  
Dear Mr. Traino--

Thanks for your letter regarding the proposed developments at 821 Homestead. I encourage you to remotely attend and participate in the Planning Commission meeting Tuesday night, the development presentation during BZR Wednesday night, and the conditional use hearing for the project next week during the Borough Council meeting.

The Borough Council meeting will be a little more structured than the two prior opportunities to discuss the development proposal because the conditional use hearing is a quasi-judicial process with a court reporter present (virtually), council taking a jury like role, and the borough solicitor keeping things organized and moving forward. Depending on how things go, the hearing may be continued into future meeting dates.

If your property is within a specified distance of the proposed development -- I believe the distance is 100 yards, you will receive a notification in the mail this week with information about the conditional use hearing, and you will be able to have standing in the hearing if you desire. In similar past conditional use hearings, Council has been lenient about granting standing to those who believe themselves or their properties to be affected by a development, even if their location or circumstances don't fall within the exact requirements for receiving standing in the hearing. An opportunity to comment during the hearing will be available to all members of the public, of course.

You may already be aware of these details but I mention them just in case.

An important role of the Planning Commission in a situation like this is to look at proposed developments from the community-wide perspective of the Comprehensive Plan and provide commentary and recommendations to Council and the community from such a perspective.

The Delaware Valley Regional Development Authority recently completed a study of demographics and trends related to multifamily housing, and I think this study will feature prominently in all 3 meetings and going forward. I think another councilor has already forwarded a link to this study.

Thanks again and please let me know if you have further questions. I will hold the considerations you presented in mind as these meetings and discussions go forward.

Sincerely,

David Ballard

Sent from my LG V60 ThinQ 5G, an AT&T 5G Evolution capable smartphone

On Mar 12, 2021 3:26 PM, Anthony Traino <[atraino@gmail.com](mailto:atraino@gmail.com)> wrote:

Dear Councilor Ballard,

My name is Anthony Traino, and I live at 901 Homestead Road (the old Cutler Residence). My wife, Jeta, and I moved here in May 2020 after searching for a future home for two years (we lived in Philly previously). We chose to live in Jenkintown because it provided good schools and a walkable community where our children could grow. We made this move with the plan to be here for the next 20 to 30 years. So far, we have found the best neighbors we have ever had. We have found a lot of joy in walking around town with our children. My son attends pre-k3 classes at Immaculate Conception Preschool. My wife and I enjoy walking him and our daughter (too young to attend) to school and stopping at White Horse to get coffee. We are living the dream that we set out for our family.

Unfortunately, I have just now found out about the large, 32 story apartment development that is proposed for Homestead Road. Not only am I concerned about this development (I will get to that in a minute), but I am particularly concerned that we were not notified that this was even happening. How is that possible? That is another matter that we can hopefully discuss at another time.

The largest complaint I have about living where I do right now is that there is a significant public safety issue due to traffic. Traffic comes off of Washington Ave and cuts down Vernon and either turns on West Ave or Homestead Rd. This is a significant amount of fast-moving, stop sign-running traffic that cuts through our wonderful neighborhood. Our neighborhood has children walking to school and shops, people walking their dogs, children playing. And we are overrun with cut-through traffic. Now imagine a large development being built on Homestead Rd. This is a significant public safety issue. Significant!

Currently, there are 5 homes on this 2-block-long road. The developer is already DOUBLING that by converting the old church and Homestead Hall into 5 residential units, a leasing office, and space for The Little Gym. Now, on that same property, the developer is proposing a **3-story apartment building with 32 MORE units**. Beside the school issue (below), there is no parking. I live here and I can tell you that the parking lot is already full and there are often no parking spots in front of my house because of the Brazilian Jujitsu and Dance Studio park on my block. That is beside the fact that traffic on our little residential street is already bad. I'm sitting here and watching right now as people run through the stop sign and speed down Homestead. This is unacceptable!

Our school is already beyond capacity and has a structural budget deficit. There are literally no more classrooms to add new classes in the elementary school even if the district could afford to hire more teachers, which it cannot. **Building 37 new homes has the potential to literally bankrupt the School District, forcing us to merge with Cheltenham or Abington. This would be a deal-breaker for my family. We moved here because we wanted Jenkintown schools NOT Abington or Cheltenham. This community must stay close and centralized. I do not want to be sending my child on a school bus to a huge school. This is why we chose Jenkintown!**

Council must hear the residents of Jenkintown. My children and my neighbor's children are the future of Jenkintown. **You cannot allow this development to move forward. If you do, public safety and our**

**wonderful schools will be at risk. We must find another way to work through our budget issues. And we must do that with our residents.**

You are welcome to call me any time. I will be calling you as well. I am open to the discussion, and I will be attending all three of the upcoming meetings.

Regards,

Anthony J Traino and Family  
901 Homestead Road  
(585) 739-7037  
[atraino@gmail.com](mailto:atraino@gmail.com)

## Shelby Smith

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**From:** David Ballard  
**Sent:** Tuesday, March 23, 2021 1:15 AM  
**To:** Shelby Smith  
**Subject:** Fwd: 821 Homestead

Sent from my LG V60 ThinQ 5G, an AT&T 5G Evolution capable smartphone

----- Forwarded message -----

From: Lillian Falese <lillian.falese@gmail.com>  
Date: Mar 15, 2021 4:06 PM  
Subject: 821 Homestead  
To: David Ballard <dballard@jenkintownboro.com>  
Cc:

Dear David,

I am a Jenkintown resident with concerns about the new proposed property at 821 Homestead to be discussed tomorrow at the Planning Commission meeting.

### Traffic:

Everyday, I walk down Vernon road and see Vernon-to-homestead as a thoroughfare to avoid lights on 611. Just today, at 9:30am, there were 7 cars that turned from Venon onto Homestead, attempting to turn onto OYR. I worry about the increase in traffic when people start going back to work in-person. The addition of an apartment complex entry/exit on this road could change the walkability of the neighborhood without proper precautions (entry/exit onto OYR, one way on Homestead, speed bumps, lights)?

### Revenue vs Benefit:

I am curious about how much additional revenue this development would bring to Jenkintown.

### Parking:

It's not clear that the # of parking spaces proposed by the developer is sufficient. I've seen the parking lot at the former Little Gym location overflow on many days. This will surely reduce parking in the neighborhood. Can this be mitigated? Additional parking spaces? Permit-parking in the neighborhood?

### Impacts on the school system:

Does the borough evaluate the impact of additional families on the school system? Can we plan ahead for this to maintain the great system in place?

Thank you for reading this. I appreciate your time and efforts on our Council and look forward to a healthy discussion in the coming weeks.

Sincerely,  
Lillian Falese  
425 Vernon Road  
415-728-3715

## Shelby Smith

---

**From:** David Ballard  
**Sent:** Tuesday, March 23, 2021 1:12 AM  
**To:** Shelby Smith  
**Subject:** Fwd: Re: 821 Homestead Road Proposed Development

Sent from my LG V60 ThinQ 5G, an AT&T 5G Evolution capable smartphone

----- Forwarded message -----

From: David Ballard <dballard@jenkintownboro.com>  
Date: Mar 15, 2021 9:53 PM  
Subject: Re: 821 Homestead Road Proposed Development  
To: Paul Feldman <pfeldman@feldman-feldman.com>  
Cc:

Dear Mr Feldman --

Thanks for your letter regarding the proposed developments at 821 Homestead. I encourage you to remotely attend and participate in the Planning Commission meeting Tuesday night, the development presentation during BZR Wednesday night, and the conditional use hearing for the project next week during the Borough Council meeting.

The Borough Council meeting will be a little more structured than the two prior opportunities to discuss the development proposal because the conditional use hearing is a quasi-judicial process with a court reporter present (virtually), council taking a jury like role, and the borough solicitor keeping things organized and moving forward. Depending on how things go, the hearing may be continued into future meeting dates.

If your property is within a specified distance of the proposed development -- I believe the distance is 100 yards, you will receive a notification in the mail this week with information about the conditional use hearing, and you will be able to have standing in the hearing if you desire. In similar past conditional use hearings, Council has been lenient about granting standing to those who believe themselves or their properties to be affected by a development, even if their location or circumstances don't fall within the exact requirements for receiving standing in the hearing. An opportunity to comment during the hearing will be available to all members of the public, of course.

You are probably already aware of these details but I mention them just in case.

An important role of the Planning Commission in a situation like this is to look at proposed developments from the community-wide perspective of the Comprehensive Plan and provide commentary and recommendations to Council and the community from such a perspective.

Thanks again and please let me know if you have further questions or concerns. I will hold the considerations you presented in mind as these meetings and discussions go forward.

Sincerely,

David Ballard

Sent from my LG V60 ThinQ 5G, an AT&T 5G Evolution capable smartphone

On Mar 15, 2021 3:47 PM, Paul Feldman <pfeldman@feldman-feldman.com> wrote:  
Board Councilors:

Although I plan on participating in both the Planning Commission and Building and Revitalization Committee meetings this week and the Board meeting next week, I wanted to provide you with some information in advance that hopefully lead the Board to the conclusion that this project should be denied.

Thank you in advance for your kind attention to this matter.

Paul L. Feldman, Esquire  
Feldman and Feldman, LLP  
820 Homestead Road  
Jenkintown, PA 19046  
215-887-5300  
215-887-1060-fax

## Shelby Smith

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**From:** David Ballard  
**Sent:** Tuesday, March 23, 2021 1:11 AM  
**To:** Shelby Smith  
**Subject:** Fwd: Re: 821 Homestead

Sent from my LG V60 ThinQ 5G, an AT&T 5G Evolution capable smartphone

----- Forwarded message -----

From: Lillian Falese <lillian.falese@gmail.com>  
Date: Mar 15, 2021 10:42 PM  
Subject: Re: 821 Homestead  
To: David Ballard <dballard@jenkintownboro.com>  
Cc:

Thank you David. I really appreciate the detailed response which filled in a lot of blanks for me. I'm relatively new to the area, so still learning how things work. And I just read through the DVRPC document which is really interesting and well-structured. Thanks for sharing that.

Looking forward to attending the meetings.

Take care,  
Lillian

On Mon, Mar 15, 2021 at 6:51 PM David Ballard <[dballard@jenkintownboro.com](mailto:dballard@jenkintownboro.com)> wrote:  
Dear Lillian --

Thanks for your letter regarding the proposed developments at 821 Homestead. I encourage you to remotely attend and participate in the Planning Commission meeting Tuesday night, the development presentation during BZR Wednesday night, and the conditional use hearing for the project next week during the Borough Council meeting.

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[https://www2.dvrpc.org/SmartGrowth/Multifamily/pdf/DVRPC\\_18033\\_Development\\_Matters.pdf](https://www2.dvrpc.org/SmartGrowth/Multifamily/pdf/DVRPC_18033_Development_Matters.pdf)



Thanks again and please let me know if you have further questions or concerns. I will hold the considerations you presented in mind as these meetings and discussions go forward.

Sincerely,

David Ballard

Sent from my LG V60 ThinQ 5G, an AT&T 5G Evolution capable smartphone

On Mar 15, 2021 4:06 PM, Lillian Falese <[lillian.falese@gmail.com](mailto:lillian.falese@gmail.com)> wrote:

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**Revenue vs Benefit:**

I am curious about how much additional revenue this development would bring to Jenkintown.

**Parking:**

It's not clear that the # of parking spaces proposed by the developer is sufficient. I've seen the parking lot at the former Little Gym location overflow on many days. This will surely reduce parking in the neighborhood. Can this be mitigated? Additional parking spaces? Permit-parking in the neighborhood?

**Impacts on the school system:**

Does the borough evaluate the impact of additional families on the school system? Can we plan ahead for this to maintain the great system in place?

Thank you for reading this. I appreciate your time and efforts on our Council and look forward to a healthy discussion in the coming weeks.

Sincerely,

Lillian Falese

425 Vernon Road

415-728-3715

## Shelby Smith

---

**From:** David Ballard  
**Sent:** Tuesday, March 23, 2021 1:10 AM  
**To:** Shelby Smith  
**Subject:** Fwd: Re: Proposed Development at Church of Our Savior

Sent from my LG V60 ThinQ 5G, an AT&T 5G Evolution capable smartphone

----- Forwarded message -----

From: David Ballard <dballard@jenkintownboro.com>  
Date: Mar 15, 2021 10:00 PM  
Subject: Re: Proposed Development at Church of Our Savior  
To: Will Igoe <wbigo@gmail.com>  
Cc:

Dear Mr Igoe--

Thanks for your letter regarding the proposed developments at 821 Homestead. I encourage you to remotely attend and participate in the Planning Commission meeting Tuesday night, the development presentation during BZR Wednesday night, and the conditional use hearing for the project next week during the Borough Council meeting.

The Borough Council meeting will be a little more structured than the two prior opportunities to discuss the development proposal because the conditional use hearing is a quasi-judicial process with a court reporter present (virtually), council taking a jury like role, and the borough solicitor keeping things organized and moving forward. Depending on how things go, the hearing may be continued into future meeting dates.

If your property is within a specified distance of the proposed development -- I believe the distance is 100 yards, you will receive a notification in the mail this week with information about the conditional use hearing, and you will be able to have standing in the hearing if you desire. In similar past conditional use hearings, Council has been lenient about granting standing to those who believe themselves or their properties to be affected by a development, even if their location or circumstances don't fall within the exact requirements for receiving standing in the hearing. An opportunity to comment during the hearing will be available to all members of the public, of course.

You may already be aware of these details but I mention them just in case.

An important role of the borough Planning Commission in a situation like this is to look at proposed developments from the community-wide perspective of the 2035 Comprehensive Plan and provide commentary and recommendations to Council and the community from such a perspective.

The Delaware Valley Regional Development Authority recently completed a study of demographics and trends related to multifamily housing, and I think this study will feature prominently in all 3 meetings and going forward. I think another councilor has already forwarded a link to this study. Just in case, here is that link.

[https://www2.dvrpc.org/SmartGrowth/Multifamily/pdf/DVRPC\\_18033\\_Development\\_Matters.pdf](https://www2.dvrpc.org/SmartGrowth/Multifamily/pdf/DVRPC_18033_Development_Matters.pdf)

Thanks again and please let me know if you have further questions or concerns. I will hold the considerations you presented in mind as these meetings and discussions go forward.

Sincerely,

David Ballard

Sent from my LG V60 ThinQ 5G, an AT&T 5G Evolution capable smartphone

On Mar 15, 2021 8:49 PM, Will Igoe <wbigo@gmail.com> wrote:

Dear Council Members:

My wife and I bought 407 Newbold Road in April 2020 and moved in with our young family in June (a 5 y/o and 3 y/o). When we decided to move from Philadelphia, Jenkintown was at the top of our list because of its small, excellent school district and its reputation for having a strong community. So far, Jenkintown has exceeded our expectations, and we're excited to get to know the community even better once something approaching "normal" returns.

I'm writing to you to express our concerns over the proposed development at the Church of Our Savior on Homestead Road, two of which I'll mention here. First, the corner of Homestead and Vernon is already a high-traffic area primarily because people use Vernon as a cut-through from Washington Lane and Greenwood Avenue. Adding a 32-unit development will only increase the traffic and the danger in a very pedestrian friendly neighborhood, including to the many young children who walk to school.

Second, we're deeply concerned about how this project -- and other projects that seem to reflect growth for growth's sake -- will affect the long-term financial health and viability of the school district. We're concerned that the Church of Our Savior project and others like it ultimately will force the district to expand physically, if that is possible (w/ the attendant increase in taxes, which already are high), or force it to merge with another district. If that occurred, it would cause us to very seriously consider leaving, as our move to Jenkintown was very much motivated by having a small, excellent school district that we could walk to with our kids. While I understand the developer intends to cite a region-wide study showing that apartment complexes tend to have few children, I'm skeptical that the same can be said for Jenkintown. People move here because of the school district (we certainly did), whether they live in single family residences or apartment buildings.

I'm not arguing that Jenkintown should remain frozen in time or avoid growth. But I strongly believe the Council should consider in each instance whether the development being proposed makes sense, and whether it's consistent with what makes Jenkintown such a wonderful community.

Thanks for your consideration.

Will Igoe  
407 Newbold Road

## Shelby Smith

---

**From:** David Ballard  
**Sent:** Tuesday, March 23, 2021 1:10 AM  
**To:** Shelby Smith  
**Subject:** Fwd: Re: Fwd: proposed Homestead Road Apartment complex

Sent from my LG V60 ThinQ 5G, an AT&T 5G Evolution capable smartphone

----- Forwarded message -----

From: David Ballard <[dballard@jenkintownboro.com](mailto:dballard@jenkintownboro.com)>  
Date: Mar 16, 2021 10:24 AM  
Subject: Re: Fwd: proposed Homestead Road Apartment complex  
To: Ann & Tom Peff <[tom.ann.peff@gmail.com](mailto:tom.ann.peff@gmail.com)>  
Cc:

Borough Manager Locke will be sending out those invites to concerned residents, and I have copied him on this.

Planning Commission meetings occur every month, but there is typically little or no interest/participation in them from the public.

David Ballard

Sent from my LG V60 ThinQ 5G, an AT&T 5G Evolution capable smartphone

On Mar 15, 2021 11:43 PM, Ann & Tom Peff <[tom.ann.peff@gmail.com](mailto:tom.ann.peff@gmail.com)> wrote:  
have not yet received an invitation to the Zoom meeting ?

On Sun, Mar 14, 2021 at 9:24 PM David Ballard <[dballard@jenkintownboro.com](mailto:dballard@jenkintownboro.com)> wrote:

Dear Ann and Tom Peff --

Thanks for your letter regarding the proposed developments at 821 Homestead. I encourage you to remotely attend and participate in the Planning Commission meeting Tuesday night, the development presentation during BZR Wednesday night, and the conditional use hearing for the project next week during the Borough Council meeting.

The Borough Council meeting will be a little more structured than the two prior opportunities to discuss the development proposal because the conditional use hearing is a quasi-judicial process with a court reporter present (virtually), council taking a jury like role, and the borough solicitor keeping things organized and moving forward. Depending on how things go, the hearing may be continued into future meeting dates.

If your property is within a specified distance of the proposed development -- I believe the distance is 100 yards, you will receive a notification in the mail this week with information about the conditional use hearing, and you will be able to have standing in the hearing if you desire. In similar past conditional use hearings, Council has been lenient about granting standing to those who believe themselves or their properties to be affected by a development, even if their location or circumstances don't fall within the exact requirements for receiving standing in the hearing. An opportunity to comment during the hearing will be available to all members of the public, of course.

You may already be aware of these details but I mention them just in case.

An important role of the Planning Commission in a situation like this is to look at proposed developments from the community-wide perspective of the Comprehensive Plan and provide commentary and recommendations to Council and the community from such a perspective.

The Delaware Valley Regional Development Authority recently completed a study of demographics and trends related to multifamily housing, and I think this study will feature prominently in all 3 meetings and going forward. I think another councilor has already forwarded a link to this study. Just in case, here is that link.

[https://www2.dvrpc.org/SmartGrowth/Multifamily/pdf/DVRPC\\_18033\\_Development\\_Matters.pdf](https://www2.dvrpc.org/SmartGrowth/Multifamily/pdf/DVRPC_18033_Development_Matters.pdf)

Thanks again and please let me know if you have further questions. I will hold the considerations you presented in mind as these meetings and discussions go forward.

Sincerely,

David Ballard

Sent from my LG V60 ThinQ 5G, an AT&T 5G Evolution capable smartphone

On Mar 14, 2021 9:10 PM, Ann & Tom Peff <[tom.ann.peff@gmail.com](mailto:tom.ann.peff@gmail.com)> wrote:

Please note our concerns regarding the development of the property on Homestead

Tom and Ann Peff  
407 Vernon Rd  
407

----- Forwarded message -----

From: **Ann & Tom Peff** <[tom.ann.peff@gmail.com](mailto:tom.ann.peff@gmail.com)>  
Date: Sun, Mar 14, 2021 at 8:43 PM  
Subject: Fwd: proposed Homestead Road Apartment complex  
To: Louisa Terry Garrido <[lterrygarrido@gmail.com](mailto:lterrygarrido@gmail.com)>

----- Forwarded message -----

From: **Ann Peff** <[ann.peff@gmail.com](mailto:ann.peff@gmail.com)>  
Date: Sun, Mar 14, 2021 at 8:19 PM  
Subject: proposed Homestead Road Apartment complex  
To: Ann Peff <[tom.ann.peff@gmail.com](mailto:tom.ann.peff@gmail.com)>

As 35+year residents of 407 Vernon Road on the corner of Vernon and Homestead, we have serious concerns about the neighborhood impact of the 34 unit apartment complex proposed for the Church of Our Savior site. We look forward to the planning commission meetings this week to better understand the project. Some of the issues we feel need consideration are:

1. For such a large multifamily living facility there is a single traffic entrance and exit on Homestead Road.

The volume of constant daily traffic generated by this planned community within an existing community neighborhood ( including delivery trucks, service vans and trucks, plus potentially 60+ personal vehicles) demands an accessible entrance and exit directly off Old York Road. To shunt all traffic for this facility onto Homestead Road which is already impacted by the Cottman Road intersection servicing all traffic which exits from the commercial buildings, row houses and apartment buildings located along Cottman is poor planning.

As well, Homestead Road is a thorough-fare for traffic heading north to Old York Road from all points east via Washington Lane, West Ave and Vernon Road. The parking spaces on Homestead are filled on weekdays by people working in the neighborhood or using the gym, dance studio, bagel shop, dentist and lawyers offices. If a truck navigating Homestead Road meets a van one of them has to stop to allow safe passage. It is not uncommon for

vehicles to drive in the grass strip in front of my house. Placing such a large additional traffic burden on this neighborhood street seems poorly conceived.

The car-counting system in place the last month or so would not be a valid representation of 'normal conditions' given the pandemic restrictions.

2. The Old York Road (OYR) access from Homestead Road is a right north turn only.

This traffic direction is violated frequently, as commuting drivers make an illegal left turn to head south. Crossing two lanes of oncoming traffic released from the long light at West and OYR is a serious risk.

All apartment traffic would be shunted to this intersection. If they would want to go south they would either head up Homestead to make a right on Newbold or cross over to Cottman to navigate the West Ave intersection. Again, a significant volume of apartment traffic is being deliberately shunted into the neighborhood.

3. Current traffic signs are ignored and not enforced in the neighborhood.

As noted above, traffic frequently makes a L south turn onto OYR from Homestead. The 'NO Left Turn' sign on the stone post is either not seen or disregarded.

The poorly visible 'No Truck Sign' posted at the intersection of West and Vernon Rd is completely ignored.

I am told that the proposed apartment complex would post a sign asking tenants not to make a left turn onto Homestead Road, using the neighborhood as a 'cut-through' as they exit the facility. There is little precedence that this traffic sign would be enforced.

4. Impact of surge of students on the local school system.

We live in an urban neighborhood by choice. We understand the need to increase the tax base in Jenkintown and the economic impact the pandemic shutdown has caused. Traffic, close proximity of neighbors, business and commercial congestion and noise are the expected trade-offs for the close-knit community life that Jenkintown affords. To purposely place such a large project in the middle of the community with no planning for its appropriate integration into the neighborhood seems short-sighted and harmful to those aspects of Jenkintown that are succeeding, such as rising home prices reflecting a desire to live in a walkable neighborhood. One would hope that those elected/appointed officials who represent the neighborhood will act responsibly for their interests.

Ann and Tom Peff  
407 Vernon Road  
215-990-8725 (Tom cell)  
215-990-8795 (Ann cell)

Sent from my iPhone

## Shelby Smith

---

**From:** David Ballard  
**Sent:** Tuesday, March 23, 2021 1:08 AM  
**To:** Shelby Smith  
**Subject:** Fwd: RE: Please DO NOT approve the Homestead apartment development

Sent from my LG V60 ThinQ 5G, an AT&T 5G Evolution capable smartphone

----- Forwarded message -----

From: David Ballard <dballard@jenkintownboro.com>  
Date: Mar 16, 2021 1:27 PM  
Subject: RE: Please DO NOT approve the Homestead apartment development  
To: margdelg@aol.com  
Cc:

The implications of this being a conditional use situation (which is largely a consequence of the borough's zoning code provisions within the relevant zoning district) will be explained this evening by the borough solicitor.

I am not an attorney and don't want to risk trying to stumble through the nuances myself.

David Ballard

Sent from my LG V60 ThinQ 5G, an AT&T 5G Evolution capable smartphone

On Mar 16, 2021 1:18 PM, margdelg@aol.com wrote:

Hello again. My understanding is that if the Conditional Use approval goes through, that's pretty much it and that therefore time is of the essence.

Marguerite Del Giudice

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**From:** David Ballard  
**Sent:** Tuesday, March 16, 2021 10:19 AM  
**To:** Marguerite Del Giudice  
**Subject:** Re: Please DO NOT approve the Homestead apartment development

My pleasure. The Planning Commission meeting is just the beginning of the process. George Locke and the borough solicitor will both be on the meeting Zoom tonight and they will be able to speak to the process issues.

David Ballard

Sent from my LG V60 ThinQ 5G, an AT&T 5G Evolution capable smartphone

On Mar 16, 2021 12:11 AM, Marguerite Del Giudice <margdelg@aol.com> wrote:  
Many thanks for the information, David.

We have to say that we (and our neighbors) were caught off guard--shocked is more apt--to learn quite incidentally that a development of this magnitude and potential consequence was occurring in our back yard without anyone from the borough having reached out to us proactively. Can you tell us why it seems to have been kept under wraps?

Thank you again for your prompt and informative response. It's appreciated.

Our best,  
Marguerite & Doran

On Mar 15, 2021, at 9:58 PM, David Ballard <dballard@jenkintownboro.com> wrote:

Dear Marguerite Del Giudice & Doran Twer,

Thanks for your letter regarding the proposed developments at 821 Homestead. I encourage you to remotely attend and participate in the Planning Commission meeting Tuesday night, the development presentation during BZR Wednesday night, and the conditional use hearing for the project next week during the Borough Council meeting.

The Borough Council meeting will be a little more structured than the two prior opportunities to discuss the development proposal because the conditional use hearing is a quasi-judicial process with a court reporter present (virtually), council taking a jury like role, and the borough solicitor keeping things organized and moving forward. Depending on how things go, the hearing may be continued into future meeting dates.

If your property is within a specified distance of the proposed development -- I believe the distance is 100 yards, you will receive a notification in the mail this week with information about the conditional use hearing, and you will be able to have standing in the hearing if you desire. In similar past conditional use hearings, Council has been lenient about granting standing to those who believe themselves or their properties to be affected by a development, even if their location or circumstances don't fall within the exact requirements for receiving standing in the hearing. An opportunity to comment during the hearing will be available to all members of the public, of course.

You may already be aware of these details but I mention them just in case.

An important role of the borough Planning Commission in a situation like this is to look at proposed developments from the community-wide perspective of the Comprehensive Plan and provide commentary and recommendations to Council and the community from such a perspective.

Thanks again and please let me know if you have further questions or concerns. I will hold the considerations you presented in mind as these meetings and discussions go forward.

Sincerely,

David Ballard

Sent from my LG V60 ThinQ 5G, an AT&T 5G Evolution capable smartphone

On Mar 15, 2021 5:36 PM, margdelg@aol.com wrote:

Dear Councilors,



We have just become aware of plans for the construction of a 32-unit apartment building in our neighborhood and are writing to oppose this rushed project. The community has not had time to evaluate what could be devastating effects on our independent school system and the safety and day-to-day life experience of surrounding homeowners.

Any claim that such a development will not attract families and will not cause serious parking, traffic, and safety issues defies common sense and seems, we're sorry to say, disingenuous on the face of it.

Adding so many new homes and potential students could force us to merge with another school district, altering forever a unique characteristic of the borough, and also create traffic safety issues in a neighborhood populated with many small children. We live on Vernon Road, where cars already zoom down the street, ignore stop signs, and often drive the wrong way. Customers who frequent the nearby jujitsu gym and dance studio are forced to use on-street parking, which will be further taxed if this development goes through, and the accompanying traffic is already at times hazardous. We urge you not to exacerbate an already increasingly unsafe environment.

We believe it's important to have affordable multifamily housing in our community, and Jenkintown already has a lot—much of it provided by the same developer as the Homestead project. If the now-vacant Chelsea right next door is also converted into apartments, there would then be two large apartment buildings abutting each other, adding yet more traffic and congestion and further jeopardizing our neighborhood's safety and welfare.

We realize the borough is in need of tax revenue, *but this is not the way.*

It may be a profitable investment, but at what cost? If it's a mistake, and we think it is, it's a big mistake, and there is no turning back. Let's put the brakes on and give ourselves time for a longer and harder look.

PLEASE DO NOT allow this project to go forward.

Sincerely,

Marguerite Del Giudice & Doran Twer

414 Vernon Road



## Shelby Smith

---

**From:** David Ballard  
**Sent:** Tuesday, March 23, 2021 1:05 AM  
**To:** Shelby Smith  
**Subject:** Fwd: Re: Resident Concerns re: 821 Homestead Road

Hi Shelby -- I will forward my interactions with residents to you one by one, starting with this one.

David

Sent from my LG V60 ThinQ 5G, an AT&T 5G Evolution capable smartphone

----- Forwarded message -----

From: Casey Ciocca <casey.ciocca@gmail.com>  
Date: Mar 16, 2021 5:08 PM  
Subject: Re: Resident Concerns re: 821 Homestead Road  
To: David Ballard <dballard@jenkintownboro.com>  
Cc:

Good afternoon David,

Thank you for providing more information about the formal processes that will take place over the next two weeks, and taking the time to consider my letter. I look forward to hopefully working towards a proposal that is beneficial to the Borough, developer, and residents- all while respecting the safety and integrity of the neighborhood.

I am very sorry if you misconstrued my words or the point I was trying to make about a potential conflict of interest between the Council and Midgard Properties. In no way was I trying to make an accusation or "an attempt at intimidation"; I simply stated an observation that I am aware Jeff Lustig has a longstanding relationship with the borough (via 2035 Steering Committee, via 2013 award by /borough Council, ownership of at least 15 properties in the Borough, etc)- and that I hoped this wouldn't **create** a conflict of interest or have a "rubber stamp" effect with the Council. I am a newer resident to Jenkintown and Mr. Lustig's strong presence in the borough stood out to me. As an attorney, I am trained to take note of **potential** conflicts of interest - and I am also well aware that **most** people can put aside their personal relationships to make unbiased decisions.

Thank you and sincerely,  
Casey Ciocca

On Sun, Mar 14, 2021 at 1:49 PM David Ballard <[dballard@jenkintownboro.com](mailto:dballard@jenkintownboro.com)> wrote:  
Dear Mr and Ms Ciocca --

Thanks for your letter regarding the proposed developments at 821 Homestead. I encourage you to remotely attend and participate in the Planning Commission meeting Tuesday night, the development presentation during BZR Wednesday night, and the conditional use hearing for the project next week during the Borough Council meeting.

The Borough Council meeting will be a little more structured than the two prior opportunities to discuss the development proposal because the conditional use hearing is a quasi-judicial process with a court reporter present (virtually), council taking a jury like role, and the borough solicitor keeping things organized and moving forward. Depending on how things go, the hearing may be continued into future meeting dates.

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don't fall within the exact requirements for receiving standing in the hearing. An opportunity to comment during the hearing will be available to all members of the public, of course.

You are probably already be aware of these details but I mention them just in case.

An important role of the Planning Commission in a situation like this is to look at proposed developments from the community-wide perspective of the Comprehensive Plan and provide commentary and recommendations to Council and the community from such a perspective.

The Delaware Valley Regional Development Authority recently completed a study of demographics and trends related to multifamily housing, and I think this study will feature prominently in all 3 meetings and going forward. I think another councilor has already forwarded a link to this study.

Thanks again and please let me know if you have further questions. I will hold the considerations you presented in mind as these meetings and discussions go forward.

I found the last paragraph of your letter to be distasteful and insulting. If you have any evidence or support for the type of partiality you suggest about me or other councilors please bring it forward. I think you should be ashamed to make such baseless claims whether as accusation or as an attempt at intimidation.

Sincerely,

David Ballard

Sent from my LG V60 ThinQ 5G, an AT&T 5G Evolution capable smartphone

On Mar 12, 2021 4:19 PM, Casey Ciocca <[casey.ciocca@gmail.com](mailto:casey.ciocca@gmail.com)> wrote:

Good afternoon,

I am writing to express my concerns about the proposed apartment project at the 821 Homestead Road Property. I live at 811 Homestead Road, directly next door to Homestead Hall. I am kindly requesting that you read my attached letter and consider how the current project as proposed will be harmful to the community and neighborhood. I also plan to speak at the upcoming meetings on 3/16, 3/17, and 3/24. Please reach out with any questions, or if you would like to discuss this matter further.

Thank you and sincerely,  
Casey Ciocca  
(215)-913-3858

## Shelby Smith

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**From:** Alexandria Khalil  
**Sent:** Monday, March 22, 2021 7:12 PM  
**To:** Steve Spindler; Deborra Sines-Pancoe; Jay Conners; David Ballard; Kimberly McGlenn; Kieran Farrell; Chelsea Sperger; Christian Soltysiak; Maxine Marlowe; A MacHaffie; Joanne Bruno; J Lugar; George Locke; Shelby Smith  
**Subject:** Re: Church site deserves genuine public engagement

Dear Mr. Spindler - thank you for your email. I appreciate your perspective.

Regards  
Alex

Alexandria Khalil  
Jenkintown Borough Council  
Jenkintown, PA 19046

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**From:** Steve Spindler <steve@bikemap.com>  
**Sent:** Monday, March 22, 2021 7:03 PM  
**To:** Deborra Sines-Pancoe <dsinespancoe@jenkintownboro.com>; Jay Conners <jconners@jenkintownboro.com>; David Ballard <dballard@jenkintownboro.com>; Kimberly McGlenn <kmcglenn@jenkintownboro.com>; Kieran Farrell <kfarrell@jenkintownboro.com>; Chelsea Sperger <csperger@jenkintownboro.com>; Alexandria Khalil <akhalil@jenkintownboro.com>; Christian Soltysiak <csoltysiak@jenkintownboro.com>; Maxine Marlowe <mymarlowe@jenkintownboro.com>; A MacHaffie <amachaffie@jenkintownboro.com>; Joanne Bruno <Jbruno@jenkintownboro.com>; J Lugar <jlugar@jenkintownboro.com>; George Locke <glocke@jenkintownboro.com>  
**Subject:** Church site deserves genuine public engagement

To: Council Members  
CC: Borough Manager

Dear Council Members:

I'm writing to ask that the Borough NOT grant a Conditional Use Permit for a 32 unit apartment Building as proposed by Midgard Properties.

If you vote yes, you are saying "yes" to an impact on our neighborhood that may never be reversed.

By voting "No" on the requested provisional use permit, you open the door for Midgard Properties to at least **have a conversation** about how the use of this property can fit with our neighborhood without the guarantee of 32 more units and accompanying parking.

Montco's 2040 Plan states, "The most important element of a comprehensive plan is public involvement". Since Jenkintown's plan overlooked the closure of the church, public involvement is still valuable outside of the long range plan.

Jenkintown can be better. An open dialog will help. Please request that Midgard Properties withdraw their application, come talk to the neighbors, and then return to Council.

Thank you,

Steve Spindler

--

Steve Spindler (215) 887-5986

[WikiMapping.com](http://WikiMapping.com) - Public engagement on a map

[stevespindler.com](http://stevespindler.com) - My personal blog

## Shelby Smith

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**From:** Jay Conners  
**Sent:** Monday, March 22, 2021 3:27 PM  
**To:** Shelby Smith  
**Subject:** Fw: VOTE NO to proposed Development on Homestead Road

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**From:** Anthony Traino <atraino@gmail.com>  
**Sent:** Friday, March 12, 2021 3:25 PM  
**To:** Jay Conners <jconners@jenkintownboro.com>  
**Subject:** VOTE NO to proposed Development on Homestead Road

Dear Council Vice President Conners,

My name is Anthony Traino, and I live at 901 Homestead Road (the old Cutler Residence). My wife, Jeta, and I moved here in May 2020 after searching for a future home for two years (we lived in Philly previously). We chose to live in Jenkintown because it provided good schools and a walkable community where our children could grow. We made this move with the plan to be here for the next 20 to 30 years. So far, we have found the best neighbors we have ever had. We have found a lot of joy in walking around town with our children. My son attends pre-k3 classes at Immaculate Conception Preschool. My wife and I enjoy walking him and our daughter (too young to attend) to school and stopping at White Horse to get coffee. We are living the dream that we set out for our family.

Unfortunately, I have just now found out about the large, 32 story apartment development that is proposed for Homestead Road. Not only am I concerned about this development (I will get to that in a minute), but I am particularly concerned that we were not notified that this was even happening. How is that possible? That is another matter that we can hopefully discuss at another time.

The largest complaint I have about living where I do right now is that there is a significant public safety issue due to traffic. Traffic comes off of Washington Ave and cuts down Vernon and either turns on West Ave or Homestead Rd. This is a significant amount of fast-moving, stop sign-running traffic that cuts through our wonderful neighborhood. Our neighborhood has children walking to school and shops, people walking their dogs, children playing. And we are overrun with cut-through traffic. Now imagine a large development being built on Homestead Rd. This is a significant public safety issue. Significant!

Currently, there are 5 homes on this 2-block-long road. The developer is already DOUBLING that by converting the old church and Homestead Hall into 5 residential units, a leasing office, and space for The Little Gym. Now, on that same property, the developer is proposing a **3-story apartment building with 32 MORE units**. Beside the school issue (below), there is no parking. I live here and I can tell you that the parking lot is already full and there are often no parking spots in front of my house because of the Brazilian Jujitsu and Dance Studio park on my block. That is beside the fact that traffic on our little residential street is already bad. I'm sitting here and watching right now as people run through the stop sign and speed down Homestead. This is unacceptable!

Our school is already beyond capacity and has a structural budget deficit. There are literally no more classrooms to add new classes in the elementary school even if the district could afford to hire more teachers,

which it cannot. **Building 37 new homes has the potential to literally bankrupt the School District, forcing us to merge with Cheltenham or Abington. This would be a deal-breaker for my family. We moved here because we wanted Jenkintown schools NOT Abington or Cheltenham. This community must stay close and centralized. I do not want to be sending my child on a school bus to a huge school. This is why we chose Jenkintown!**

Council must hear the residents of Jenkintown. My children and my neighbor's children are the future of Jenkintown. **You cannot allow this development to move forward. If you do, public safety and our wonderful schools will be at risk. We must find another way to work through our budget issues. And we must do that with our residents.**

You are welcome to call me any time. I will be calling you as well. I am open to the discussion, and I will be attending all three of the upcoming meetings.

Regards,

Anthony J Traino and Family  
901 Homestead Road  
(585) 739-7037  
[atraino@gmail.com](mailto:atraino@gmail.com)



## Shelby Smith

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**From:** Jay Conners  
**Sent:** Monday, March 22, 2021 3:27 PM  
**To:** Shelby Smith  
**Subject:** Fw: Resident Concerns re: 821 Homestead Road  
**Attachments:** Letter to Conners - 821 Homestead.pdf  
  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**From:** Casey Ciocca <casey.ciocca@gmail.com>  
**Sent:** Friday, March 12, 2021 4:18 PM  
**To:** Jay Conners <jconners@jenkintownboro.com>  
**Subject:** Resident Concerns re: 821 Homestead Road

Good afternoon,

I am writing to express my concerns about the proposed apartment project at the 821 Homestead Road Property. I live at 811 Homestead Road, directly next door to Homestead Hall. I am kindly requesting that you read my attached letter and consider how the current project as proposed will be harmful to the community and neighborhood. I also plan to speak at the upcoming meetings on 3/16, 3/17, and 3/24. Please reach out with any questions, or if you would like to discuss this matter further.

Thank you and sincerely,  
Casey Ciocca  
(215)-913-3858

March 12, 2021

Dylan and Casey Ciocca  
811 Homestead Road  
Jenkintown, PA 19046

Council Vice President  
Jay Conners  
[jconners@jenkintownboro.com](mailto:jconners@jenkintownboro.com)

Dear Vice President Conners:

I am writing to express my concerns about the proposed apartment project at 821 Homestead Road that comes before the Planning Commission this Tuesday, March 16. I live at 811 Homestead Road, in the home directly next to Homestead Hall and the site of the proposed project.

I am first frustrated that I am learning about this proposed project through word of mouth, one week before the proposals before the various Council committees are scheduled to be heard. I would think that a project of this nature and potential impact would be presented to the surrounding residents (at the very least, myself and my neighbors adjacent to the 821 Homestead Road property on Vernon Road) in a more direct way; i.e. mailing or phone outreach.

Second, I am disheartened after reviewing the proposed plans. I do not believe that the 32-unit building is aligned with the goals of the comprehensive Jenkintown2035 plan. Most importantly, the proposal ignores the following priorities of Jenkintown2035:

- Neighborhood Preservation
  - *Residential Land Use*: specifically making sure that “new infill development in Jenkintown’s residential neighborhoods should be compatible with existing homes on that block in terms of height, setback, and garage placement” (Jenkintown2035 Comprehensive Plan, Page 38). Note: I am in support of converting historic buildings, such as Homestead Hall and the Church building, along with the former Chamber of Commerce building, into residential units or commercial units. This would preserve the historic look and nature of our neighborhood. Building a three story, new


- construction building behind these properties is not compatible with the historic and traditional appearance of our neighborhood.
- *Health*: specifically, reducing tree cover that currently exists at the 821 Homestead Road Property. There are a number of very tall trees on this property that provide shade and “generally contribute to the aesthetics of the community” (Jenkintown2035 Comprehensive Plan, Page 47). I have concerns about how the new 32-unit structure that spans the entire width of the property will impact current tree cover, which provides an important aesthetic and visual buffer between busy York Road and our neighborhood.
  - Economic Development
    - *Parking*: “When customers perceive there is limited parking available, they may be less inclined to frequent a business” (Jenkintown2035 Comprehensive Plan, Page 103). The current proposal ignores the dire parking situation that already exists on Homestead Road. Patrons visiting the Jiu-Jitsu and dance studios, at the corner of York and Homestead Roads, along with other patrons of York Road restaurants and businesses, often park illegally on Homestead Road because no street parking is available. This illegal parking makes it very difficult to safely enter and exit the neighborhood, whether it be through traffic jams that flood onto York Road, or due to limited visibility when pulling out of one’s driveway. This is especially relevant for my driveway, and the driveway that currently exists at the 821 Homestead Road property. I have observed the parking trends in the 821 Homestead Road property since the Little Gym opened. The evening classes often draw a crowd that completely fills the parking lot on that property. I cannot fathom how Midgard Properties expects to supply parking for 32 units, commercial businesses, and the existing residents and Little Gym customers. There is absolutely no room for overflow parking in the neighborhood for these residents when spots at the 821 Homestead Road property are filled. This will not only create dangerous driving conditions, but it will create a reality (not just a perception, as the Comprehensive Plan suggests), that there is no parking, and customers will be less inclined or unable to patronize the businesses along the York Road and Homestead Road corridors.

I am not naïve in understanding that we must support growth in the Jenkintown community. However, I don’t think the proposal as it is currently drawn is appropriate or safe. I understand that we purchased a home that was

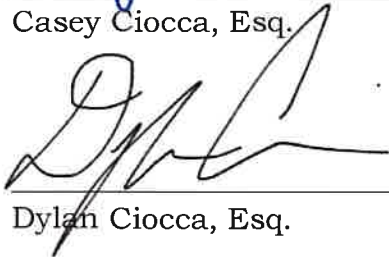
next to a "business." However, the business(es) lives in a historic, stone-clad building that blends in with the homes and other structures in the neighborhood. The current parking and traffic situation on Homestead Road is at times frustrating, but not unmanageable.

It does not go unnoticed that the developer proposing this project, Mr. Lustig of Midgard Properties, is on the Jenkintown2035 Steering Committee. I am sure he has a friendly relationship with many Council Members. I hope that factor will not cause a conflict of interest when making a decision about this project. I fear that a 32-unit building has the potential to destroy the safety, appeal, and historic integrity of our neighborhood. I urge you to vote against this proposal. I am happy to discuss this matter further.

Thank you and sincerely,  
Dylan and Casey Ciocca  
(215)-913-3858



Casey Ciocca, Esq.



Dylan Ciocca, Esq.

## Shelby Smith

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**From:** Jay Conners  
**Sent:** Monday, March 22, 2021 3:26 PM  
**To:** Shelby Smith  
**Subject:** Fw: Proposed development at 821 Homestead Road

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**From:** Will Steuber <willsteuber@gmail.com>  
**Sent:** Saturday, March 13, 2021 7:15 PM  
**To:** Jay Conners <jconners@jenkintownboro.com>  
**Subject:** Proposed development at 821 Homestead Road

Dear Council Vice-President Jay Conners,

I am writing about the proposed property at 821 Homestead Road, which backs to my yard at 411 Vernon Road. I was disappointed to learn about this from my neighbors through word-of-mouth, I would have thought that with a project of this size and impact, I would have been notified more directly from the borough. This proposed development is literally in my back yard.

I believe this development will negatively affect my property, the neighborhood, and the entire borough because of the impact on the school. It does not appear that this project is in line with the 2035 Comprehensive Plan.

Regarding the borough, I believe this new housing development would negatively impact the school, and therefore the borough. When we chose to buy a home in Jenkintown, it was because of the quality and reputation of the school. As I see it, the school is the most prized possession of Jenkintown, and the reason I choose to pay high taxes. Since my daughter started kindergarten in 2010, we have seen the school population increase resulting in the addition of more classes and an increase in the student to teacher ratio. Because the school has such a good reputation, more families are choosing apartment living here in Jenkintown so that their kids can get a good education. We've already seen the student population in Beaver Hill increase from 16 kids in 2014 to 31 kids in 2020, so we know that more apartments will only put more pressure on the school which is already strapped for space and funding. Our school has a stellar reputation but if we continue to increase the student population, it will negatively affect its value.

In my neighborhood, traffic and parking is already an issue on Homestead and Vernon. Frequently when I am turning from 611 to Homestead, I am immediately faced with a line of cars that leave barely enough room to get by which makes it dangerous because you can't slow down as you turn off of 611. Homestead is regularly filled with parking because of the businesses nearby and the congestion makes it a dangerous stretch of road for pedestrians, cyclists, and drivers. Adding 32 units to that very location will only compound the congestion problems. As it is, there is not adequate parking for the dance, Ju-Jitsu, and other businesses so the patrons regularly park on Homestead as well as Vernon. An apartment property would effect my property from both sides because parked cars would increase in my front yard, and congestion and aesthetics would negatively impact my back yard. We already know that traffic is an issue on Vernon because drivers use it to cut through to avoid 611 which adds to slow-and-go drivers at the corner of Vernon and Homestead. Just ask the borough police who occasionally monitor that corner to ticket drivers ignoring the stop sign. There has already been an accident in front of my house when there was a hit-and-run on my car which was legally parked in front of my house on Vernon Road. Not only would the proposed development mean more traffic on Vernon, but it would equally increase on Newbold because that is the one-way street used in the return direction.

From the perspective of my personal property, having a 32-unit apartment building so close will dramatically change the aesthetic of our quiet tree-lined street and my relatively quiet yard, not to mention the loss in my property value. I love my house and neighborhood as it is now, and I have the best neighbors anyone could ask for, but if there was an apartment building behind me, I would never have bought here. I don't understand how the developer can reasonably propose a 3 foot setback from

the parking lot to my property line — that's half the length of my dog leash! I understand that zoning requires 1 1/2 parking spots per unit but this seems way below the reality of what is needed to accommodate the residents and businesses there. It is much more realistic to anticipate a minimum of 2 drivers per apartment, even one-bedroom units, because it typically takes two working adults, each with a car, to pay for a brand new apartment. As the plan is now, they are proposing the bare minimum of required parking so cars are bound to regularly overflow to Homestead and Vernon. Currently, since The Little Gym has moved in, the lot gets regularly filled.

I understand that development can be good for our community, I just think that this project, as it is proposed, would negatively impact the borough, and especially the neighborhood. A 3-story, 32-unit apartment building with parking lot that runs up to my property line will negatively impact the appeal of the neighborhood as well as the safety of our residents. I appreciate that the developer wants to keep the Hall and the Church; is it not possible to convert the current stone building into a smaller set of apartments?

I urge you to vote against this proposal. I'm happy to correspond by phone or email, anytime.

Sincerely,

Will and Dajia Steuber

## Shelby Smith

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**From:** Jay Conners  
**Sent:** Monday, March 22, 2021 3:26 PM  
**To:** Shelby Smith  
**Subject:** Fw: Opposed to the Homestead development

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**From:** Nina R <nlr\_1@hotmail.com>  
**Sent:** Sunday, March 14, 2021 1:13 PM  
**To:** Jay Conners <jconners@jenkintownboro.com>  
**Subject:** Opposed to the Homestead development

Dear Vice-President Conners,

I write to oppose the proposed development for Homestead Road. I reviewed the video of the borough council meeting and am concerned about several factual inaccuracies and unaddressed concerns.

(1) - The evidence suggests these apartments will be filled with families whose children will attend the Jenkintown School District.

The DVRPC study does not show that only singles and empty nesters will move into the new apartments. Please review it carefully, since I gather this is how its conclusions were represented to you. When I read it, it suggested that families with children state they would prefer to move into a single-family home, and that, when averaged all together, single-family homes are more likely to house kids than apartments. The developer should not rely on this study to show these apartments will not attract families with school-age children.

In my opinion, the number of units he is proposing could spell the effective end of our independent school district. Evidence we have from the last ten years that shows that more and more Jenkintown apartments are filled with kids attending school in the district. In the 2013-2014 school year, only 16 kids lived in Beaver Hill, and several years before then I gather it was unheard of for any families to live there. In the 2020-21 school year, 31 kids live there, not to mention the many children who live in other apartment buildings and apartments in other developments or what were originally single-family homes. These families are awesome and I personally am happy for their contributions to the community. Nonetheless, their existence shows that it is NOT TRUE that people will not move into nice apartments with their kids in Jenkintown. It is just not true.

This developer is already adding five new homes to a street that only has five homes on it to begin with. By adding yet another 32 homes in addition to those, he is proposing to add enough children that his development alone could spell the end of an independent school district.

I heard the developer assure you that his development would attract young professionals as tenants because the rents would be set so high - \$1,675 for a one-bedroom, \$1,995 for a two-bedroom, and \$2,695 for a three-bedroom. But the same DVRPC study which he misrepresented as saying that families would not move in also says that the average rent in our area is actually higher than these rates. In other words, he literally quoted you below-average rents.

The rents you were cited do not suggest, like the developer told you, that these apartments would serve people with high-paying jobs who commute to the city but want to spend lots of their disposable income in Jenkintown. These are below-market-rent homes in a great school district. They are perfect for families, especially post-pandemic, who really need to focus on education. But Jenkintown already has plenty of those apartments, many of them owned by this same developer.

I made this same argument to Borough Council before, when you were considering the development proposed for the Joey Tate's property, and it was overruled by other concerns. You must realize, however, that the jury is still out on that development - we do not yet know how/if the school district will be able to absorb the impact of that development, and if the promised high-end renters who confoundingly want to move in across from a Dollar Tree will materialize. This new proposed development is more than twice as big as that one, and unlike that development, it is not bringing any new commercial tenants to the borough. It would genuinely be irresponsible to pose this much risk to our school district all at once.

(2) - The parking proposal is patently absurd.

1.5 parking spaces per apartment suggests that only single people will live in the one-bedroom apartments, and that no one will ever have visitors who need parking. Both of these assumptions defy common sense.

The proposal also contains less than 7 parking spaces for the Little Gym. Because my kids attended Little Gym classes for years, I can confidently tell you that there are at least two adult employees there at all times, along with at least one parent for every student; parents at Little Gym either participate (for very very little kids) or stay to watch. This would mean the only Little Gym classes that would stay within the proposed parking allocations would be those classes capped at five kids. I do not think there is a single Little Gym class capped at that number and I personally have thrown birthday parties (yes more than one) for 25 kids at a time at that facility. Parents stayed for those too. The developer's proposal would make it impossible for Little Gym to function in this location, and I fear we will lose yet another successful business to another jurisdiction.

The parking for the other commercial properties is similarly insufficient. Between the leasing office and two proposed "commercial" spaces, the developer has allocated four parking spaces. That means they are expecting one person to work in each office? The only kind of office that only needs one parking spot is a home office.

The suggestion that there is plenty of on-street parking is also untrue. Between the dance studio and gym, the parking is crazy during the week and on Saturdays, and on Sundays when we are not experiencing a pandemic, congregants from the Baptist church regularly park here. I have personally seen commercial deliveries to Fil-A-Bagel made from a giant truck parked on Homestead between Vernon and Newbold because there was



nowhere to leave a car closer. Wheeling pallets almost two blocks through the snow does not suggest there are plenty of open parking spots available closer to Old York and, again, that was during the pandemic.

Finally, a "traffic study" conducted in the middle of a pandemic, when people are still working from home, is worthless and misleading. Even functioning at less-than-full capacity, the traffic outside the dance studio and Brazilian jiu jitsu gym is already dangerous. Please do not even consider voting to approve this plan without sitting outside on Homestead Road at least one weeknight to experience it for yourself. You'll note that, during Little Gym classes, the existing Homestead parking lot is already full.

To me, the plainly insufficient parking for commercial space in the proposal suggests the real plan is to obtain approval with promises of commercial development but really use the property for exclusively residential purposes. This is currently possible in Jenkintown because people with children want to move to such a good school district. Ironically, once these wolf-in-sheeps-clothing developments are allowed, the school will no longer be so good. I have been told that Cheltenham used to be a fantastic school district, but that it was just overwhelmed after the Lynnewood apartment complex was constructed. If that is true, we are facing the same dead-end path but ours has worse traffic patterns and no on-street parking.

(3) - This development is not good for Jenkintown.

The developer argues that his "mixed use" proposal will help support Jenkintown businesses by providing more people to eat in restaurants, shop in stores, etc. But the residential units and "businesses" in this development are not supported with adequate parking, and the big commercial tenant that has been secured so far was merely poached from another Jenkintown location, one that was easier to access from Old York Road and had far superior parking. Once the traffic on Homestead becomes even more intense and unruly, I fear we will lose the existing, actual businesses that have been here for years. We would essentially be trading a short-term lease with Little Gym (who will leave once their clients cannot find parking), for at least three actual functioning businesses (who knows what will happen to the miniature 'dentists' row' on Cottman). This is not fostering development that supports the business community in Jenkintown, it is undermining established businesses to please one favored developer.

Furthermore, this plan would build a large apartment building from which one could almost reach out and touch another large apartment building that is already empty. How is the former assisted living facility being developed? What if that owner wants to develop that large building into yet another set of apartments to even further swamp the school? How could you possibly say no to them after approving their next-door neighbor?

This is being sold to you as great development, but it is not. This developer already owns plenty of apartments in Jenkintown and is going to build five additional units regardless of what you and I think. Just adding those five units - all of which are likely to attract families - will already double the number of families that live on Homestead Road. Demanding that the Borough also approve building an entire apartment building in place of what is currently essentially a large home is just an excessive attempt to squeeze additional profit from the property, at the expense of the schools and neighbors.

Please, please decline to approve this proposal which will endanger our neighborhood and absolutely decimate our school district.

Sincerely,

Nina Russakoff  
900 Homestead Road

## Shelby Smith

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**From:** Jay Conners  
**Sent:** Monday, March 22, 2021 3:26 PM  
**To:** Shelby Smith  
**Subject:** Fw: Resident feedback re: proposed construction at 821 Homestead

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**From:** Brian Sperling <brian.sperling@gmail.com>  
**Sent:** Monday, March 15, 2021 9:12 AM  
**To:** Jay Conners <jconnors@jenkintownboro.com>  
**Subject:** Resident feedback re: proposed construction at 821 Homestead

FYI - Please excuse the accidental typo on your email address in the original distribution.

Thank you.

Regards,  
Brian & Hilary Sperling  
413 Newbold Road

----- Forwarded message -----

**From:** Brian Sperling <[brian.sperling@gmail.com](mailto:brian.sperling@gmail.com)>  
**Date:** Mon, Mar 15, 2021 at 9:08 AM  
**Subject:** Resident feedback re: proposed construction at 821 Homestead  
**To:** <[dsinespancoe@jenkintownboro.com](mailto:dsinespancoe@jenkintownboro.com)>, <[jconnors@jenkintownboro.com](mailto:jconnors@jenkintownboro.com)>, <[dballard@jenkintownboro.com](mailto:dballard@jenkintownboro.com)>, <[kmcglohn@jenkintownboro.com](mailto:kmcglohn@jenkintownboro.com)>, <[kfarrell@jenkintownboro.com](mailto:kfarrell@jenkintownboro.com)>, <[csperger@jenkintownboro.com](mailto:csperger@jenkintownboro.com)>, <[akhalil@jenkintownboro.com](mailto:akhalil@jenkintownboro.com)>, <[csoltysiak@jenkintownboro.com](mailto:csoltysiak@jenkintownboro.com)>, <[mmarlowe@jenkintownboro.com](mailto:mmarlowe@jenkintownboro.com)>, <[amachaffie@jenkintownboro.com](mailto:amachaffie@jenkintownboro.com)>, <[jbruno@jenkintownboro.com](mailto:jbruno@jenkintownboro.com)>, <[jlugar@jenkintownboro.com](mailto:jlugar@jenkintownboro.com)>  
**Cc:** Hilary Goodman <[HilGood@aol.com](mailto:HilGood@aol.com)>

Members of Jenkintown Town Council,

It was with great surprise & even greater alarm that I have come to be aware of the plans for 821 Homestead. **The intent of this email is to call attention to issues which will impact the public health, safety & welfare of those who reside in this neighborhood**, should this project be approved to move forward.

There exist already today, significant traffic and safety issues in the neighborhood where this project is slated for construction. Adding a 32 unit apartment building will exponentially add to these problems. **A traffic study done at the behest of the developer does nothing to satisfy these concerns, especially when we see the real life impact of this traffic**

*issue on a daily basis for many years. Clearly & obviously - the developer has an agenda and motivation to ensure the results of said study conclude & align with their desired point of view..*

My understanding is that not a single member of the council resides on the east side of 611. This is a shame, because if one or more did in fact live on either Vernon or Homestead, they would be very well aware of the safety and traffic issues which have existed already for many years. The following is a summary of current issues-- experienced daily -- which will be increased due to construction and completion of this project:

Starting at 6AM & continuing until past 8PM every weekday; traffic commuting up from Philadelphia via either Cottman Avenue and/or 2nd Street (main & secondary commute roads for countless travelers) go north on Greenwood past the Acme and Abington Friends, before turning right on Washington Lane --> left on Vernon -- > left on Homestead & finally turning right onto 611 North to continue their commutes. This is the route recommended by both Google and Apple Maps as the best way to get from either Cottman or 2nd to 611 North. It is not unusual to see cars traveling at speeds upward of 35-45 MPH during times when children are walking to or from school. While the total number of cars has dipped due to the pandemic, the numbers have continuously remained high on a daily basis and have now grown back to levels more consistent with previous years.

It is one thing if the intent were to use existing structures -- converted to apartments -- only, however constructing an entirely new complex within the existing property is going to cause immediate and long lasting issues & ultimately will add likely greater than 50-60 permanent cars to this already congested area. **With a only a single vehicle entrance and exit leading only to & from Homestead, a traffic bottleneck will be created which will greatly impact the safety and welfare of current residents and especially school children.** Please remember - a secondary entrance / exit from 611 is not possible due to the current terrain and stone wall / steps blocking this direction. I can only imagine resident permit parking will be required even prior to completion and it is very obvious that parking will be permanently impacted.

There are several other concerns re: this project, including but not limited to:

- School district impact (schools are already at capacity with high class size & facing their own budget issues.)
- Businesses currently existing in the immediate area will face significant impact. Closures are not beyond the realm of possibility...

Given that it is your charge as duly-elected town council members, to represent the best interests -- short & long term -- of current borough residents & business owners; I implore you to do what is right and not move forward with a project that clearly will jeopardize public health, safety & welfare in our beautiful town.

Thank you.

Regards,  
Brian & Hilary Sperling  
413 Newbold Road

Thank you.

Regards,  
Brian Sperling  
[brian.sperling@gmail.com](mailto:brian.sperling@gmail.com)  
215-962-4632

## Shelby Smith

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**From:** Jay Conners  
**Sent:** Monday, March 22, 2021 3:25 PM  
**To:** Shelby Smith  
**Subject:** Fw: 821 Homestead

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**From:** Lillian Falese <lillian.falese@gmail.com>  
**Sent:** Monday, March 15, 2021 4:05 PM  
**To:** Jay Conners <jconners@jenkintownboro.com>  
**Subject:** 821 Homestead

Dear Jay,

I am a Jenkintown resident with concerns about the new proposed property at 821 Homestead to be discussed tomorrow at the Planning Commission meeting.

**Traffic:**

Everyday, I walk down Vernon road and see Vernon-to-homestead as a thoroughfare to avoid lights on 611. Just today, at 9:30am, there were 7 cars that turned from Venon onto Homestead, attempting to turn onto OYR. I worry about the increase in traffic when people start going back to work in-person. The addition of an apartment complex entry/exit on this road could change the walkability of the neighborhood without proper precautions (entry/exit onto OYR, one way on Homestead, speed bumps, lights)?

**Revenue vs Benefit:**

I am curious about how much additional revenue this development would bring to Jenkintown.

**Parking:**

It's not clear that the # of parking spaces proposed by the developer is sufficient. I've seen the parking lot at the former Little Gym location overflow on many days. This will surely reduce parking in the neighborhood. Can this be mitigated? Additional parking spaces? Permit-parking in the neighborhood?

**Impacts on the school system:**

Does the borough evaluate the impact of additional families on the school system? Can we plan ahead for this to maintain the great system in place?

Thank you for reading this. I appreciate your time and efforts on our Council and look forward to a healthy discussion in the coming weeks.

Sincerely,  
Lillian Falese  
425 Vernon Road

415-728-3715

## Shelby Smith

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**From:** Jay Conners  
**Sent:** Monday, March 22, 2021 3:25 PM  
**To:** Shelby Smith  
**Subject:** Fw: Please DO NOT approve the Homestead apartment development

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**From:** margdelg@aol.com <margdelg@aol.com>  
**Sent:** Monday, March 15, 2021 5:35 PM  
**To:** Jay Conners <jconners@jenkintownboro.com>; David Ballard <dballard@jenkintownboro.com>; Deborra Sines-Pancoe <dsinespancoe@jenkintownboro.com>; Kimberly McGlonn <kmcglonn@jenkintownboro.com>; Kieran Farrell <kfarrell@jenkintownboro.com>; Chelsea Sperger <csperger@jenkintownboro.com>; Alexandria Khalil <akhalil@jenkintownboro.com>; Christian Soltysiak <csoltysiak@jenkintownboro.com>; Maxine Marlowe <mmarlowe@jenkintownboro.com>; A MacHaffie <amachaffie@jenkintownboro.com>; Joanne Bruno <Jbruno@jenkintownboro.com>; J Lugar <jlugar@jenkintownboro.com>  
**Cc:** DoranTwer@aol.com <DoranTwer@aol.com>  
**Subject:** Please DO NOT approve the Homestead apartment development

Dear Councilors,

We have just become aware of plans for the construction of a 32-unit apartment building in our neighborhood and are writing to oppose this rushed project. The community has not had time to evaluate what could be devastating effects on our independent school system and the safety and day-to-day life experience of surrounding homeowners.

Any claim that such a development will not attract families and will not cause serious parking, traffic, and safety issues defies common sense and seems, we're sorry to say, disingenuous on the face of it.

Adding so many new homes and potential students could force us to merge with another school district, altering forever a unique characteristic of the borough, and also create traffic safety issues in a neighborhood populated with many small children. We live on Vernon Road, where cars already zoom down the street, ignore stop signs, and often drive the wrong way. Customers who frequent the nearby jujitsu gym and dance studio are forced to use on-street parking, which will be further taxed if this development goes through, and the accompanying traffic is already at times hazardous. We urge you not to exacerbate an already increasingly unsafe environment.

We believe it's important to have affordable multifamily housing in our community, and Jenkintown already has a lot—much of it provided by the same developer as the Homestead project. If the now-vacant Chelsea right next door is also converted into apartments, there would then be two large apartment buildings abutting each other, adding yet more traffic and congestion and further jeopardizing our neighborhood's safety and welfare.

We realize the borough is in need of tax revenue, *but this is not the way.*

It may be a profitable investment, but at what cost? If it's a mistake, and we think it is, it's a big mistake, and there is no turning back. Let's put the brakes on and give ourselves time for a longer and harder look.

PLEASE DO NOT allow this project to go forward.

Sincerely,

Marguerite Del Giudice & Doran Twer

414 Vernon Road



**Subject:** Re: Resident Concerns re: 821 Homestead Road  
**Date:** Tuesday, March 16, 2021 at 10:35:13 AM Eastern Daylight Time  
**From:** Deborra Sines-Pancoe  
**To:** Casey Ciocca

Dear Casey and Dylan Ciocca,

Thank you for your comments regarding the development of 821 Homestead (former home of Church of Our Saviour).

This property was purchased in November 2019 by Midgard Properties. The parcel is in the "NCR Neighborhood Commercial Residential District" according the Jenkintown Borough's zoning code. (Article XI: 181-48 <https://jenkintownboro.com/newsite2015/wp-content/uploads/2015/04/jenkintown-zoning-code.pdf>)

Midgard Properties came to the February 2021 full council meeting to give an informal presentation about their plans. According to the zoning code, the proposed usage is "conditional." Therefore, Jenkintown Planning Commission will review the plans at their March 16 meeting. There is the possibility of proposing conditions to the plans; those conditions must be within the limits of the zoning code. I encourage you to attend the virtual Jenkintown Planning Commission meeting on Tuesday, 3/16 @ 6:30pm. More discussion will take place at the Building, Zoning, and Revitalization Committee meeting on Wednesday, 3/17 @ 7:00pm.

There will be a Conditional Use Hearing at the full Council meeting scheduled for Wednesday, 3/24 @ 7:00pm. At that time, Council may vote on possible conditions.

Borough Manager George Lock can provide you with a link for these meetings. Send him an email at [glocke@jenkintownboro.com](mailto:glocke@jenkintownboro.com).

Council members have been reading and responding to emails from residents expressing concerns. We are glad for the public input and look forward to you expressing your thoughtful concerns at these meetings. I share your concerns about parking, traffic, and density. We will raise these matters in the context of conditional use. Unfortunately, it is not a matter of voting yes or no on allowing development. We can strive for a reasonable outcome and the opportunity to help shape a project.

I draw your attention to this recent study from the Delaware Valley Regional Planning Commission (September 2020) and the findings of this independent group. Findings 5, 6, and 7 are especially relevant to Jenkintown as we think about the growth of our community.

[https://www2.dvrpc.org/SmartGrowth/Multifamily/pdf/DVRPC\\_18033\\_Development\\_Matters.pdf](https://www2.dvrpc.org/SmartGrowth/Multifamily/pdf/DVRPC_18033_Development_Matters.pdf)

I must take issue with your implication that there is an inappropriate relationship between the developer and Council members. I can assure you that Council strives to build appropriate relationships with all business owners in the borough. Also, it is important to note that Borough Council representatives all live in the borough and many have children and grandchildren in the Jenkintown School District. Councilors give extraordinary time, care, and attention to the matters that come before us. We appreciate the concerns of residents and are working hard to maintain the quality of life in Jenkintown that drew us to move here. Council members share the concerns of our neighbors – we want to have a thriving business community (that brings in tax revenue), quality schools, independent police and fire services, and maintain our public amenities – sewer, roadways, parks – while, at the same time, being mindful of the burden of residential taxes.

Please, if you are making accusations, be mindful of sharing only what is true and the damage that "shade"

can do.

Thank you again for your email. Please don't hesitate to contact me or other Councilors.

Deborra Sines Pancoe  
215-287-7575  
President, Jenkintown Borough Council  
[dsinespancoe@jenkintownboro.com](mailto:dsinespancoe@jenkintownboro.com)

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**From:** Casey Ciocca <[casey.ciocca@gmail.com](mailto:casey.ciocca@gmail.com)>  
**Date:** Friday, March 12, 2021 at 4:17 PM  
**To:** Deborra Sines-Pancoe <[dsinespancoe@jenkintownboro.com](mailto:dsinespancoe@jenkintownboro.com)>  
**Subject:** Resident Concerns re: 821 Homestead Road

Good afternoon,

I am writing to express my concerns about the proposed apartment project at the 821 Homestead Road Property. I live at 811 Homestead Road, directly next door to Homestead Hall. I am kindly requesting that you read my attached letter and consider how the current project as proposed will be harmful to the community and neighborhood. I also plan to speak at the upcoming meetings on 3/16, 3/17, and 3/24. Please reach out with any questions, or if you would like to discuss this matter further.

Thank you and sincerely,  
Casey Ciocca  
(215)-913-3858

March 12, 2021

Dylan and Casey Ciocca  
811 Homestead Road  
Jenkintown, PA 19046

Council President  
Deborra Sines-Pancoe  
[dsinespancoe@jenkintownboro.com](mailto:dsinespancoe@jenkintownboro.com)

Dear Council President Sines-Pancoe:

I am writing to express my concerns about the proposed apartment project at 821 Homestead Road that comes before the Planning Commission this Tuesday, March 16. I live at 811 Homestead Road, in the home directly next to Homestead Hall and the site of the proposed project.

I am first frustrated that I am learning about this proposed project through word of mouth, one week before the proposals before the various Council committees are scheduled to be heard. I would think that a project of this nature and potential impact would be presented to the surrounding residents (at the very least, myself and my neighbors adjacent to the 821 Homestead Road property on Vernon Road) in a more direct way. In the future, I hope that as a representative of Ward 1, you will consider a more direct dialogue with your Ward members.

Second, I am disheartened after reviewing the proposed plans. I do not believe that the 32-unit building is aligned with the goals of the comprehensive Jenkintown2035 plan. Most importantly, the proposal ignores the following priorities of Jenkintown2035:

- Neighborhood Preservation
  - *Residential Land Use*: specifically making sure that “new infill development in Jenkintown’s residential neighborhoods should be compatible with existing homes on that block in terms of height, setback, and garage placement” (Jenkintown2035 Comprehensive Plan, Page 38). Note: I am in support of converting historic buildings, such as Homestead Hall and the Church building, along with the former Chamber of Commerce building, into residential units or commercial units. This would preserve the historic look

and nature of our neighborhood. Building a three story, new construction building behind these properties is not compatible with the historic and traditional appearance of our neighborhood.

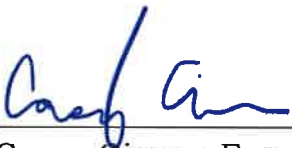
- *Health*: specifically, reducing tree cover that currently exists at the 821 Homestead Road Property. There are a number of very tall trees on this property that provide shade and “generally contribute to the aesthetics of the community” (Jenkintown2035 Comprehensive Plan, Page 47). I have concerns about how the new 32-unit structure that spans the entire width of the property will impact current tree cover, which provides an important aesthetic and visual buffer between busy York Road and our neighborhood.
- **Economic Development**
  - *Parking*: “When customers perceive there is limited parking available, they may be less inclined to frequent a business” (Jenkintown2035 Comprehensive Plan, Page 103). The current proposal ignores the dire parking situation that already exists on Homestead Road. Patrons visiting the Jiu-Jitsu and dance studios, at the corner of York and Homestead Roads, along with other patrons of York Road restaurants and businesses, often park illegally on Homestead Road because no street parking is available. This illegal parking makes it very difficult to safely enter and exit the neighborhood, whether it be through traffic jams that flood onto York Road, or due to limited visibility when pulling out of one’s driveway. This is especially relevant for my driveway, and the driveway that currently exists at the 821 Homestead Road property. I have observed the parking trends in the 821 Homestead Road property since the Little Gym opened. The evening classes often draw a crowd that completely fills the parking lot on that property. I cannot fathom how Midgard Properties expects to supply parking for 32 units, commercial businesses, and the existing residents and Little Gym customers. There is absolutely no room for overflow parking in the neighborhood for these residents when spots at the 821 Homestead Road property are filled. This will not only create dangerous driving conditions, but it will create a reality (not just a perception, as the Comprehensive Plan suggests), that there is no parking, and customers will be less inclined or unable to patronize the businesses along the York Road and Homestead Road corridors.

I am not naïve in understanding that we must support growth in the Jenkintown community. However, I don’t think the proposal as it is currently

drawn is appropriate or safe. I understand that we purchased a home that was next to a "business." However, the business(es) lives in a historic, stone-clad building that blends in with the homes and other structures in the neighborhood. The current parking and traffic situation on Homestead Road is at times frustrating, but not unmanageable.

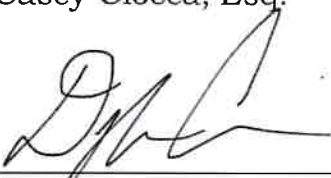
It does not go unnoticed that the developer proposing this project, Mr. Lustig of Midgard Properties, is on the Jenkintown2035 Steering Committee. I am sure he has a friendly relationship with many Council Members. I hope that factor will not cause a conflict of interest when making a decision about this project. I fear that a 32-unit building has the potential to destroy the safety, appeal, and historic integrity of our neighborhood. I urge you to vote against this proposal. I am happy to discuss this matter further.

Thank you and sincerely,  
Dylan and Casey Ciocca  
(215)-913-3858



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Casey Ciocca, Esq.



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Dylan Ciocca, Esq.

**Subject:** Re: Resident Concerns re: 821 Homestead Road

**Date:** Tuesday, March 16, 2021 at 5:01:55 PM Eastern Daylight Time

**From:** Casey Ciocca

**To:** Deborra Sines-Pancoe

Good afternoon Deborra,

Thank you for providing more information about the history of this project and acknowledging our concerns. I look forward to hopefully working towards a proposal that is beneficial to the Borough, developer, and residents- all while respecting the safety and integrity of the neighborhood.

I am very sorry if you misconstrued my words or the point I was trying to make about a potential conflict of interest between the Council and Midgard Properties. In no way was I trying to make an accusation; I simply stated an observation that I am aware Jeff Lustig has a longstanding relationship with the borough (via 2035 Steering Committee, via 2013 award by /borough Council, ownership of at least 15 properties in the Borough, etc)- and that I hoped this wouldn't **create** a conflict of interest or have a "rubber stamp" effect with the Council. I am a newer resident to Jenkintown and Mr. Lustig's strong presence in the borough stood out to me. As an attorney, I am trained to take note of **potential** conflicts of interest - and I am also well aware that **most** people can put aside their personal relationships to make unbiased decisions. I am thankful that the Borough has such a large group of devoted Councilors, and I am excited to become more involved in the community myself.

Thank you and sincerely,  
Casey Ciocca

On Tue, Mar 16, 2021 at 10:35 AM Deborra Sines-Pancoe <[dsinespancoe@jenkintownboro.com](mailto:dsinespancoe@jenkintownboro.com)> wrote:

Dear Casey and Dylan Ciocca,

Thank you for your comments regarding the development of 821 Homestead (former home of Church of Our Saviour).

This property was purchased in November 2019 by Midgard Properties. The parcel is in the "NCR Neighborhood Commercial Residential District" according the Jenkintown Borough's zoning code. (Article XI: 181-48 <https://jenkintownboro.com/newsite2015/wp-content/uploads/2015/04/jenkintown-zoning-code.pdf>)

Midgard Properties came to the February 2021 full council meeting to give an informal presentation about their plans. According to the zoning code, the proposed usage is "conditional." Therefore, Jenkintown Planning Commission will review the plans at their March 16 meeting. There is the possibility of proposing conditions to the plans; those conditions must be within the limits of the zoning code. I encourage you to attend the virtual Jenkintown Planning Commission meeting on Tuesday, 3/16 @ 6:30pm.

More discussion will take place at the Building, Zoning, and Revitalization Committee meeting on Wednesday, 3/17 @ 7:00pm.

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Borough Manager George Lock can provide you with a link for these meetings. Send him an email

at [glocke@jenkintownboro.com](mailto:glocke@jenkintownboro.com).

Council members have been reading and responding to emails from residents expressing concerns. We are glad for the public input and look forward to you expressing your thoughtful concerns at these meetings. I share your concerns about parking, traffic, and density. We will raise these matters in the context of conditional use. Unfortunately, it is not a matter of voting yes or no on allowing development. We can strive for a reasonable outcome and the opportunity to help shape a project.

I draw your attention to this recent study from the Delaware Valley Regional Planning Commission (September 2020) and the findings of this independent group. Findings 5, 6, and 7 are especially relevant to Jenkintown as we think about the growth of our community.

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Please, if you are making accusations, be mindful of sharing only what is true and the damage that “shade” can do.

Thank you again for your email. Please don’t hesitate to contact me or other Councilors.

Deborra Sines Pancoe

215-287-7575

President, Jenkintown Borough Council

[dsinespancoe@jenkintownboro.com](mailto:dsinespancoe@jenkintownboro.com)

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**From:** Casey Ciocca <[casey.ciocca@gmail.com](mailto:casey.ciocca@gmail.com)>

**Date:** Friday, March 12, 2021 at 4:17 PM

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**Subject:** Resident Concerns re: 821 Homestead Road

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Thank you and sincerely,

Casey Ciocca

(215)-913-3858



**Subject:** Re: Please DO NOT approve the Homestead apartment development  
**Date:** Tuesday, March 16, 2021 at 1:37:53 PM Eastern Daylight Time  
**From:** Deborra Sines-Pancoe  
**To:** margdelg@aol.com

Dear Marguerite Del Giudice & Doran Twer,

I am trying to respond to each person who sent me an email regarding the development of 821 Homestead (former home of Church of Our Saviour). If this is a duplication, please excuse. Thank you for your comments.

To give some background - this property was purchased in November 2019 by Midgard Properties. The parcel is in the "NCR Neighborhood Commercial Residential District" according to the Jenkintown Borough's zoning code. (Article XI: 181-48 <https://jenkintownboro.com/newsite2015/wp-content/uploads/2015/04/jenkintown-zoning-code.pdf>)

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Thank you again for your email. Please don't hesitate to contact me or other Councilors.

Deborra Sines Pancoe

215-287-7575  
President, Jenkintown Borough Council  
dsinespancoe@jenkintownboro.com

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**From:** "margdelg@aol.com" <margdelg@aol.com>  
**Date:** Monday, March 15, 2021 at 5:35 PM  
**To:** Jay Conners <jconners@jenkintownboro.com>, David Ballard <dballard@jenkintownboro.com>, Deborra Sines-Pancoe <dsinespancoe@jenkintownboro.com>, Kimberly McGlenn <kmcglenn@jenkintownboro.com>, Kieran Farrell <kfarrell@jenkintownboro.com>, Chelsea Sperger <csperger@jenkintownboro.com>, Alexandria Khalil <akhalil@jenkintownboro.com>, Christian Soltysiak <csoltysiak@jenkintownboro.com>, Maxine Marlowe <mmaxlowe@jenkintownboro.com>, A MacHaffie <amachaffie@jenkintownboro.com>, Joanne Bruno <Jbruno@jenkintownboro.com>, J Lugar <jlugar@jenkintownboro.com>  
**Cc:** "DoranTwer@aol.com" <DoranTwer@aol.com>  
**Subject:** Please DO NOT approve the Homestead apartment development

Dear Councilors,

We have just become aware of plans for the construction of a 32-unit apartment building in our neighborhood and are writing to oppose this rushed project. The community has not had time to evaluate what could be devastating effects on our independent school system and the safety and day-to-day life experience of surrounding homeowners.

Any claim that such a development will not attract families and will not cause serious parking, traffic, and safety issues defies common sense and seems, we're sorry to say, disingenuous on the face of it.

Adding so many new homes and potential students could force us to merge with another school district, altering forever a unique characteristic of the borough, and also create traffic safety issues in a neighborhood populated with many small children. We live on Vernon Road, where cars already zoom down the street, ignore stop signs, and often drive the wrong way. Customers who frequent the nearby jujitsu gym and dance studio are forced to use on-street parking, which will be further taxed if this development goes through, and the accompanying traffic is already at times hazardous. We urge you not to exacerbate an already increasingly unsafe environment.

We believe it's important to have affordable multifamily housing in our community, and Jenkintown already has a lot—much of it provided by the same developer as the Homestead project. If the now-vacant Chelsea right next door is also converted into apartments, there would then be two large apartment buildings abutting each other, adding yet more traffic and congestion and further jeopardizing our neighborhood's safety and welfare.

We realize the borough is in need of tax revenue, *but this is not the way.*

It may be a profitable investment, but at what cost? If it's a mistake, and we think it is, it's a big mistake, and there is no turning back. Let's put the brakes on and give ourselves time for a longer and harder look.

PLEASE DO NOT allow this project to go forward.

Sincerely,  
Marguerite Del Giudice & Doran Twer  
414 Vernon Road

**Subject:** Re: Questions about new apartment complex at 821 Homestead (Ward 1)

**Date:** Tuesday, March 16, 2021 at 10:42:32 AM Eastern Daylight Time

**From:** Deborra Sines-Pancoe

**To:** Lillian Falese, Kimberly McGlenn, Chelsea Sperger

Dear Lillian Falese,

Thank you for your thoughtful comments and questions regarding the development of 821 Homestead (former home of Church of Our Saviour).

This property was purchased in November 2019 by Midgard Properties. The parcel is in the "NCR Neighborhood Commercial Residential District" according to the Jenkintown Borough's zoning code. (Article XI: 181-48 <https://jenkintownboro.com/newsite2015/wp-content/uploads/2015/04/jenkintown-zoning-code.pdf>)

Midgard Properties came to the February 2021 full council meeting to give an informal presentation about their plans. According to the zoning code, the proposed usage is "conditional." Therefore, Jenkintown Planning Commission will review the plans at their March 16 meeting. There is the possibility of proposing conditions to the plans; those conditions must be within the limits of the zoning code. I encourage you to attend the virtual Jenkintown Planning Commission meeting on Tuesday, 3/16 @ 6:30pm.

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Council members have been reading and responding to emails from residents expressing concerns. We are glad for the public input and look forward to you expressing your thoughtful concerns at these meetings. I share your concerns about parking, traffic, and density. We will raise these matters in the context of conditional use. Unfortunately, it is not a matter of voting yes or no on allowing development. We can strive for a reasonable outcome and the opportunity to help shape a project.

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Thank you again for your email. Please don't hesitate to contact me or other Councilors.

Deborra Sines Pancoe

215-287-7575  
President, Jenkintown Borough Council  
dsinespancoe@jenkintownboro.com

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**From:** Lillian Falese <lillian.falese@gmail.com>  
**Date:** Saturday, March 13, 2021 at 10:36 PM  
**To:** Deborra Sines-Pancoe <dsinespancoe@jenkintownboro.com>, Kimberly McGlenn <kmcglenn@jenkintownboro.com>, Chelsea Sperger <csperger@jenkintownboro.com>  
**Subject:** Questions about new apartment complex at 821 Homestead (Ward 1)

Hi all,

I live in Jenkintown, near the new proposed development at 821 Homestead (Ward 1) that is under review by the Borough Planning Commission. I am also relatively new to the neighborhood and would like to understand how the Borough Council approaches evaluation of new developments. If you have time to chat on the phone, that would be wonderful. And if there is a better point of contact, please let me know! I appreciate your time and service to Jenkintown.

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What does the council do to understand the impact of new development on traffic patterns? Do you rely on data provided by developer investigations? Does Jenkintown evaluate this independently? How has this changed during the Covid-19 pandemic when traffic is reduced (and may increase in the near future)?

Does the council evaluate new development holistically - how increasing populations impact the small school district?

Where can I find information about how the schools are able (or not able) to address a growing student population? With the pandemic-related recession, there will be a need for dense housing and how is Jenkintown planning for this?

Sincerely,  
Lillian Falese  
425 Vernon Rd  
415-728-3715

**Subject:** Re: 32 Unit Apartment Building  
**Date:** Tuesday, March 16, 2021 at 1:33:10 PM Eastern Daylight Time  
**From:** Deborra Sines-Pancoe  
**To:** Robert S. Hawthorne  
**CC:** Chelsea Sperger, Kimberly McGlenn  
**BCC:** George Locke

Dear Robert Hawthorne,

Thank you for your email and comments regarding the development of 821 Homestead (former home of Church of Our Saviour). I don't think it is legally possible to postpone this conditional use application until after COVID restrictions have been lifted. We will ask that question in the upcoming meetings.

To give a little background - this property was purchased in November 2019 by Midgard Properties. The parcel is in the "NCR Neighborhood Commercial Residential District" according the Jenkintown Borough's zoning code. (Article XI: 181-48 <https://jenkintownboro.com/newsite2015/wp-content/uploads/2015/04/jenkintown-zoning-code.pdf>)

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Thank you again for your email. Please don't hesitate to contact me or other Councilors.

Deborra Sines Pancoe  
215-287-7575

President, Jenkintown Borough Council  
[dsinespancoe@jenkintownboro.com](mailto:dsinespancoe@jenkintownboro.com)

On 3/15/21, 5:42 PM, "Robert S. Hawthorne" <[robertshawthorne@gmail.com](mailto:robertshawthorne@gmail.com)> wrote:

Council President Sines-Pancoe,

This e-mail is to let you know that both my wife Carole and I oppose the construction of the 32 unit apartment building on the former Episcopal church property. Has the council considered postponing this meeting until after the Covid restrictions have been lifted? This delay would allow more residents to attend and more voices to be heard.

Respectfully,

Robert S. Hawthorne  
409 Newbold Road

Sent from my iPad

**Subject:** Re: Proposed Development at Church of Our Savior

**Date:** Tuesday, March 16, 2021 at 1:29:55 PM Eastern Daylight Time

**From:** Deborra Sines-Pancoe

**To:** Will Igoe

**CC:** Chelsea Sperger, Kimberly McGlenn

Dear Will Igoe,

Thank you for your comments regarding the development of 821 Homestead (former home of Church of Our Saviour).

This property was purchased in November 2019 by Midgard Properties. The parcel is in the "NCR Neighborhood Commercial Residential District" according the Jenkintown Borough's zoning code. (Article XI: 181-48 <https://jenkintownboro.com/newsite2015/wp-content/uploads/2015/04/jenkintown-zoning-code.pdf>)

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It is important to note that Borough Council representatives all live in the borough and many have children and grandchildren in the Jenkintown School District. Councilors give extraordinary time, care, and attention to the matters that come before us. We appreciate the concerns of residents and are working hard to maintain the quality of life in Jenkintown that drew us to move here. Council members share the concerns of our neighbors – we want to have a thriving business community (that brings in tax revenue), quality schools, independent police and fire services, and maintain our public amenities – sewer, roadways, parks – while, at the same time, being mindful of the burden of residential taxes.

Thank you again for your email. Please don't hesitate to contact me or other Councilors.

Deborra Sines Pancoe  
215-287-7575  
President, Jenkintown Borough Council  
dsinespancoe@jenkintownboro.com

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**From:** Will Igoe <wbigo@gmail.com>  
**Date:** Monday, March 15, 2021 at 8:49 PM  
**To:** Deborra Sines-Pancoe <dsinespancoe@jenkintownboro.com>, "jconners@jenkintownboro.com" <jconners@jenkintownboro.com>, David Ballard <dballard@jenkintownboro.com>, Kimberly McGlenn <kmcglenn@jenkintownboro.com>, Kieran Farrell <kfarrell@jenkintownboro.com>, Chelsea Sperger <csperger@jenkintownboro.com>, Alexandria Khalil <akhalil@jenkintownboro.com>, Christian Soltysiak <csoltysiak@jenkintownboro.com>, Maxine Marlowe <mmarlowe@jenkintownboro.com>, A MacHaffie <amachaffie@jenkintownboro.com>, Joanne Bruno <jbruno@jenkintownboro.com>, J Lugar <jlugar@jenkintownboro.com>  
**Subject:** Proposed Development at Church of Our Savior

Dear Council Members:

My wife and I bought 407 Newbold Road in April 2020 and moved in with our young family in June (a 5 y/o and 3 y/o). When we decided to move from Philadelphia, Jenkintown was at the top of our list because of its small, excellent school district and its reputation for having a strong community. So far, Jenkintown has exceeded our expectations, and we're excited to get to know the community even better once something approaching "normal" returns.

I'm writing to you to express our concerns over the proposed development at the Church of Our Savior on Homestead Road, two of which I'll mention here. First, the corner of Homestead and Vernon is already a high-traffic area primarily because people use Vernon as a cut-through from Washington Lane and Greenwood Avenue. Adding a 32-unit development will only increase the traffic and the danger in a very pedestrian friendly neighborhood, including to the many young children who walk to school.

Second, we're deeply concerned about how this project -- and other projects that seem to reflect growth for growth's sake -- will affect the long-term financial health and viability of the school district. We're concerned that the Church of Our Savior project and others like it ultimately will force the district to expand physically, if that is possible (w/ the attendant increase in taxes, which already are high), or force it to merge with another district. If that occurred, it would cause us to very seriously consider leaving, as our move to Jenkintown was very much motivated by having a small, excellent school district that we could walk to with our kids. While I understand the developer intends to cite a region-wide study showing that apartment complexes tend to have few children, I'm skeptical that the same can be said for Jenkintown. People move here because of the school district (we certainly did), whether they live in single family residences or apartment buildings.

I'm not arguing that Jenkintown should remain frozen in time or avoid growth. But I strongly believe the Council should consider in each instance whether the development being proposed makes sense, and whether it's consistent with what makes Jenkintown such a wonderful community.

Thanks for your consideration.

Will Igoe  
407 Newbold Road



**Subject:** Re: proposed Homestead Road Apartment complex

**Date:** Tuesday, March 16, 2021 at 10:56:05 AM Eastern Daylight Time

**From:** Deborra Sines-Pancoe

**To:** Ann & Tom Peff, J Lugar, Joanne Bruno, A MacHaffie, Christian Soltysiak, Alexandria Khalil, Chelsea Sperger, Kieran Farrell, Kimberly McGlonn, David Ballard, Jay Conners, Maxine Marlowe, George Locke

**CC:** Louisa Terry Garrido

Dear Ann and Tom,

Thank you for your comments regarding the development of 821 Homestead (former home of Church of Our Saviour).

As you know, this property was purchased in November 2019 by Midgard Properties. The parcel is in the "NCR Neighborhood Commercial Residential District" according to the Jenkintown Borough's zoning code. (Article XI: 181-48 <https://jenkintownboro.com/newsite2015/wp-content/uploads/2015/04/jenkintown-zoning-code.pdf>)

Although I am sorry that the archdiocese necessitated Church of Our Saviour's departure from the borough, I appreciate the efforts being made to preserve the beautiful stone church building and Homestead Hall. Its reuse will bring considerable tax revenue to the borough on a property that previously brought in no taxes.

Midgard Properties came to the February 2021 full council meeting to give an informal presentation about their plans. According to the zoning code, the proposed usage is "conditional." Therefore, Jenkintown Planning Commission will review the plans at their March 16 meeting. There is the possibility of proposing conditions to the plans; those conditions must be within the limits of the zoning code. I encourage you to attend the virtual Jenkintown Planning Commission meeting on Tuesday, 3/16 @ 6:30pm.

More discussion will take place at the Building, Zoning, and Revitalization Committee meeting on Wednesday, 3/17 @ 7:00pm.

There will be a Conditional Use Hearing at the full Council meeting scheduled for Wednesday, 3/24 @ 7:00pm. At that time, Council may vote on possible conditions.

Borough Manager George Lock can provide you with a link for these meetings. Send him an email at [glocke@jenkintownboro.com](mailto:glocke@jenkintownboro.com).

Council members have been reading and responding to emails from residents expressing concerns. We are glad for the public input and look forward to you expressing your thoughtful concerns at these meetings. I share your concerns about parking, traffic, and density. We will raise these matters in the context of conditional use. Unfortunately, it is not a matter of voting yes or no on allowing development. We can strive for a reasonable outcome and the opportunity to help shape a project.

I draw your attention to this recent study from the Delaware Valley Regional Planning Commission (September 2020) and the findings of this independent group. Findings 5, 6, and 7 are especially relevant to Jenkintown as we think about the growth of our community.

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neighbors – we want to have a thriving business community (that brings in tax revenue), quality schools, independent police and fire services, and maintain our public amenities – sewer, roadways, parks – while, at the same time, being mindful of the burden of residential taxes.

Thank you again for your email. Please don't hesitate to contact me or other Councilors.

Deborra Sines Pancoe  
215-287-7575  
President, Jenkintown Borough Council  
[dsinespancoe@jenkintownboro.com](mailto:dsinespancoe@jenkintownboro.com)

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**From:** Ann & Tom Peff <[tom.ann.peff@gmail.com](mailto:tom.ann.peff@gmail.com)>  
**Date:** Sunday, March 14, 2021 at 9:10 PM  
**To:** J Lugar <[jlugar@jenkintownboro.com](mailto:jlugar@jenkintownboro.com)>, Joanne Bruno <[jbruno@jenkintownboro.com](mailto:jbruno@jenkintownboro.com)>, A MacHaffie <[amachaffie@jenkintownboro.com](mailto:amachaffie@jenkintownboro.com)>, Christian Soltysiak <[csoltysiak@jenkintownboro.com](mailto:csoltysiak@jenkintownboro.com)>, Alexandria Khalil <[akhalil@jenkintownboro.com](mailto:akhalil@jenkintownboro.com)>, Chelsea Sperger <[csperger@jenkintownboro.com](mailto:csperger@jenkintownboro.com)>, Kieran Farrell <[kfarrell@jenkintownboro.com](mailto:kfarrell@jenkintownboro.com)>, Kimberly McGlonn <[kmcglonn@jenkintownboro.com](mailto:kmcglonn@jenkintownboro.com)>, David Ballard <[dballard@jenkintownboro.com](mailto:dballard@jenkintownboro.com)>, Jay Conners <[jconners@jenkintownboro.com](mailto:jconners@jenkintownboro.com)>, Deborra Sines-Pancoe <[dsinespancoe@jenkintownboro.com](mailto:dsinespancoe@jenkintownboro.com)>, Maxine Marlowe <[mmarlowe@jenkintownboro.com](mailto:mmarlowe@jenkintownboro.com)>, George Locke <[glocke@jenkintownboro.com](mailto:glocke@jenkintownboro.com)>  
**Subject:** Fwd: proposed Homestead Road Apartment complex

Please note our concerns regarding the development of the property on Homestead

Tom and Ann Peff  
407 Vernon Rd  
407

----- Forwarded message -----

From: **Ann & Tom Peff** <[tom.ann.peff@gmail.com](mailto:tom.ann.peff@gmail.com)>  
Date: Sun, Mar 14, 2021 at 8:43 PM  
Subject: Fwd: proposed Homestead Road Apartment complex  
To: Louisa Terry Garrido <[lterrygarrido@gmail.com](mailto:lterrygarrido@gmail.com)>

----- Forwarded message -----

From: **Ann Peff** <[ann.peff@gmail.com](mailto:ann.peff@gmail.com)>  
Date: Sun, Mar 14, 2021 at 8:19 PM  
Subject: proposed Homestead Road Apartment complex  
To: Ann Peff <[tom.ann.peff@gmail.com](mailto:tom.ann.peff@gmail.com)>

As 35+year residents of 407 Vernon Road on the corner of Vernon and Homestead, we have serious concerns about the neighborhood impact of the 34 unit apartment complex proposed for the Church of Our Savior site. We look forward to the planning commission meetings this week to better understand the project. Some of the issues we feel need consideration are:

1. For such a large multifamily living facility there is a single traffic entrance and exit on Homestead Road.

The volume of constant daily traffic generated by this planned community within an existing community neighborhood ( including delivery trucks, service vans and trucks, plus potentially 60+ personal vehicles) demands an accessible entrance and exit directly off Old York Road. To shunt all traffic for this facility onto Homestead Road which is already impacted by the Cottman Road intersection servicing all traffic which exits from the commercial buildings, row houses and apartment buildings located along Cottman is poor planning.

As well, Homestead Road is a thorough-fare for traffic heading north to Old York Road from all points east via Washington Lane, West Ave and Vernon Road. The parking spaces on Homestead are filled on weekdays by people working in the neighborhood or using the gym, dance studio, bagel shop, dentist and lawyers offices. If a truck navigating Homestead Road meets a van one of them has to stop to allow safe passage. It is not uncommon for vehicles to drive in the grass strip in front of my house. Placing such a large additional traffic burden on this neighborhood street seems poorly conceived.

The car-counting system in place the last month or so would not be a valid representation of 'normal conditions' given the pandemic restrictions.

2. The Old York Road (OYR) access from Homestead Road is a right north turn only. This traffic direction is violated frequently, as commuting drivers make an illegal left turn to head south. Crossing two lanes of oncoming traffic released from the long light at West and OYR is a serious risk.

All apartment traffic would be shunted to this intersection. If they would want to go south they would either head up Homestead to make a right on Newbold or cross over to Cottman to navigate the West Ave intersection. Again, a significant volume of apartment traffic is being deliberately shunted into the neighborhood.

3. Current traffic signs are ignored and not enforced in the neighborhood.

As noted above, traffic frequently makes a L south turn onto OYR from Homestead. The 'NO Left Turn' sign on the stone post is either not seen or disregarded.

The poorly visible 'No Truck Sign' posted at the intersection of West and Vernon Rd is completely ignored.

I am told that the proposed apartment complex would post a sign asking tenants not to make a left turn onto Homestead Road, using the neighborhood as a 'cut-through' as they exit the facility. There is little precedence that this traffic sign would be enforced.

4. Impact of surge of students on the local school system.

We live in an urban neighborhood by choice. We understand the need to increase the tax base in Jenkintown and the economic impact the pandemic shutdown has caused. Traffic, close proximity of neighbors, business and commercial congestion and noise are the expected trade-offs for the close-knit community life that Jenkintown affords. To purposely place such a large project in the middle of the community with no planning for its appropriate integration into the neighborhood seems short-sighted and harmful to those aspects of Jenkintown that are succeeding, such as rising home prices reflecting a desire to live in a walkable neighborhood. One would hope that those elected/appointed officials who represent the neighborhood will act responsibly for their interests.

Ann and Tom Peff  
407 Vernon Road  
215-990-8725 (Tom cell)  
215-990-8795 (Ann cell)

Sent from my iPhone

**Subject:** Re: Homestead rd.

**Date:** Tuesday, March 16, 2021 at 1:20:18 PM Eastern Daylight Time

**From:** Deborra Sines-Pancoe

**To:** apotts19853@gmail.com

**CC:** George Locke, Allyson Dobbs, A MacHaffie, Alexandria Khalil, Chelsea Sperger, Kimberly McGlenn, David Ballard, Kieran Farrell, J Lugar, Jay Connors, Joanne Bruno, Maxine Marlowe, Christian Soltysiak

Dear Annie Potts,

Manager Locke shared your email with us. Thank you for your comments regarding the development of 821 Homestead (former home of Church of Our Saviour).

This property was purchased in November 2019 by Midgard Properties. The parcel is in the "NCR Neighborhood Commercial Residential District" according the Jenkintown Borough's zoning code. (Article XI: 181-48 <https://jenkintownboro.com/newsite2015/wp-content/uploads/2015/04/jenkintown-zoning-code.pdf>)

Midgard Properties came to the February 2021 full council meeting to give an informal presentation about their plans. According to the zoning code, the proposed usage is "conditional." Therefore, Jenkintown Planning Commission will review the plans at their March 16 meeting. There is the possibility of proposing conditions to the plans; those conditions must be within the limits of the zoning code. I encourage you to attend the virtual Jenkintown Planning Commission meeting on Tuesday, 3/16 @ 6:30pm. More discussion will take place at the Building, Zoning, and Revitalization Committee meeting on Wednesday, 3/17 @ 7:00pm.

There will be a Conditional Use Hearing at the full Council meeting scheduled for Wednesday, 3/24 @ 7:00pm. At that time, Council may vote on possible conditions.

Borough Manager George Lock can provide you with a link for these meetings. Send him an email at [glocke@jenkintownboro.com](mailto:glocke@jenkintownboro.com).

Council members have been reading and responding to emails from residents expressing concerns. We are glad for the public input and look forward to you expressing your thoughtful concerns at these meetings. I share your concerns about parking, traffic, and density. We will raise these matters in the context of conditional use. Unfortunately, it is not a matter of voting yes or no on allowing development. We can strive for a reasonable outcome and the opportunity to help shape a project.

I draw your attention to this recent study from the Delaware Valley Regional Planning Commission (September 2020) and the findings of this independent group. Findings 5, 6, and 7 are especially relevant to Jenkintown as we think about the growth of our community.  
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Thank you again for your email. Please don't hesitate to contact me or other Councilors.

Deborra Sines Pancoe  
215-287-7575  
President, Jenkintown Borough Council  
dsinespancoe@jenkintownboro.com

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**From:** George Locke <glocke@jenkintownboro.com>

**Date:** Tuesday, March 16, 2021 at 1:09 PM

**To:** Allyson Dobbs <Adobbs@jenkintownboro.com>, A MacHaffie <amachaffie@jenkintownboro.com>, Alexandria Khalil <akhalil@jenkintownboro.com>, Chelsea Sperger <csperger@jenkintownboro.com>, Christian Soltysiak <csoltysiak@jenkintownboro.com>, David Ballard <dballard@jenkintownboro.com>, Deborra Sines-Pancoe <dsinespancoe@jenkintownboro.com>, J Lugar <jlugar@jenkintownboro.com>, Jay Connors <jconnors@jenkintownboro.com>, Joanne Bruno <Jbruno@jenkintownboro.com>, Kieran Farrell <kfarrell@jenkintownboro.com>, Kimberly McGlonn <kmcglonn@jenkintownboro.com>, Maxine Marlowe <mmarlowe@jenkintownboro.com>

**Subject:** FW: Homestead rd.

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**From:** Annie Potts <apotts19853@gmail.com>

**Sent:** Tuesday, March 16, 2021 11:10 AM

**To:** George Locke <glocke@jenkintownboro.com>

**Subject:** Homestead rd.

Good Morning Mr. Locke,

I have been a resident of the greater Philadelphia region for practically my entire life, and a Jenkintown resident for the past 2 years. I could speak at length on the past 2 years I have spent living here in Jenkintown, but I digress. I have to express my deep concerns with a letter I received the other day in my mail. The letter was explaining plans to build a 32 unit apartment building on Homestead rd, and it could not be more concerning in my humble opinion. This is just a street down from where I reside and the neighborhood is already a nightmare. I do not have a garage or driveway and have to park on the street, and I struggle many days to find a spot. I often walk blocks to get to my place. The amount of traffic in the neighborhood is extreme and heavy. Most people use it as a cut through to where they need to go. Homestead rd in specific (where the church and now the little gym are located) is a tiny, narrow street with not even enough room for 2 cars to go down. I often have to pull over to let the person approaching get by, and when it snows- forget it. It is not a practical street, but we have dealt because we reside there. However, to add 32 units, which we know will be at least 60 additional people and vehicles would be a huge mistake.

I recognize we have to develop in future times, but I sincerely believe this is the wrong street/area to do so. I know there is not much I can do, but I wanted to voice my opinion and concern.

Sincerely,  
Annie Potts

**Subject:** FW: Opposed to the Homestead development  
**Date:** Tuesday, March 16, 2021 at 1:22:25 PM Eastern Daylight Time  
**From:** Deborra Sines-Pancoe  
**To:** George Locke, Gabriel Lerman, Patrick Hitchens

George, Gabe, and Patrick,  
I'm sharing this reply from Nina Russakof so you can be aware of the concerns being raised.  
To be continued. . .

Deborra

Deborra Sines Pancoe  
President, Jenkintown Borough Council  
dsinespancoe@jenkintownboro.com

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**From:** Nina R <nlr\_1@hotmail.com>  
**Date:** Tuesday, March 16, 2021 at 11:40 AM  
**To:** Deborra Sines-Pancoe <dsinespancoe@jenkintownboro.com>  
**Cc:** Chelsea Sperger <csperger@jenkintownboro.com>, Kimberly McGlonn <kmcglonn@jenkintownboro.com>  
**Subject:** Re: Opposed to the Homestead development

Thanks so much, Deborra. I appreciate your thoughtful reply and I am well aware it is possible for people to just hold different opinions on issues as complex as smart development. I do have a background in these issues stretching back to the 1990s, however, so regarding the findings you cite in the DVRPC study, please consider:

Finding 5: "multi-family households are smaller and generate fewer school-age children than those of other housing types." It seems misleading to me to "find" that households squeezed into smaller spaces are smaller. Of course they are. The problem with this is it compares household to household, not land mass to land mass - i.e. it doesn't matter if each household in a multi-family building is smaller if you are putting 37 of them on a plot of land that should really hold 5.

Finding 6: "as part of smart growth development, multifamily housing can have important fiscal and community benefits." I 100% agree with this statement. Nonetheless, this can be true and it can also be true that the design of the proposed apartment building will still literally ruin the school district. One of the best things about Jenkintown, which I actually recall being discussed at the 2035 comprehensive planning sessions, is the diversity of the housing stock. There are already lots of multi-family housing opportunities in Jenkintown, and they range from the very inexpensive apartments above the stores on West to the many rental apartments available in Greenwood Towers to the condominiums for sale in Beaver Hill. My sense of this DVRPC study is that it is designed to convince areas like, e.g., Lower Moreland that it should not continue to disallow all apartment buildings. We do not have this problem in Jenkintown. Our problem is a lack of vital services (i.e. it is not possible to buy a quart of milk in the borough), lack of parking, and business churn. Allowing a huge residential

complex was Cheltenham's way of developing, and it did not work. Horsham/Hatboro decided to strategically lure businesses and have reached a sustainable model. Please consider following the Hatboro/Horsham lead.

Finding 7: "Multifamily residents travel less and own fewer cars than their single-family peers". I think this finding is misleading for the same reasons as finding 5 - it is making comparisons based on households, while the underlying problem is the number of households being crammed into a small area, not the kind of households.

Kim and Chelsea both expressed to me concern that opposition to this development implicates issues of racism and classism, and I agree that any opposition to multi-family housing should be weighed carefully to ensure that those are not the underlying motivations. On my part, I can honestly say I do not think they are. I did not oppose the Summit House development once it was turned into low-income 55+ housing because I understand there is a huge need for this kind of housing and it does not threaten the school. I did oppose the development in the Joey Tate's building because it seems to me that, like this one, it is essentially building small homes for suburban families where a large portion of the money that would have gone to taxes if each home was put on a piece of land will instead go to the landlord, who pays less taxes per unit despite the fact that those residents will generate the same costs to the school as those living in row homes. There are limits to how much the school can grow just based on its building, and it has hit that limit. The fact is that the new development will not even raise enough revenue to pay for new teachers, let alone a whole new building.

Finally, I understand the limitations of a conditional use hearing, but for this project in particular, there are very serious issues of public health and safety. Beyond getting rid of virtually all the greenspace on this historical property, the proposal would take a dangerous traffic situation and make it untenable. Pre-pandemic, just boy scout meetings could cause traffic issues on Homestead but, like church services, they were at least infrequent. Putting that many full-time residents on this street will be treacherous for the nearby kids and potentially ruinous for the nearby businesses.

In the longer term, I hope you will consider revising the zoning laws that appear to allow for this kind of unsustainable development.

Thanks for listening,

Nina

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**From:** Deborra Sines-Pancoe <dsinespancoe@jenkintownboro.com>

**Sent:** Tuesday, March 16, 2021 2:49 PM

**To:** Nina R <nlr\_1@hotmail.com>



**Cc:** Chelsea Sperger <csperger@jenkintownboro.com>; Kimberly McGlenn <kmcglenn@jenkintownboro.com>

**Subject:** Re: Opposed to the Homestead development

Dear Nina,

Thank you for your comments regarding the development of 821 Homestead (former home of Church of Our Saviour).

Just for some background - this property was purchased in November 2019 by Midgard Properties. The parcel is in the "NCR Neighborhood Commercial Residential District" according to the Jenkintown Borough's zoning code. (Article XI: 181-48 <https://jenkintownboro.com/newsite2015/wp-content/uploads/2015/04/jenkintown-zoning-code.pdf>)

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Council members have been reading and responding to emails from residents expressing concerns. We are glad for the public input and look forward to you expressing your thoughtful concerns at these meetings. I share your concerns about parking, traffic, and density. We will raise these matters in the context of conditional use. Unfortunately, it is not a matter of voting yes or no on allowing development. We can strive for a reasonable outcome and the opportunity to help shape a project.

We are aware of and read carefully the recent studies and demographic information from the Delaware Valley Regional Planning Commission (September 2020) and the findings of this independent group. Findings 5, 6, and 7 are especially relevant to Jenkintown as we think about the growth of our community. [https://www2.dvrpc.org/SmartGrowth/Multifamily/pdf/DVRPC\\_18033\\_Development\\_Matters.pdf](https://www2.dvrpc.org/SmartGrowth/Multifamily/pdf/DVRPC_18033_Development_Matters.pdf)

I do not think there is any duplicitous intention on the part of Council or the developer.

It is important to note that Borough Council representatives all live in the borough and many have children and grandchildren in the Jenkintown School District. Councilors give extraordinary time, care, and attention to

the matters that come before us. We appreciate the concerns of residents and are working hard to maintain the quality of life in Jenkintown that drew us to move here. Council members share the concerns of our neighbors – we want to have a thriving business community (that brings in tax revenue), quality schools, independent police and fire services, and maintain our public amenities – sewer, roadways, parks – while, at the same time, being mindful of the burden of residential taxes.

Thank you again for your email. Please don't hesitate to contact me or other Councilors.

Deborra Sines Pancoe  
215-287-7575  
President, Jenkintown Borough Council  
dsinespancoe@jenkintownboro.com

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**From:** Nina R <nlr\_1@hotmail.com>

**Date:** Sunday, March 14, 2021 at 1:06 PM

**To:** Deborra Sines-Pancoe <dsinespancoe@jenkintownboro.com>

**Subject:** Opposed to the Homestead development

Dear President Pancoe,

I write to oppose the proposed development for Homestead Road. I reviewed the video of the borough council meeting and am concerned about several factual inaccuracies and unaddressed concerns.

(1) - The evidence suggests these apartments will be filled with families whose children will attend the Jenkintown School District.

The DVRPC study does not show that only singles and empty nesters will move into the new apartments. Please review it carefully, since I gather this is how its conclusions were represented to you. When I read it, it suggested that families with children state they would prefer to move into a single-family home, and that, when averaged all together, single-family homes are more likely to house kids than apartments. The developer should not rely on this study to show these apartments will not attract families with school-age children.

In my opinion, the number of units he is proposing could spell the effective end of our independent school district. Evidence we have from the last ten years that shows that more and more Jenkintown apartments are filled with kids attending school in the district. In the 2013-2014 school year, only 16 kids lived in Beaver Hill, and several years before then I gather it was unheard of for any families to live there. In the 2020-21 school year, 31 kids live there, not to mention the many children who live in other apartment buildings and apartments in other developments or what were originally single-family homes. These families are awesome and I personally am happy for their contributions to the

**Subject:** Re: Resident feedback re: proposed construction at 821 Homestead

**Date:** Tuesday, March 16, 2021 at 11:01:14 AM Eastern Daylight Time

**From:** Deborra Sines-Pancoe

**To:** Brian Sperling, jconnors@jenkintownboro.com, David Ballard, Kimberly McGlenn, Kieran Farrell, Chelsea Sperger, Alexandria Khalil, Christian Soltysiak, Maxine Marlowe, A MacHaffie, Joanne Bruno, J Lugar

**CC:** Hilary Goodman

**BCC:** Allyson Dobbs

Dear Brian Sperling and Hilary Goodman,

Thank you for your comments regarding the development of 821 Homestead (former home of Church of Our Saviour).

Just for some background - this property was purchased in November 2019 by Midgard Properties. The parcel is in the "NCR Neighborhood Commercial Residential District" according to the Jenkintown Borough's zoning code. (Article XI: 181-48 <https://jenkintownboro.com/newsite2015/wp-content/uploads/2015/04/jenkintown-zoning-code.pdf>)

Midgard Properties came to the February 2021 full council meeting to give an informal presentation about their plans. According to the zoning code, the proposed usage is "conditional." Therefore, Jenkintown Planning Commission will review the plans at their March 16 meeting. There is the possibility of proposing conditions to the plans; those conditions must be within the limits of the zoning code. I encourage you to attend the virtual Jenkintown Planning Commission meeting on Tuesday, 3/16 @ 6:30pm.

More discussion will take place at the Building, Zoning, and Revitalization Committee meeting on Wednesday, 3/17 @ 7:00pm.

There will be a Conditional Use Hearing at the full Council meeting scheduled for Wednesday, 3/24 @ 7:00pm. At that time, Council may vote on possible conditions.

Borough Manager George Lock can provide you with a link for these meetings. Send him an email at [glocke@jenkintownboro.com](mailto:glocke@jenkintownboro.com).

Council members have been reading and responding to emails from residents expressing concerns. We are glad for the public input and look forward to you expressing your thoughtful concerns at these meetings. I share your concerns about parking, traffic, and density. We will raise these matters in the context of conditional use. Unfortunately, it is not a matter of voting yes or no on allowing development. We can strive for a reasonable outcome and the opportunity to help shape a project.

I draw your attention to this recent study from the Delaware Valley Regional Planning Commission (September 2020) and the findings of this independent group. Findings 5, 6, and 7 are especially relevant to Jenkintown as we think about the growth of our community.

[https://www2.dvrpc.org/SmartGrowth/Multifamily/pdf/DVRPC\\_18033\\_Development\\_Matters.pdf](https://www2.dvrpc.org/SmartGrowth/Multifamily/pdf/DVRPC_18033_Development_Matters.pdf)

It is important to note that one of your Council reps – Chelsea Sperger – does live on the east side of 611. Additionally – many of us walk through all parts of the borough and we patronize the business on both sides of York Road. Part of our work on Council is to have concern for the borough as a whole. Borough Council representatives all live in the borough and many have children and grandchildren in the Jenkintown School District. Councilors give extraordinary time, care, and attention to the matters that come before us. We appreciate the concerns of residents and are working hard to maintain the quality of life in Jenkintown that drew us to move here. Council members share the concerns of our neighbors – we want to have a thriving

business community (that brings in tax revenue), quality schools, independent police and fire services, and maintain our public amenities – sewer, roadways, parks – while, at the same time, being mindful of the burden of residential taxes.

Thank you again for your email. Please don't hesitate to contact me or other Councilors.

Deborra Sines Pancoe  
215-287-7575  
President, Jenkintown Borough Council  
dsinespancoe@jenkintownboro.com

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**From:** Brian Sperling <brian.sperling@gmail.com>  
**Date:** Monday, March 15, 2021 at 9:09 AM  
**To:** Deborra Sines-Pancoe <dsinespancoe@jenkintownboro.com>, "jconnors@jenkintownboro.com" <jconnors@jenkintownboro.com>, David Ballard <dballard@jenkintownboro.com>, Kimberly McGlenn <kmcglenn@jenkintownboro.com>, Kieran Farrell <kfarrell@jenkintownboro.com>, Chelsea Sperger <csperger@jenkintownboro.com>, Alexandria Khalil <akhalil@jenkintownboro.com>, Christian Soltysiak <csoltysiak@jenkintownboro.com>, Maxine Marlowe <mmarlowe@jenkintownboro.com>, A MacHaffie <amachaffie@jenkintownboro.com>, Joanne Bruno <Jbruno@jenkintownboro.com>, J Lugar <jlugar@jenkintownboro.com>  
**Cc:** Hilary Goodman <HilGood@aol.com>  
**Subject:** Resident feedback re: proposed construction at 821 Homestead

Members of Jenkintown Town Council,

It was with great surprise & even greater alarm that I have come to be aware of the plans for 821 Homestead. **The intent of this email is to call attention to issues which will impact the public health, safety & welfare of those who reside in this neighborhood**, should this project be approved to move forward.

There exist already today, significant traffic and safety issues in the neighborhood where this project is slated for construction. Adding a 32 unit apartment building will exponentially add to these problems. *A traffic study done at the behest of the developer does nothing to satisfy these concerns, especially when we see the real life impact of this traffic issue on a daily basis for many years. Clearly & obviously - the developer has an agenda and motivation to ensure the results of said study conclude & align with their desired point of view.*

My understanding is that not a single member of the council resides on the east side of 611. This is a shame, because if one or more did in fact live on either Vernon or Homestead, they would be very well aware of the safety and traffic issues which have existed already for many years. The following is a summary of current issues-- experienced daily -- which will be increased due to construction and completion of this project: **Starting at 6AM & continuing until past 8PM every weekday; traffic commuting up from Philadelphia via either Cottman Avenue and/or 2nd Street (main & secondary commute roads for countless travelers) go north on Greenwood past the Acme and Abington Friends, before turning right on Washington Lane --> left on Vernon --> left on Homestead & finally turning right onto 611 North to continue their commutes. This is the route recommended by both Google and Apple Maps as the best way to get from either Cottman or 2nd to 611 North. It is not unusual to see cars traveling at speeds upward of 35-45 MPH during times when children are walking to or from school. While the total number of cars has dipped due to the pandemic, the numbers have continuously remained high on a daily basis and have now grown back to levels more consistent with previous years.**

It is one thing if the intent were to use existing structures -- converted to apartments -- only, however

constructing an entirely new complex within the existing property is going to cause immediate and long lasting issues & ultimately will add likely greater than 50-60 permanent cars to this already congested area. **With a only a single vehicle entrance and exit leading only to & from Homestead, a traffic bottleneck will be created which will greatly impact the safety and welfare of current residents and especially school children.** Please remember - a secondary entrance / exit from 611 is not possible due to the current terrain and stone wall / steps blocking this direction. I can only imagine resident permit parking will be required even prior to completion and it is very obvious that parking will be permanently impacted.

There are several other concerns re: this project, including but not limited to:

- School district impact (schools are already at capacity with high class size & facing their own budget issues.)
- Businesses currently existing in the immediate area will face significant impact. Closures are not beyond the realm of possibility...

Given that it is your charge as duly-elected town council members, to represent the best interests -- short & long term -- of current borough residents & business owners; I implore you to do what is right and not move forward with a project that clearly will jeopardize public health, safety & welfare in our beautiful town.

--  
Thank you.

Regards,  
Brian & Hilary Sperling  
413 Newbold Road

**Subject:** Re: Proposed development at 821 Homestead Road

**Date:** Tuesday, March 16, 2021 at 10:39:04 AM Eastern Daylight Time

**From:** Deborra Sines-Pancoe

**To:** Will Steuber

Dear Will Steuber,

Thank you for your comments regarding the development of 821 Homestead (former home of Church of Our Saviour).

This property was purchased in November 2019 by Midgard Properties. The parcel is in the "NCR Neighborhood Commercial Residential District" according the Jenkintown Borough's zoning code. (Article XI: 181-48 <https://jenkintownboro.com/newsite2015/wp-content/uploads/2015/04/jenkintown-zoning-code.pdf>)

Midgard Properties came to the February 2021 full council meeting to give an informal presentation about their plans. According to the zoning code, the proposed usage is "conditional." Therefore, Jenkintown Planning Commission will review the plans at their March 16 meeting. There is the possibility of proposing conditions to the plans; those conditions must be within the limits of the zoning code. I encourage you to attend the virtual Jenkintown Planning Commission meeting on Tuesday, 3/16 @ 6:30pm. More discussion will take place at the Building, Zoning, and Revitalization Committee meeting on Wednesday, 3/17 @ 7:00pm.

There will be a Conditional Use Hearing at the full Council meeting scheduled for Wednesday, 3/24 @ 7:00pm. At that time, Council may vote on possible conditions.

Borough Manager George Lock can provide you with a link for these meetings. Send him an email at [glocke@jenkintownboro.com](mailto:glocke@jenkintownboro.com).

Council members have been reading and responding to emails from residents expressing concerns. We are glad for the public input and look forward to you expressing your thoughtful concerns at these meetings. I share your concerns about parking, traffic, and density. We will raise these matters in the context of conditional use. Unfortunately, it is not a matter of voting yes or no on allowing development. We can strive for a reasonable outcome and the opportunity to help shape a project.

I draw your attention to this recent study from the Delaware Valley Regional Planning Commission (September 2020) and the findings of this independent group. Findings 5, 6, and 7 are especially relevant to Jenkintown as we think about the growth of our community.

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It is important to note that Borough Council representatives all live in the borough and many have children and grandchildren in the Jenkintown School District. Councilors give extraordinary time, care, and attention to the matters that come before us. We appreciate the concerns of residents and are working hard to maintain the quality of life in Jenkintown that drew us to move here. Council members share the concerns of our neighbors – we want to have a thriving business community (that brings in tax revenue), quality schools, independent police and fire services, and maintain our public amenities – sewer, roadways, parks – while, at the same time, being mindful of the burden of residential taxes.

Thank you again for your email. Please don't hesitate to contact me or other Councilors.

Deborra Sines Pancoe



215-287-7575  
President, Jenkintown Borough Council  
dsinespancoe@jenkintownboro.com

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**From:** Will Steuber <willsteuber@gmail.com>  
**Date:** Saturday, March 13, 2021 at 7:10 PM  
**To:** Deborra Sines-Pancoe <dsinespancoe@jenkintownboro.com>  
**Subject:** Proposed development at 821 Homestead Road

Dear Council President Deborra Sines-Pancoe,

I am writing about the proposed property at 821 Homestead Road, which backs to my yard at 411 Vernon Road. I was disappointed to learn about this from my neighbors through word-of-mouth, I would have thought that with a project of this size and impact, I would have been notified more directly from the borough. This proposed development is literally in my back yard.

I believe this development will negatively affect my property, the neighborhood, and the entire borough because of the impact on the school. It does not appear that this project is in line with the 2035 Comprehensive Plan.

Regarding the borough, I believe this new housing development would negatively impact the school, and therefore the borough. When we chose to buy a home in Jenkintown, it was because of the quality and reputation of the school. As I see it, the school is the most prized possession of Jenkintown, and the reason I choose to pay high taxes. Since my daughter started kindergarten in 2010, we have seen the school population increase resulting in the addition of more classes and an increase in the student to teacher ratio. Because the school has such a good reputation, more families are choosing apartment living here in Jenkintown so that their kids can get a good education. We've already seen the student population in Beaver Hill increase from 16 kids in 2014 to 31 kids in 2020, so we know that more apartments will only put more pressure on the school which is already strapped for space and funding. Our school has a stellar reputation but if we continue to increase the student population, it will negatively affect its value.

In my neighborhood, traffic and parking is already an issue on Homestead and Vernon. Frequently when I am turning from 611 to Homestead, I am immediately faced with a line of cars that leave barely enough room to get by which makes it dangerous because you can't slow down as you turn off of 611. Homestead is regularly filled with parking because of the businesses nearby and the congestion makes it a dangerous stretch of road for pedestrians, cyclists, and drivers. Adding 32 units to that very location will only compound the congestion problems. As it is, there is not adequate parking for the dance, Ju-Jitsu, and other businesses so the patrons regularly park on Homestead as well as Vernon. An apartment property would effect my property from both sides because parked cars would increase in my front yard, and congestion and aesthetics would negatively impact my back yard. We already know that traffic is an issue on Vernon because drivers use it to cut through to avoid 611 which adds to slow-and-go drivers at the corner of Vernon and Homestead. Just ask the borough police who occasionally monitor that corner to ticket drivers ignoring the stop sign. There has already been an accident in front of my house when there was a hit-and-run on my car which was legally parked in front of my house on Vernon Road. Not only would the proposed development mean more traffic on Vernon, but it would equally increase on Newbold because that is the one-way street used in the return direction.

From the perspective of my personal property, having a 32-unit apartment building so close will dramatically change the aesthetic of our quiet tree-lined street and my relatively quiet yard, not to mention the loss in my property value. I love my house and neighborhood as it is now, and I have the best neighbors anyone could ask for, but if there was an apartment building behind me, I would never have bought here. I don't understand how the developer can reasonably propose a 3 foot setback from the parking lot to my property line — that's half the length of my dog leash! I understand that zoning requires 1 1/2 parking spots per unit but this seems way below the reality of what is needed to accommodate the residents and businesses there. It is much more realistic to anticipate a minimum of 2 drivers per apartment, even one-bedroom units, because it typically takes two working adults, each with a car, to pay for a brand new apartment. As the plan is now, they are proposing the bare minimum of required parking so cars are bound to regularly overflow to Homestead and Vernon. Currently, since The Little Gym has moved in, the lot gets regularly filled.

I understand that development can be good for our community, I just think that this project, as it is proposed, would negatively impact the borough, and especially the neighborhood. A 3-story, 32-unit apartment building with parking lot that runs up to my property line will negatively impact the appeal of the neighborhood as well as the safety of our

residents. I appreciate that the developer wants to keep the Hall and the Church; is it not possible to convert the current stone building into a smaller set of apartments?

I urge you to vote against this proposal. I'm happy to correspond by phone or email, anytime.

Sincerely,

Will and Dajia Steuber



**Subject:** Re: VOTE NO to Proposed Development on Homestead Road  
**Date:** Tuesday, March 16, 2021 at 10:24:09 AM Eastern Daylight Time  
**From:** Deborra Sines-Pancoe  
**To:** Anthony Traino

Dear Anthony Traino,

Thank you for your comments regarding the development of 821 Homestead (former home of Church of Our Saviour).

This property was purchased in November 2019 by Midgard Properties. The parcel is in the "NCR Neighborhood Commercial Residential District" according the Jenkintown Borough's zoning code. (Article XI: 181-48 <https://jenkintownboro.com/newsite2015/wp-content/uploads/2015/04/jenkintown-zoning-code.pdf>)

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Borough Manager George Lock can provide you with a link for these meetings. Send him an email at [glocke@jenkintownboro.com](mailto:glocke@jenkintownboro.com).

Council members have been reading and responding to emails from residents expressing concerns. We are glad for the public input and look forward to you expressing your thoughtful concerns at these meetings. I share your concerns about parking, traffic, and density. We will raise these matters in the context of conditional use. Unfortunately, it is not a matter of voting yes or no on allowing development. We can strive for a reasonable outcome and the opportunity to help shape a project.

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Thank you again for your email. Please don't hesitate to contact me or other Councilors.

Deborra Sines Pancoe  
215-287-7575  
President, Jenkintown Borough Council

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**From:** Anthony Traino <atraino@gmail.com>

**Date:** Friday, March 12, 2021 at 3:23 PM

**To:** Deborra Sines-Pancoe <dsinespancoe@jenkintownboro.com>

**Subject:** VOTE NO to Proposed Development on Homestead Road

Dear Council President Sines-Pancoe,

My name is Anthony Traino, and I live at 901 Homestead Road (the old Cutler Residence). My wife, Jeta, and I moved here in May 2020 after searching for a future home for two years (we lived in Philly previously). We chose to live in Jenkintown because it provided good schools and a walkable community where our children could grow. We made this move with the plan to be here for the next 20 to 30 years. So far, we have found the best neighbors we have ever had. We have found a lot of joy in walking around town with our children. My son attends pre-k3 classes at Immaculate Conception Preschool. My wife and I enjoy walking him and our daughter (too young to attend) to school and stopping at White Horse to get coffee. We are living the dream that we set out for our family.

Unfortunately, I have just now found out about the large, 32 story apartment development that is proposed for Homestead Road. Not only am I concerned about this development (I will get to that in a minute), but I am particularly concerned that we were not notified that this was even happening. How is that possible? That is another matter that we can hopefully discuss at another time.

The largest complaint I have about living where I do right now is that there is a significant public safety issue due to traffic. Traffic comes off of Washington Ave and cuts down Vernon and either turns on West Ave or Homestead Rd. This is a significant amount of fast-moving, stop sign-running traffic that cuts through our wonderful neighborhood. Our neighborhood has children walking to school and shops, people walking their dogs, children playing. And we are overrun with cut-through traffic. Now imagine a large development being built on Homestead Rd. This is a significant public safety issue. Significant!

Currently, there are 5 homes on this 2-block-long road. The developer is already DOUBLING that by converting the old church and Homestead Hall into 5 residential units, a leasing office, and space for The Little Gym. Now, on that same property, the developer is proposing a **3-story apartment building with 32 MORE units**. Beside the school issue (below), there is no parking. I live here and I can tell you that the parking lot is already full and there are often no parking spots in front of my house because of the Brazilian Jujitsu and Dance Studio park on my block. That is beside the fact that traffic on our little residential street is already bad. I'm sitting here and watching right now as people run through the stop sign and speed down Homestead. This is unacceptable!

Our school is already beyond capacity and has a structural budget deficit. There are literally no more classrooms to add new classes in the elementary school even if the district could afford to hire more teachers, which it cannot. **Building 37 new homes has the potential to literally bankrupt the School District, forcing us to merge with Cheltenham or Abington. This would be a deal-breaker for my family. We moved here because we wanted Jenkintown schools NOT Abington or Cheltenham. This community must stay close and centralized. I do not want to be sending my child on a school bus to a huge school. This is why we chose Jenkintown!**

Council must hear the residents of Jenkintown. My children and my neighbor's children are the future of Jenkintown. **You cannot allow this development to move forward. If you do, public safety and our wonderful schools will be at risk. We must find another way to work through**

**our budget issues. And we must do that with our residents.**

You are welcome to call me any time. I will be calling you as well. I am open to the discussion, and I will be attending all three of the upcoming meetings.

Regards,

Anthony J Traino and Family  
901 Homestead Road  
(585) 739-7037  
[atraino@gmail.com](mailto:atraino@gmail.com)



Deborra Pancoe &lt;dspancoe@gmail.com&gt;

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**Homestead property**

3 messages

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**Steve Spindler** <steve@bikemap.com>  
To: Deborra Pancoe <dspancoe@gmail.com>

Mon, Mar 15, 2021 at 1:01 PM

Hi Deborra,

FYI - I asked George to put me on the agenda for tomorrow evening. Homestead is the area with the most car/pedestrian conflict on our kids's walk between home and school.

I'm going to request that the Borough hold off on taking further action before our neighbors have a chance to meet with Midgard to discuss concerns directly to look for an improved outcome. How this property is handled will alter Jenkintown dramatically.

Steve

--  
Steve Spindler (215) 887-5986  
[WikiMapping.com](https://www.wikimap.org/) - Public engagement on a map  
[stevespindler.com](https://www.stevespindler.com/) - My personal blog

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**Deborra Pancoe** <dspancoe@gmail.com>  
To: Steve Spindler <steve@bikemap.com>  
Cc: George Locke <glocke@jenkintownboro.com>

Mon, Mar 15, 2021 at 3:08 PM

Steve,  
Thanks for letting me know your requests.  
I will support taking more time on this conditional use request from Midgard. However, I am not sure what the timeline is and what legal requirements are.  
Midgard will have their attorney present on Tuesday at the Jenkintown Planning Commission meeting and also on Wednesday at the Building, Zoning, and Revitalization meeting. The borough's solicitor will also be present.

Both of these meetings are open to the public. I know other residents on Vernon, Newbold, and Homestead are planning to attend.

George can send you a link.

I'll speak only for myself to say that I share concerns about traffic flow.  
I think Jenkintown residents have to be open to development that will keep the town vibrant, bring in new tax revenue, and bring people to be patrons of our local businesses.  
AND, we want to retain the community feeling that we know and love.  
I am confident about all of these goals.

Thanks for your concern.  
Deborra

***Deborra Sines Pancoe (she/her/hers)***

**402 West Avenue  
Jenkintown, PA 19046  
215-287-7575**

*"I have decided to stick with love. Hate is too great a burden to bear."  
Dr. Martin Luther King, Jr.*

[Quoted text hidden]

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**Steve Spindler** <steve@bikemap.com>  
To: Deborra Pancoe <dspancoe@gmail.com>  
Cc: George Locke <glocke@jenkintownboro.com>

Mon, Mar 15, 2021 at 3:15 PM

Thank you Deborra.

Steve

[Quoted text hidden]

# **EXHIBIT “B-11”**



## MEMORANDUM

**TO:** Jenkintown Borough Council  
George Locke, Borough Manager

**FROM:** Jenkintown Borough Planning Commission

**DATE:** March 17, 2021

**RE:** Conditional Use: 821 Homestead Rd.

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The Jenkintown Borough Planning Commission met on March 16<sup>th</sup>, 2021 to consider this Conditional Use Application. This memo serves to capture the main points for consideration in the Conditional Use discussion related to the Application for 821 Homestead Rd.

It was agreed that the Applicant will present to Borough Council on March 24<sup>th</sup>, 2021 and come back to the Planning Commission on April 20<sup>th</sup> to allow for the review of additional information.

Discussion points from the meeting:

- Traffic volume/flow around 821 Homestead Rd and the surrounding community that will be impacted including, but not limited to: OYR, Homestead, Cottman, Vernon. This specifically will include the review from the Borough Engineer of the traffic study.
- Exploration of an ingress/egress relocation to Old York Road. While this may prove not to be advisable/feasible, it wasn't clear that this was fully explored.
- Pedestrian traffic, experience/access and safety with acknowledgement and accommodation of school age pedestrian traffic.
  - Improvements to sidewalk, bus stop, etc.
- Connection to the Community: view of property from Old York Road and engagement of property with OYR. The massing presented for the new structure presents the "side" to OYR. Consider options to make the frontage more of an "Entry".
  - Specifically: 181-54B.(2)(a)
    - (2) Building orientation and entrances:

- (a) The front facade of buildings shall be oriented towards commercial streets, with an everyday public entrance in this front facade.
- Consideration of existing mature trees on property
  - Prioritize maintaining existing site along York Road over new parking. Consider alternative parking schemes that push parking more to the rear of the site.
- Adherence to Design Standards – Consider approval for use and address later with the confirmation that Design Standards will be met and that the applicant intends to design in a way that is complimentary to existing structures.
  - We would like to see the applicant make an attempt to demonstrate what they stated in the meeting about project compliance with general design standards (could be simply showing precedent images of similar projects, or imagery of the architectural/material “vernacular” that they intend to guide their project – doesn’t at all have to be a full design at this stage, just some acknowledgement beyond their verbal statement). In addition, it’s important that the applicant clearly address items contained in sections B-1&2 that talk about building size and orientation. For example, it wasn’t clear that they were intending to comply with sections B.2a and B.2b.
- Consideration of approving the use without the limitation of including 32 units specifically. This would allow for greater flexibility with regard to potential design improvements that are driven by how the property interacts with the surrounding properties rather than driven by parking requirements.
- Consistency with 2035 Comprehensive Plan. As presented, the project seems to be very much in line with the 2035 plan. There are certainly additional suggestions/conditions that we can make for improvements. At a basic level though, mixed use, adaptive re-use (particularly for buildings that are on our historic building inventory list), and growth are all well supported by the plan and our ordinances.

Additional points not listed above that were raised by the community which will be considered (but not limited to) as part of the Subdivision and Land Development Ordinance (SALDO) process:

- Buffering for properties that border 821 Homestead Rd.
- Location of trash receptacles

Sincerely,

Gabriel Lerman, Chairman  
Jenkintown Borough Planning Commission



# **EXHIBIT “B-12”**



## THE BOROUGH OF JENKINTOWN

700 SUMMIT AVENUE  
JENKINTOWN, PA 19046  
WWW.JENKINTOWNBORO.COM

P: 215.885.0700  
F: 215.885.3786

January 9, 2020

Regan Kline Cross Architect LLC  
c/o Steven Kline  
7670 Queen Street, Suite 200  
Wyndmoor, PA 19046

RE: Midgard Properties LP: 821 Homestead Road, Jenkintown PA 19046

Dear Mr. Kline,

I have received your proposed plans and zoning application that has been submitted on behalf of Midgard Properties LP for 821 Homestead Road. The application and supporting documentation proposes to construct a new thirty-seven (37) multi-family building and continue the Theatre Company use in the existing building designated as 'Homestead Hall'. The Church is shown to be converted to three (3) residential units. This property is located in the Neighborhood Commercial Residential Zoning District.

In addition to Zoning code, all other laws, codes and ordinances will require compliance and or approvals on this project. Specifically, but not limited to J.B. SALDO, J.B. Design Review, Storm Water/Traffic (Borough Engineer), Montgomery County Conservation District, PennDOT, AQUA Pennsylvania, and Pennsylvania Department of Environmental Protection.

As Zoning Officer, I have completed the preliminary zoning review and have provided those findings below:

**NCR Zoning District, 181-49. Permitted uses. B. Conditional uses.**

(1) Apartment buildings, provided that the following is included:

(a) Twenty percent of the first floor of the building located along the street frontage shall be walk-in office or retail uses, not associated with the operation of the residential portion (e.g., sales office, gym, etc.).

(b) Apartment buildings should follow the building design standards in § 181-54B.

**The proposed use of an 'apartment building' is listed as a Conditional Use in the NCR Zoning District and will require Conditional Use approval before Jenkintown Borough Council.**

In addition to requiring Conditional Use approval, the project being proposed does not comply with the following sections of the Zoning, Development & Design standards of the Jenkintown Borough Zoning Code.

- **181-49.B.(1) Apartment buildings, provided that the following is provided:**  
(a) "Twenty percent of the first floor of the building located along the street frontage shall be walk-in office or retail uses, not associated with the operation of the residential portion."  
**The proposed plans show the new structure, which includes three stories of residential units with no ground floor commercial space. This item does not comply with section 181-49.B.1.a and may be appealed to the Jenkintown Borough Zoning Hearing Board for a variance or that the Zoning Officer erred in their decision.**  
(b) Apartment buildings should follow the building design standards in 181-54B. **These items are called out in this review.**
- **181-50.J.(1) Floor-to-ceiling height and floor area of ground-floor space:** "Floor-to-ceiling height and floor area of ground-floor space." The proposed plans do not depict commercial space within the building. **This item does not comply with section 181-50.J may be appealed to the Jenkintown Borough Zoning Hearing Board for a variance or that the Zoning Officer erred in their decision.**
- **181-50.J.(2)(b) Minimum floor area 20%.**  
**No Commercial floor area shown on first floor.**

The plans do not appear to provide enough information to confirm compliance with the following Jenkintown Borough Zoning Code sections. These items may be confirmed during the SALDO / Design Review process as well.

- **181-51.B. Public utilities.** All uses shall be serviced by public water and sewer facilities.  
**The plans and estimated water usage must be submitted to Aqua and the PaDEP to obtain EDU approval of sewage disposal.**
- **181-51.C.(1).(b) Surface Parking:** "Pedestrian access. Safe provisions for pedestrian access to and through a parking lot shall be required. Surface parking areas and pedestrian walkways connecting to them shall be well-lit." The proposed plan provides no information to confirm compliance with this section. **This section must be confirmed during the Design Review and SALDO Process.**

- **181-51.C.(1).(c).[2] Surface Parking:** “Corner lots. Surface parking shall not be permitted on corner lots that are located on collector or arterial roads.” The proposed plans show the new structure, oriented towards Homestead Road. **This item does not comply with section 181-54.B.2.(a) and may be appealed to the Jenkintown Borough Zoning Hearing Board for a variance or that the Zoning Officer erred in their decision.**
- **181-51.C.(3)(c) Off-street parking requirements:** Parking shall be required at 1.5 spaces per residential unit in an apartment building. This requirement may be fulfilled via a parking structure, surface parking that meets the above requirements of § 181-51C, Surface parking, via parking reduction strategies in § 181-71, or any combination thereof approved by Borough Council. **Thirty seven (37) units @ 1.5 spaces = 55.5 spaces with 52 spaces proposed. This does not account for the theater or leasing office use. There are reduction strategies available per code that may be pursued. Please clarify if reduction is being used and/or apply for relief through Borough Council.**
- **181-51.D Exterior Lighting:** “All exterior lighting shall be designed to prevent glare onto adjacent properties. Pedestrian pathways need to be clearly marked and well-lit... The height of fixtures shall be a maximum of 20 feet for parking lots and 14 feet for pedestrian walkways and shall comply with the Borough’s Revitalization Master Plan.” The proposed plan provides no information to confirm compliance with this section. **This section must be confirmed during the Design Review and SALDO Process.**
- **181-51.F.(1) Screening:** “All wall-mounted mechanical, electrical, communication and service equipment, including satellite dishes and vent pipes, shall be screened from public view by parapets, walls, fences, landscaping or other approved means. All ground-mounted equipment shall be screened by a screen wall that matches the architectural color and finish of the building and which is a minimum of one foot taller than the highest point of the tallest unit.” The proposed plan provides no information to confirm compliance with this section. **This section must be confirmed during the Design Review and SALDO Process.**
- **181-51.F.(2) Screening:** “All rooftop mechanical equipment and other appurtenances shall be concealed by or integrated within the roof form or screened from view at ground level of nearby streets. The following, when above the roofline, requires screening: stairwells, elevator shafts, air-conditioning units, large vents, heat pumps and mechanical equipment” The proposed plan provides no information to confirm compliance with this section. **This section must be confirmed during the Design Review and SALDO Process.**

- **181-51.F.(3) Screening:** “Parking lots visible from a street shall be continuously screened by a three-foot-high wall/fence or plantings. Parking lots adjacent to a residential use shall be continuously screened by a six-foot-high wall/fence or plantings...” The proposed plan provides no information to confirm compliance with this section. **This section must be confirmed during the Design Review and SALDO Process.**
- **181-51.F.(4) Screening:** “Service and loading areas must be visually screened from street and pedestrian ways. For new construction, service and loading areas must be behind the building. Loading docks shall not be on the primary street but to the side and rear of the building.” The proposed plan provides no information to confirm compliance with this section. **This section must be confirmed during the Design Review and SALDO Process.**
- **181-51.G Signs:** “Signage in the Neighborhood Commercial Residential District shall conform to the standards of Article XXI of this chapter.” The proposed plan provides no information to confirm compliance with this section. **Please provide confirmation of compliance.**
- **181-51.H Street Trees:** “Street trees are required where a building fronts on a road with street trees and where possible.” The proposed plan provides no information to confirm compliance with this section. **This section must be confirmed during the Design Review and SALDO Process.**
- **181-52 Streetscape and green area standards:** “Streetscape and green area standards shall relate to Jenkintown’s streetscape design and be reviewed by Borough Council.” The proposed plan provides no information to confirm compliance with this section. **This section must be confirmed during the Design Review and SALDO Process.**
- **181-54.A Pedestrian Design Standards:** “Sidewalks are required along all street frontages, with a minimum width of eight feet.” The proposed plan provides no information to confirm compliance with this section. **This section must be confirmed during the Design Review and SALDO Process**
- **181-54.B(2) Building orientation and entrances.**
  - (a) The front façade of buildings shall be oriented towards commercial streets, with an everyday public entrance in this front façade. **The plans to not appear to comply with this zoning section, please clarify, or a variance or a determination that the zoning officer erred in their decision can be requested through the zoning hearing board.**
  - (d) “All primary building entrances shall be accentuated. Entrances permitted include: recessed, protruding, canopy, portico or overhang.” The proposed plan provides no information to confirm compliance with this section. **This section must be confirmed during the Design Review and SALDO Process.**

- **181-54.B.(3).(a) Building design standards:** “Blank walls shall not be permitted along any exterior wall facing a street, parking area, or walking area. Walls or portions of walls where windows are not provided shall have architectural treatments that are similar to the front facade, including materials, colors and details...” The proposed plan provides no information to confirm compliance with this section. **This section must be confirmed during the Design Review and SALDO Process.**
- **181-54.B.(3).(b) Building design standards:** “Transparency...” The proposed plan provides no information to confirm compliance with this section. **This section must be confirmed during the Design Review and SALDO Process.**
- **181-54.B.(4) Roofs:** “Roofs shall be in keeping with the character of adjacent buildings or shall have pitched roofs. Pitched roofs shall have a minimum slope of 4:12 and a maximum slope of 12:12.” The proposed plan provides no information to confirm compliance with this section. **This section must be confirmed during the Design Review and SALDO Process.**
- **181-54.B.(5) Building character:** “New infill development shall generally employ building types that are compatible to the historic architecture of the area in their massing and external treatment...” The proposed plan provides no information to confirm compliance with this section. **This section must be confirmed during the Design Review and SALDO Process.**
- **181-54.B.(6) Building character:** “Architectural rhythm...” The proposed plan provides no information to confirm compliance with this section. **This section must be confirmed during the Design Review and SALDO Process.**
- **181-54.B.(7) Massing:** “Buildings shall be similar in height and size or articulated and subdivided into massing that is more or less proportional to adjacent structures and maintains the existing architectural rhythm.” The proposed plan provides no information to confirm compliance with this section. **This section must be confirmed during the Design Review and SALDO Process.**
- **181-54.B.(8) Functional articulation:** “Ground-floor retail or business functions should be distinguished from upper-floor residential or office space by a horizontal element such as a cornice or marquee. This detail shall match the style selected.” The proposed plan provides no information to confirm compliance with this section. **This section must be confirmed during the Design Review and SALDO Process and / or relief must be granted by the Jenkintown Borough Zoning Hearing Board.**

- **181-54.B.(9) Proportion:** “Facade articulation, fenestration and massing is to match proportions of the selected style or follow classic proportioning systems such as the golden mean” The proposed plan provides no information to confirm compliance with this section. **This section must be confirmed during the Design Review and SALDO Process.**
- **181-55 Design review process:** Application must be submitted to the Jenkintown Borough Design Review Board in compliance with 181-55A.1. The application and approval process is called out in Sections 181-14.B and 181-14.C of the Jenkintown Borough Code.
- **181-69.A General Parking Requirements:** “ All parking areas must meet the requirements of the Subdivision and Land Development Ordinance.” The proposed plan provides no information to confirm compliance with this section. **This section must be confirmed during the Design Review and SALDO Process.**
- **181-69.B General Parking Requirements:** “ Pedestrian access. Safe provisions for pedestrian access to and through a parking lot shall be required.” The proposed plan provides no information to confirm compliance with this section. **This section must be confirmed during the Design Review and SALDO Process.**
- **181-69.C General Parking Requirements:** “Exterior lighting. All exterior lighting shall be designed to prevent glare onto adjacent properties. Surface parking areas and pedestrian pathways need to be clearly marked and well lit. Lighting should be sufficient for security and identification without allowing light to trespass onto adjacent sites. The height of fixtures shall be a maximum of 20 feet for parking lots and 14 feet for pedestrian walkways and shall comply with the Borough's Revitalization Master Plan, where applicable.” The proposed plan provides no information to confirm compliance with this section. **This section must be confirmed during the Design Review and SALDO Process.**
- **181-69.F General Parking Requirements:** “Parking space dimensions. A required off-street parking space shall be nine feet in width and 18 feet in length exclusive of any access drives, aisles or columns.” The proposed plan provides no information to confirm compliance with this section. **This section must be confirmed during the Design Review and SALDO Process.**

- **181-69.H General Parking Requirements:** “For the purposes of this section, a required motor vehicle parking space shall consist of not less than 162 square feet of usable area, shall have dimensions of not less than nine feet in width and 18 feet in length, exclusive of aisles, driveways and maneuvering areas, and shall be suitable for the parking of a motor vehicle. Spaces in parking lots, wherever possible, shall be physically separated from a street or sidewalk by a barrier or buffer area and shall have access to a street or alley by way of an approved curb opening. Aisle space between rows of parked vehicles shall be not less than 24 feet for 90° parking and not less than 20 feet for 60° (or less) parking. In lots without a parking attendant, spaces for customers and clients shall be located with free access to exit aisles. Outdoor parking spaces, and the approaches thereto, shall be paved or covered with gravel or cinders to a minimum depth of two inches. Such outdoor parking space shall be deemed to be part of the open space on the lot on which it is located.” The proposed plan provides no information to confirm compliance with this section. **This section must be confirmed during the Design Review and SALDO Process**
- **181-72 Bicycle Parking:** “Parking lots containing more than 10 parking spaces shall provide one bicycle parking space for every 10 parking spaces in bike racks in close proximity to the building entrance.” The proposed plans show no bicycle parking. **This section must be confirmed during the Design Review and SALDO Process and / or relief must be granted by the Jenkintown Borough Zoning Hearing Board.**
- **181-80.A Loading Spaces:** “For new construction, service and loading areas must be to the side and rear of the building. Loading docks shall not be on the main street and shall be visually screened from the street and pedestrian ways. The Borough Zoning Officer shall have the authority to designate the area considered to be the main street.” **The proposed plan provides no information to confirm compliance with this section. This section must be confirmed during the Design Review and SALDO Process.**
- **181-80.B Loading Spaces:** “The location and size of loading areas shall be adequate for the safe maneuvering and parking of trucks, so that ingress and egress can occur on the lot without backing out onto a public street.” The proposed plan provides no information to confirm compliance with this section. **This section must be confirmed during the Design Review and SALDO Process.**
- **181-80.C Loading Spaces:** “Loading areas shall be lit to provide security and safety; however, lighting shall be shielded to prevent glare onto adjacent properties.” The proposed plan provides no information to confirm compliance with this section. **This section must be confirmed during the Design Review and SALDO Process.**



- **181-85 Loading Spaces:** “In addition to required parking space, off-street loading and unloading space, with proper access from the street or alley, shall be provided on any lot on which a building for trade or business is hereafter erected.” The proposed plan provides no information to confirm compliance with this section. **This section must be confirmed during the Design Review and SALDO Process and / or relief must be granted by the Jenkintown Borough Zoning Hearing Board.**

The proposed project plans must have the Borough’s Engineer review and sign off on the Traffic study / improvements, stormwater management, erosion and sediment plans, and site and grading plans.

If you have any questions, or if I can be of any assistance, please do not hesitate to contact me at (215) 885-0700.

Respectfully



George K. Locke BCO  
Borough Manager / Zoning Officer  
Jenkintown Borough

# **EXHIBIT “B-13”**

Alyson J. Fritzges, Esquire  
alysonf@rrhc.com  
Extension: 234



March 15, 2021

George Locke, Borough Manager  
Borough of Jenkintown  
700 Summit Avenue  
Jenkintown, PA 19046

**RE: Midgard Properties LP: 821 Homestead Road, Jenkintown PA 19046**

Dear George:

Below are responses to the Zoning Review dated January 9, 2021:

**NCR Zoning District, 181-49. Permitted uses. B. Conditional uses.**

**(1) Apartment buildings, provided that the following is included:**

**(a)** Twenty percent of the first floor of the building located along the street frontage shall be walk-in office or retail uses, not associated with the operation of the residential portion (e.g., sales office, gym, etc.).

**(b)** Apartment buildings should follow the building design standards in § 18154B.

**The proposed use of an 'apartment building' is listed as a Conditional Use in the NCR Zoning District and will require Conditional Use approval before Jenkintown Borough Council.**

**No response required.**

In addition to requiring Conditional Use approval, the project being proposed does not comply with the following sections of the Zoning, Development & Design standards of the Jenkintown Borough Zoning Code.

• **181-49.B.(1) Apartment buildings, provided that the following is provided:**

**(a)** "Twenty percent of the first floor of the building located along the street frontage shall be walk-in office or retail uses, not associated with the operation of the residential portion."

The proposed plans show the new structure, which includes three stories of residential units with no ground floor commercial space. This item does not comply with section 181-49.B.1.a and may be appealed to the Jenkintown Borough Zoning Hearing Board for a variance or that the Zoning Officer erred in their decision.

(b) Apartment buildings should follow the building design standards in 181-54B. These items are called out in this review.

- **181-50.J.(1) Floor-to-ceiling height and floor area of ground-floor space:**

"Floor-to-ceiling height and floor area of ground-floor space." The proposed plans do not depict commercial space within the building. This item does not comply with section 181-50.J may be appealed to the Jenkintown Borough Zoning Hearing Board for a variance or that the Zoning Officer erred in their decision.

- **181-50.J.(2)(b) Minimum floor area 20%.**

**No Commercial floor area shown on first floor.**

**Will comply and provide 20% commercial on the first floor.**

The plans do not appear to provide enough information to confirm compliance with the following Jenkintown Borough Zoning Code sections. These items may be confirmed during the SALDO / Design Review process as well.

- **181-51.B. Public utilities.** All uses shall be serviced by public water and sewer facilities.

**The plans and estimated water usage must be submitted to Aqua and the PaDEP to obtain EDU approval of sewage disposal.**

**Will address during SALDO review.**

- **181-51.C.(1).(b) Surface Parking:** "Pedestrian access. Safe provisions for pedestrian access to and through a parking lot shall be required. Surface parking areas and pedestrian walkways connecting to them shall be well-lit." The proposed plan provides no information to confirm compliance with this section. This section must be confirmed during the Design Review and SALDO Process.

**Will address during Design Review and SALDO.**

- **181-51.C.(1).(c).[2] Surface Parking:** "Corner lots. Surface parking shall not be permitted on corner lots that are located on collector or arterial roads." The proposed plans show the new structure, oriented towards Homestead Road. This item does not

comply with section 181-54.B.2.(a) and may be appealed to the Jenkintown Borough Zoning Hearing Board for a variance or that the Zoning Officer erred in their decision.

This provision does not apply to the project. The proposed parking is a “parking lot” as opposed to a “surface parking lot”. Surface parking lot is not defined by the Borough’s ordinance, but appears to be included as a principal use as opposed to an accessory use. Parking lot is defined by the Borough’s ordinance as “an outdoor area or space for parking of motor vehicles, including spaces, aisles and driveways, provided that the spaces shall not be provided in any setback area, side or front yard required herein. In the alternative, the parking would be an existing non-conformity if defined as a surface parking lot.

- **181-51.C.(3)(c) Off-street parking requirements:** Parking shall be required at 1.5 spaces per residential unit in an apartment building. This requirement may be fulfilled via a parking structure, surface parking that meets the above requirements of § 181-51C, Surface parking, via parking reduction strategies in § 181-71, or any combination thereof approved by Borough Council. Thirty seven (37) units @ 1.5 spaces = 55.5 spaces with 52 spaces proposed. This does not account for the theater or leasing office use. There are reduction strategies available per code that may be pursued. Please clarify if reduction is being used and/or apply for relief through Borough Council.

Applicant has submitted a revised site plan showing on-site parking spaces for the apartments, commercial space and Little Gym. Sixty-six (66) spaces are required and sixty-nine (69) are provided, and therefore no parking reductions are being sought.

**181-51.D Exterior Lighting:** "All exterior lighting shall be designed to prevent glare onto adjacent properties. Pedestrian pathways need to be clearly marked and well-lit... The height of fixtures shall be a maximum of 20 feet for parking lots and 14 feet for pedestrian walkways and shall comply with the Borough's Revitalization Master Plan." The proposed plan provides no information to confirm compliance with this section. This section must be confirmed during the Design Review and SALDO Process.

Will address during Design Review and SALDO.

- **181-51.F.(1) Screening:** "All wall-mounted mechanical, electrical, communication and service equipment, including satellite dishes and vent pipes, shall be screened from public view by parapets, walls, fences, landscaping or other approved means. All ground-mounted equipment shall be screened by a screen wall that matches the architectural color and finish of the building and which is a minimum of one foot taller than the highest point of the tallest unit." The proposed plan provides no information to confirm compliance with this section. This section must be confirmed during the Design Review and SALDO Process.

Will address during Design Review and SALDO.

- **181-51.F.(2) Screening:** "All rooftop mechanical equipment and other appurtenances shall be concealed by or integrated within the roof form or screened from view at ground level of nearby streets. The following, when above the roofline, requires screening: stairwells, elevator shafts, air-conditioning units, large vents, heat pumps and mechanical equipment" The proposed plan provides no information to confirm compliance with this section. This section must be confirmed during the Design Review and SALDO Process.

Will address during Design Review and SALDO.

- **181-51.F.(3) Screening:** "Parking lots visible from a street shall be continuously screened by a three-foot-high wall/fence or plantings. Parking lots adjacent to a residential use shall be continuously screened by a six-foot-high wall/fence or plantings..." The proposed plan provides no information to confirm compliance with this section. This section must be confirmed during the Design Review and SALDO Process.

Will address during Design Review and SALDO.

- **181-51.F.(4) Screening:** "Service and loading areas must be visually screened from street and pedestrian ways. For new construction, service and loading areas must be behind the building. Loading docks shall not be on the primary street but to the side and rear of the building." The proposed plan provides no information to confirm compliance with this section. This section must be confirmed during the Design Review and SALDO Process.

Will address during Design Review and SALDO.

- **181-51.G Signs:** "Signage in the Neighborhood Commercial Residential District shall conform to the standards of Article XXI of this chapter." The proposed plan provides no information to confirm compliance with this section. Please provide confirmation of compliance.

Will comply.

- **181-51.H Street Trees:** "Street trees are required where a building fronts on a road with street trees and where possible." The proposed plan provides no information to confirm compliance with this section. This section must be confirmed during the Design Review and SALDO Process.

Will address during Design Review and SALDO.

- **181-52 Streetscape and green area standards:** "Streetscape and green area standards shall relate to Jenkintown's streetscape design and be reviewed by Borough Council." The proposed plan provides no information to confirm compliance with this section. This section must be confirmed during the Design Review and SALDO Process.

Will address during Design Review and SALDO.

- **181-54.A Pedestrian Design Standards:** " Sidewalks are required along all street frontages, with a minimum width of eight feet." The proposed plan provides no information to confirm compliance with this section. This section must be confirmed during the Design Review and SALDO Process

Will address during Design Review and SALDO.

- **181-54.B(2) Building orientation and entrances.**
- **(a)** The front façade of buildings shall be oriented towards commercial streets, with an everyday public entrance in this front façade. The plans to not appear to comply with this zoning section, please clarify, or a variance or a determination that the zoning officer erred in their decision can be requested through the zoning hearing board.

Applicant complies with this provision as the building is oriented toward Homestead Road which is a commercial street.

- **(d)** "All primary building entrances shall be accentuated. Entrances permitted include: recessed, protruding, canopy, portico or overhang." The proposed plan provides no information to confirm compliance with this section. This section must be confirmed during the Design Review and SALDO Process.

Will address during Design Review and SALDO.

- **181-54.B.(3).(a) Building design standards:** "Blank walls shall not be permitted along any exterior wall facing a street, parking area, or walking area. Walls or portions of walls where windows are not provided shall have architectural treatments that are similar to the front facade, including materials, colors and details..." The proposed plan provides no information to confirm compliance with this section. This section must be confirmed during the Design Review and SALDO Process.

Will address during Design Review and SALDO.

- **181-54.B.(3).(b) Building design standards:** "Transparency..." The proposed plan provides no information to confirm compliance with this section. This section must be confirmed during the Design Review and SALDO Process.

Will address during Design Review and SALDO.

- **181-54.B.(4) Roofs:** " Roofs shall be in keeping with the character of adjacent buildings or shall have pitched roofs. Pitched roofs shall have a minimum slope of 4:12 and a maximum slope of 12:12." The proposed plan provides no information to confirm compliance with this section. This section must be confirmed during the Design Review and SALDO Process.

Will address during Design Review and SALDO.

- **181-54.B.(5) Building character:** "New infill development shall generally employ building types that are compatible to the historic architecture of the area in their massing and external treatment..." The proposed plan provides no information to confirm compliance with this section. This section must be confirmed during the Design Review and SALDO Process.

Will address during Design Review and SALDO.

- **181-54.B.(6) Building character:** "Architectural rhythm..." The proposed plan provides no information to confirm compliance with this section. This section must be confirmed during the Design Review and SALDO Process.

Will address during Design Review and SALDO.

- **181-54.B.(7) Massing:** "Buildings shall be similar in height and size or articulated and subdivided into massing that is more or less proportional to adjacent structures and maintains the existing architectural rhythm." The proposed plan provides no information to confirm compliance with this section. This section must be confirmed during the Design Review and SALDO Process.

Will address during Design Review and SALDO.

- **181-54.B.(8) Functional articulation:** "Ground-floor retail or business functions should be distinguished from upper-floor residential or office space by a horizontal element such as a cornice or marquee. This detail shall match the style selected." The proposed plan provides no information to confirm compliance with this section. This section must be confirmed during the Design Review and SALDO Process and / or relief must be granted by the Jenkintown Borough Zoning Hearing Board.

Will address during Design Review and SALDO.

- **181-54.B.(9) Proportion:** "Facade articulation, fenestration and massing is to match proportions of the selected style or follow classic proportioning systems such as the golden mean" The proposed plan provides no information to confirm compliance with



this section. This section must be confirmed during the Design Review and SALDO Process.

Will address during Design Review and SALDO.

- **181-55 Design review process:** Application must be submitted to the Jenkintown Borough Design Review Board in compliance with 181-55A.1. The application and approval process is called out in Sections 181-14.B and 181-14.0 of the Jenkintown Borough Code.

No response required.

- **181-69.A General Parking Requirements:** " All parking areas must meet the requirements of the Subdivision and Land Development Ordinance." The proposed plan provides no information to confirm compliance with this section. This section must be confirmed during the Design Review and SALDO Process.

Will address during Design Review and SALDO.

- **181-69.B General Parking Requirements:** " Pedestrian access. Safe provisions for pedestrian access to and through a parking lot shall be required." The proposed plan provides no information to confirm compliance with this section. This section must be confirmed during the Design Review and SALDO Process.

Will address during Design Review and SALDO.

- **181-69.0 General Parking Requirements:** "Exterior lighting. All exterior lighting shall be designed to prevent glare onto adjacent properties. Surface parking areas and pedestrian pathways need to be clearly marked and well lit. Lighting should be sufficient for security and identification without allowing light to trespass onto adjacent sites. The height of fixtures shall be a maximum of 20 feet for parking lots and 14 feet for pedestrian walkways and shall comply with the Borough's Revitalization Master Plan, where applicable." The proposed plan provides no information to confirm compliance with this section. This section must be confirmed during the Design Review and SALDO Process.

Will address during Design Review and SALDO.

- **181-69.F General Parking Requirements:** "Parking space dimensions. A required off-street parking space shall be nine feet in width and 18 feet in length exclusive of any access drives, aisles or columns." The proposed plan provides no information to confirm compliance with this section. This section must be confirmed during the Design Review and SALDO Process.

Will address during Design Review and SALDO.

- **181-69.H General Parking Requirements:** "For the purposes of this section, a required motor vehicle parking space shall consist of not less than 162 square feet of usable area, shall have dimensions of not less than nine feet in width and 18 feet in length, exclusive of aisles, driveways and maneuvering areas, and shall be suitable for the parking of a motor vehicle. Spaces in parking lots, wherever possible, shall be physically separated from a street or sidewalk by a barrier or buffer area and shall have access to a street or alley by way of an approved curb opening. Aisle space between rows of parked vehicles shall be not less than 24 feet for 90° parking and not less than 20 feet for 60° (or less) parking. In lots without a parking attendant, spaces for customers and clients shall be located with free access to exit aisles. Outdoor parking spaces, and the approaches thereto, shall be paved or covered with gravel or cinders to a minimum depth of two inches. Such outdoor parking space shall be deemed to be part of the open space on the lot on which it is located." The proposed plan provides no information to confirm compliance with this section. This section must be confirmed during the Design Review and SALDO Process

Will address during Design Review and SALDO.

- **181-72 Bicycle Parking:** "Parking lots containing more than 10 parking spaces shall provide one bicycle parking space for every 10 parking spaces in bike racks in close proximity to the building entrance." The proposed plans show no bicycle parking. This section must be confirmed during the Design Review and SALDO Process and / or relief must be granted by the Jenkintown Borough Zoning Hearing Board.

Will comply.

- **181-80.A Loading Spaces:** "For new construction, service and loading areas must be to the side and rear of the building. Loading docks shall not be on the main street and shall be visually screened from the street and pedestrian ways. The Borough Zoning Officer shall have the authority to designate the area considered to be the main street." The proposed plan provides no information to confirm compliance with this section. This section must be confirmed during the Design Review and SALDO Process.

Will address during Design Review and SALDO.

- **181-80.B Loading Spaces:** "The location and size of loading areas shall be adequate for the safe maneuvering and parking of trucks, so that ingress and egress can occur on the lot without backing out onto a public street." The proposed plan provides no information to confirm compliance with this section. This section must be confirmed during the Design Review and SALDO Process.

Will address during Design Review and SALDO.

- **181-80.0 Loading Spaces:** "Loading areas shall be lit to provide security and safety; however, lighting shall be shielded to prevent glare onto adjacent properties." The proposed plan provides no information to confirm compliance with this section. This section must be confirmed during the Design Review and SALDO Process.

Will address during Design Review and SALDO.

- **181-85 Loading Spaces:** "In addition to required parking space, off-street loading and unloading space, with proper access from the street or alley, shall be provided on any lot on which a building for trade or business is hereafter erected." The proposed plan provides no information to confirm compliance with this section. This section must be confirmed during the Design Review and SALDO Process and / or relief must be granted by the Jenkintown Borough Zoning Hearing Board.

Will address during Design Review and SALDO.

Very truly yours,

*Alyson J. Fritzges*

ALYSON J. FRITZGES

AJF/kw

cc: Jeff Lustig (*via email*)  
Steven Kline (*via email*)