

December 12, 2022

VIA HAND DELIVERY AND EMAIL

George Locke, BCO, Borough Manager/Zoning Officer
Borough of Jenkintown
700 Summit Avenue
Jenkintown, PA 19046

**501 Washington Lane
Jenkintown, PA
Colliers Engineering & Design Project No. 22001641A**

Dear Mr. Locke,

Regarding the above referenced project, enclosed please find the following documents:

- Eight (8) copies of the Land Development Plans (and 4 – 11x17 copies), prepared by our office, dated 2/23/22, last revised 12/2/22
- Three (3) copies of the Architectural Plans and Elevations, dated 11/21/22
- One (1) copy of the architectural review email from Pennoni, dated 11/22/22
- One (1) copy of the Lighting Plan by Illuminations, Inc., dated 12/8/22
- Three (3) copies of the PCSM Report, revised December 2022
- Three (3) copies of the E&S Report, dated July 2022
- One (1) copy of the AQUA Water Availability will serve letter, dated 11/5/22
- One (1) copy of the List of Requested Waivers, dated 12/12/22
- One (1) copy of the Stormwater Infiltration Evaluation Report, dated 10/25/22

Below please find our responses to Borough Engineer's comments dated September 28th, 2022 (our responses are provided in **red**):

Please note, the applicant has met with the Fire Marshal, Borough Engineer, and Borough Traffic Engineer to discuss the below comments. After the meeting, the applicant revised the Site Plan and has submitted to the Borough Engineer and Borough Traffic Engineer for review by which we receive a minor comment to widen a portion of the sidewalk at the corner of the site. The remaining comments have been addressed via the attached resubmission documents and responses within this letter.

Zoning Comments:

1. Per §181-59.A, the minimum front yard setback for a permitted use is 20 feet.

The Site Data Chart is indicating that there is a zero (0) foot existing front yard setback; however, based on the plans and our calculations, the building is located approximately 44.2 feet from Cedar Street and 44.6 feet from Washington Lane, both of which provide

the minimum required front yard setbacks. The Applicant shall indicate both the existing and proposed front yard setbacks in Site Data Chart and dimension the existing front yard setbacks on the Site Plan.

Response: The Site Data Chart has been revised accordingly. There is no change of the building setbacks from the existing conditions. Refer to the Site Plan, Sheet 3.

2. Per §181-59.A, the minimum rear yard setback for a permitted use is 15 feet.

The Applicant shall dimension the rear yard setback distance on the Site Plan (Sheet 3).

Response: The 15 ft rear yard setback has been dimensioned accordingly. Refer to the Site Plan, Sheet 3.

3. Per §181-59.A, the minimum parking setback from non-residential property lines for a permitted use is 10 feet.

The Applicant shall dimension the rear yard setback distance on the Site Plan (Sheet 3).

Response: The 10 ft non-residential parking setback has been dimensioned accordingly. Refer to the Site Plan, Sheet 3.

4. Per §181-60.A, all development in the Gateway Commercial Zoning District shall be served by public sewer and water facilities.

The Applicant shall provide will serve letters for sewer and water for review and approval.

Response: The applicant has received a water will serve that is included with this submission. The sewer will serve is being coordinated and the applicant will provide a copy once received. The existing building has a sanitary lateral that is being analyzed for re-use.

5. Per §181-61.A.(1), rear and side facades shall be of finished quality and shall be of color and materials that are similar to the front facade and blend with structures within the development as well as with structures in the surrounding area. Any property with more than one building on the site shall have a common and coherent architectural theme throughout the development.

The Applicant shall provide architectural renderings of the proposed building to ensure the façade is of similar finished quality, color, and material as the surrounding structures.

Response: Revised Architectural Plans have been included with this submission to show compliance with the above criteria.

6. Per §181-61.A.(2), building facades must be interrupted at least once within every 100 horizontal feet, with offsets of four feet or more in depth along any building facade facing a public street or public parking. Offsets shall be continuous from grade to the roofline.

Based on the determination by the Jenkintown Zoning Officer, the building façade length and the required offsets, as it pertains to the existing three floors, is pre-existing non-conforming because the building will not be demolished. However, as to the fourth floor, the determination is that the façade length and offsets shall comply unless presented with further evidence/information that would cause the Zoning Officer to reconsider a determination.

Response: The fourth floor addition provides 9 foot offsets on facades facing Washington Lane and Cedar Street. Refer to the Architectural Plans included with this submission.

7. Per §181-61.A.(5).(a), buildings with less than 15,000 square feet of building area on the ground floor shall have pitched roofs covering at least 80% of the building with a minimum slope of six vertical inches to every 12 horizontal inches.

Based on the submitted plans, the building will have approximately 6,628 SF of area on the ground floor; therefore, the Applicant will be required to provide pitched roofs covering at least 80% of the building with a minimum slope of six vertical inches to every 12 horizontal inches. The architectural plans provided do not show the required pitched roof. The Applicant shall confirm and revise the proposed architecture of the building with a pitched roof accordingly.

Response: Updated building elevations show pitched roof on 80% of the building. Refer to the Architectural Plans included with this submission.

8. Per §181-61.A.(5).(c), for all buildings, building ridgelines or roof planes facing public streets and public parking lots must be interrupted at least once every 100 feet by a vertical change of five feet, the inclusion of a new gable, or the inclusion of a dormer.

Based on the determination by the Jenkintown Zoning Officer, the building façade length and the required vertical offsets, as it pertains to the existing three floors, is pre-existing non-conforming because the building will not be demolished. However, as to the fourth floor, the determination is that the façade length and vertical offsets shall comply unless presented with further evidence/information that would cause the Zoning Officer to reconsider a determination.

Response: Updated building elevations show a vertical change of 5 feet. Refer to the Architectural Plans included with this submission.

9. Per §181-61.C.(3), planting islands shall be a minimum of 9 feet by 18 feet long or measure a total of 162 square feet in area and contain at least one shade tree. Notwithstanding, planting islands may contain pedestrian walkways and if, as a result, a shade tree may not be accommodated within the planting island, then the shade tree(s) may be planted elsewhere on the site.

The Applicant has indicated on the cover sheet that a variance from §181-61.C.(1) to permit planting islands at the ends of rows to be smaller than the required 10 feet by 20 feet; however, the correct section is §181-61.C.(3).

In addition, each planting island shall contain at least one shade tree plus low-growing shrubs and/or ground cover. The proposed planting island at the northwestern corner of the property adjacent to Cedar Street does not have a shade tree proposed in the island. A tree shall be proposed in this location.

Response: The code section has been updated and a fee in lieu will be provided for areas where the applicant is unable to plant required trees.

10. Per §181-61.D.(4), all internal pedestrian walkways and crosswalks shall be distinguished from driving surfaces through the use of durable, low-maintenance surface materials such as pavers, bricks, or scored concrete to enhance pedestrian safety and comfort.

The Applicant is proposing the internal crosswalks to be painted 24" solid white thermoplastic stripe crosswalks. The Applicant will be required to provide a material as indicated in the above section of the code. In addition, a crosswalk detail showing the required material shall be provided on the plans for review and approval.

Response: The internal crosswalks have been revised to a stamped asphalt pavement material per the criteria listed above. Refer to the Site Plan, sheet 3, for callouts and Construction Details, Sheet 11, for the associated detail.

11. Per §181-61.D.(5), buildings and sidewalks shall be handicapped accessible.

Where the Applicant is proposing the internal pedestrian crosswalk to connect to the sidewalk in front of the proposed retail use, there is no detectible wearing surface shown to delineate the change in surface material. The Applicant shall show the DWS on the plans. Please note, a ramp is not required since the grading is proposed to have a top and bottom of curb to be the same. The width of the sidewalk at the proposed crosswalk is only 2.5 feet wide from the building. Per ADA requirements, there shall be a minimum of 4 feet in width for the accessibility. The Applicant shall revise this sidewalk and crosswalk to ensure compliance with the ADA requirements.

Response: Per coordination with the Borough Engineer, the applicant has modified the internal site layout to provide a 7.7 ft wide partially recessed sidewalk along the front of the building. The sidewalk, ADA curb ramps, ADA parking stalls, and path from the ADA parking stalls is compliant with ADA criteria. Refer to the Site Plan, sheet 3, for proposed layout and the Grading & Drainage Plan, sheet 4, for the proposed grading design.

12. Per §181-61.E, the Applicant shall submit a lighting plan as part of this land development. The lighting shall meet all the requirements of the above section of the code. Additional comments may follow once the Applicant submits the required lighting plan.

Response: A lighting plan has been included with this submission.

13. Per §181-61.F.(2), no delivery, loading, trash removal or compaction or other such operations shall be permitted between the hours of 10:00 p.m. and 7:00 a.m. unless the applicant submits evidence that sound barriers between all areas for such operations effectively reduce noise emissions to a level of 45 dBA, as measured at the lot line of any adjoining property.

The Applicant shall add this above section of the code as a note on the Site Plan (Sheet 3).

Response: Site Plan General Note #13 has been added referencing the language listed above. Refer to the Site Plan, Sheet 3.

14. §181-61.G.(1), loading docks, utility meters, HVAC equipment, trash dumpsters and other service functions shall be incorporated into the overall design theme of the building so that the architectural design is continuous and uninterrupted by ladders, towers, fences, and equipment. These areas shall be located and screened as much as possible so that the visual and acoustic impacts of these functions are mitigated and not in uninterrupted sight from the adjacent properties and public streets. All trash dumpsters or refuse collection areas shall be screened through a combination of low walls, fencing or hedges.

The Applicant shall provide architectural renderings of the proposed building to ensure compliance with the above referenced section regarding screening of any rooftop equipment.

Response: Rooftop equipment will be screened by the addition of the pitched roof design. Refer to the Architectural Plans included with this submission.

15. Per §181-69.H., 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.

The Applicant shall provide a barrier such as wheel stops at all parking spaces on the site. The Applicant is proposing an aisle width of 21.2 feet wide underneath the proposed building overhang. An interior drive aisle shall have a minimum width of 24 feet; however, based on a determination by the Jenkintown Zoning officer, the existing drive aisles that are less than 24ft are pre-existing non-conforming.

Response: Wheel Stops have been provided except for areas along the existing guiderail to the north side of the property as discussed with the Borough Engineer. Also, per our meeting with the Borough Engineer and Borough Traffic Engineer, we developed an updated site layout to address circulation which results in a drive aisle less than 24 ft and 6 parking spaces that are 16 feet long, however, the spaces are 18 ft long when considering a 2 ft vehicle overhang within grass areas. The reduced drive aisle and parking space length received ZHB approval for these variances on 12/8/22. Refer to the Site Plan, Sheet 3.

16. Per §181-70., parking space requirements by use or multiple uses on a site shall follow the standards found in table 5 or follow the standards from §181-74, On-site parking reduction by special exception.

Based on Table 5 provided in the code, for apartments 1 space per unit if the building is existing, and for a retail store, 1 space per 300 SF of gross floor area is required. Based on the areas provided on the plans, the following calculation will apply:

- Apartments: 24 units x 1 space/unit = 24 spaces
- Retail Use: 2,643 SF/300 GSF = 8.81 or 9 parking spaces.

In total, the Applicant is required to provide 33 parking spaces. The Applicant is proposing 33 parking spaces as part of this land development. The Applicant shall provide a parking calculation on the plans showing the required parking computations.

Response: A Parking Calculation chart is provided at the bottom of the Site Plan, Sheet 3.

17. Per §181-82.A.(1), all fences shall be erected with the finished side facing the adjacent property or street. The finished side shall be considered the side without the structural supporting members.

The Applicant shall add the above section of the code as a note on the plans.

Response: Site Plan General Note #14 has been added referencing the language listed above. Refer to the Site Plan, Sheet 3.

18. Per §181-82.G.(8), before a boundary fence, wall, or other similar enclosure is installed, removed, altered, or replaced, the property owner shall give written notice to adjoining property owners. A copy of the written notice shall be given at least five (5) working days prior to the start of work, and a copy of all letters shall be attached to permit supplication when submitted to the Borough.

The Applicant shall provide notice to all adjoining properties prior to installing, removing, altering, or replacing the boundary fence, wall, or other similar enclosure.

Response: The applicant will comply.

Subdivision of Land Comments

19. Per §160-9.(1), Washington Lane and Cedar Street are considered residential streets which require a right-of-way width of fifty (50) feet and a cartway width of thirty (30) feet. Currently, Washington Lane has a forty (40) foot wide right-of-way and a 25.5' foot wide cartway. Cedar Street has a forty (40) foot wide right-of-way and a twenty-five (25) foot wide cartway.

Based on the above code, Washington Lane and Cedar Street do not meet the requirements of a residential street; therefore, road widening of these streets is required. The Applicant may wish to consider requesting a waiver from this section of the code to not provide road widening as part of this land development.

Response: The applicant requests a waiver from §160-9.(1) as the project scope is to renovate an existing building. A List of Requested Waivers has been included with this submission.

20. Per §160-10.B., at the intersections of the existing roadways and the proposed internal access drives, the curblines, where practicable, shall be rounded by a tangential arc having a minimum radius of 30 feet.

At the site entrance intersections with the existing roadways, the Applicant shall provide the required 30-foot radius on the curblines. These radii shall be labeled on the plans.

Response: Per our meeting with the Borough Engineer, we have provided smaller 8.5 ft radii where feasible at the driveway entrance along Washington Lane. The driveway entrance along Cedar Street via a concrete curb apron which curb radii do not apply to this condition. Refer to the Site Plan, Sheet 3.

21. Per §160.11.A., a sight distance at the centerline of at least 200 feet on secondary streets and 100 feet on residential streets at driver's eye height of five (5) feet shall be provided with respect to horizontal alignment.

The Applicant shall provide the sight distances at all applicable driveways for review and approval.

Response: The sight distances have been provided both driveway locations and at the intersection of Cedar Street and Washington Lane as was requested by the Borough Traffic Engineer. Refer to the Site Plan, Sheet 3.

22. Per §160-12., there shall be no grade in excess of six (6) percent nor less than one (1) percent except by the approval of the Borough Council. At intersections, wherever practicable, grades should not exceed three (3) percent for at least fifty (50) feet measured from the near side of the intersected street.

The Applicant is proposing grades of 7% percent on the driveway that intersects Cedar Street. The Applicant would have to consider requesting a waiver from this section of the code to allow for grades steeper than six (6) percent.

Response: The applicant requests a waiver from §160-12 as the project scope is to renovate an existing building and the existing site grades were established as part of the original site development. A List of Requested Waivers has been included with this submission.

23. Per §160.16, sidewalks shall be required on each side of every street and on the side of every street on which the subdivision abuts, unless otherwise determined by Borough Council. Sidewalks shall have a minimum width of four feet, and the grade shall be continuous across driveways. Driveway aprons shall be constructed of the same materials as required for sidewalks. Sidewalk paving shall be four inches thick, except in driveways, where it shall be at least six inches thick.

The Applicant is proposing to replace portions of the existing sidewalk along Washington lane and Cedar Street. A site inspection by the Municipal Engineer shall determine if additional sidewalk shall be replaced over what is shown on the plans. It seems the width of the existing sidewalk is less than four (4) feet in some areas. We would recommend that all sidewalk (existing and proposed) be a minimum of four (4) feet wide.

Response: The applicant is proposing to reconstruct the curb and sidewalk along the project frontage. The proposed sidewalk has been adjusted to provide a minimum 4ft width along the entire property frontage per our meeting with the Borough Engineer, including an adjustment at the corner to provide a wider sidewalk width through the corner were feasible. Refer to the Site Plan, Sheet 3.

24. Per §160.19., trees, preferably of types found growing naturally in the soils of the vicinity, planted in formal or informal groupings, are highly desirable along streets. Trees may be planted

within the right-of-way subject to the rules and regulations of the Borough Shade Tree Commission.

We recommend that the Applicant propose, to the maximum extent possible, street trees along Cedar Street. If the Applicant determines, due to underground facilities, that street trees cannot be planted along the frontage of the property, the Applicant shall consider planting within another place on the site or consider providing a fee in lieu of so that trees may be planted elsewhere within the Borough.

Response: The applicant is unable to provide street trees along Cedar Street due to conflicts with existing aboveground and underground utility conflicts. The applicant will provide a fee in lieu of planting street trees.

25. Per §160-22., fire hydrants shall be installed at the expense of the developer in such locations as shall be prescribed by the Fire Marshal and the regulations of the Middle Department Associations of Fire Underwriters.

We defer to the Borough Fire Marshal for fire related issues. The Applicant shall coordinate with the Fire Marshal to install fire hydrants at the requested location(s) at the direction of the Fire Marshal.

Response: The applicant met with the Fire Marshal who has deemed the site layout acceptable from a fire truck access standpoint, and fire hydrants are not required.

26. Per §160-23., monuments of stone or concrete shall be placed at locations designated by the Borough Engineer.

The Applicant shall show on the plans all monuments and iron pins to be set. Monuments shall be placed at the intersection of the side property lines and ultimate right-of-way line, where feasible. Iron pins shall be set at all other corners.

Response: Proposed monuments and iron pins are shown and called out on the Site Plan, sheet 3, for the existing property boundary corners.

27. Per §160-24.B, the minimum size of pipe shall be fifteen (15) inches and a minimum grade of 0.5%.

The Applicant is proposing to utilize 12" HDPE from the outlet structure to the existing inlet. The Applicant will be required to request a waiver from this section of the code to propose pipe with a diameter smaller than the required 15 inches.

Response: The applicant requests a waiver from §160-24.B due to the existing site constraints. The proposed storm piping connects to an existing on-site inlet with a 12"

outlet storm pipe. Therefore, the proposed storm pipe diameter is 12". A List of Requested Waivers has been included with this submission.

28. Per §160-26.A.(3), the pavement thickness shall be a minimum 10.5 inches thick, composed of an 8-inch stone subbase and a 2.5-inch wearing course superpave specification. The 8-inch-thick base course shall be laid in two layers, each 4-inches thick after compaction. Each layer shall be thoroughly screened.

The Applicant shall add a note on the Construction Detail Sheet (Sheet 11) stating that the 8-inch-thick base course shall be laid in two layers, each 4-inches thick after compaction and each layer shall be thoroughly screened.

Response: The Borough of Jenkintown Asphalt Pavement Section Detail has been revised accordingly. Refer to the Construction Details, Sheet 11.

Stormwater Management Comments

29. Per §154-12.A, no regulated earth disturbance activities within the Borough shall commence until approval by the Borough of an erosion and sediment control plan for construction activities.

Response: The applicant will comply.

30. Per §154-12.C, since this project proposes less than an acre of land as indicated on the Existing Conditions and Demolition Plan (Sheet 2), a NPDES permit is not required.

Response: No action required.

31. Per §154.14.B.(4), a statement, signed by the landowner, acknowledging that the stormwater BMPs are fixtures that can be altered or removed only after approval by the Municipality. A Post Construction Stormwater Management Plan shall be included with this plan set and this statement shall be added to the Post Construction Stormwater Management.

Response: A Post Construction Stormwater Management Plan (PCSMP) has been added to the Land Development Plan Set as sheet 17. The above statement has been added to the plan.

32. Per §154-17.A., the property owner shall sign an operations and maintenance agreement with the Borough covering all stormwater BMPs that are to be privately owned. The agreement shall be substantially the same as the agreement in Appendix H of this chapter.

The Applicant shall indicate if the proposed BMPs will be privately owned, and if so, sign an operations and maintenance agreement with the Borough. A note shall also be provided on the Site Plan (Sheet 3) indicating who will be responsible for the maintenance and inspection of the stormwater BMPs.

Response: The applicant will comply. The proposed BMPs will be privately owned. Site Plan General Note #15 has been added to the Site Plan, sheet 3.

33. Per §154-18.A, stormwater management easements shall be provided by the property owner if necessary for access for inspections and maintenance or preservation of stormwater runoff conveyance, infiltration, and detention areas and other BMPs by persons other than the property owner. The purpose of the easement shall be specified in any agreement under §154-17. A description of the stormwater easement shall be submitted for review and approval and an exhibit showing the area of the stormwater easements.

Response: The applicant will comply. The stormwater easement has been depicted on the PCSM Plan, sheet 17. Once the easement configuration is approved, a description of the easement will be prepared.

34. Per §154-19, The owner of any land upon which permanent BMPs will be placed, constructed or implemented, as described in the BMP operations and maintenance plan, shall record the following documents in the office of the Recorder of Deeds for Montgomery County within 15 days of approval of the BMP operations plan by the Borough: The operations and maintenance plan or a summary thereof; operations and maintenance agreements under § 154-17; easements under § 154-18. The Borough may suspend or revoke any approvals granted for the project site upon discovery of the failure of the owner to comply with this section.

Response: The applicant will comply.

35. Per §154-43.B.(1)., an Existing Resource and Site Analysis Map (ERSAM) showing environmentally sensitive areas, including, but not limited to, steep slopes, ponds, lakes, streams, wetlands, hydric soils, vernal pools, stream buffers, floodplains, and hydrologic soil groups. Land development, existing recharge areas, and any other requirements specifically outlined in the municipal SALDO shall be included.

The Applicant shall provide an Existing Resources Site Analysis Map (ERSAM) as part of this land development.

Response: Per our meeting with the Borough Engineer, this information exists on the Existing Conditions Plan and an ERSAM designation has been provided. Refer to Sheet 2.

36. Per §154-43.B.(2).(g)., the PCSM Plan shall show the limits of earth disturbance, including the type and amount of impervious area that would be added.

The Applicant shall provide a PCSM Plan and show the type and amount of impervious area that would be added on the plan.

Response: The PCSM Plan shows the limit of disturbance and the proposed impervious coverage. A chart has been added to show the reduction from the existing impervious coverage on site. Refer to the PCSM Plan, sheet 17.

37. Per & §154-43.B.(2).(s), a fifteen (15) foot wide access easement around all stormwater BMPs that would provide ingress and egress from a public right-of-way shall be shown on the PCSM Plan.

The Applicant shall provide the required fifteen (15) foot wide access easement to the stormwater BMPs proposed on site. If the Applicant does not wish to provide the fifteen (15) foot wide easements, a blanket easement covering the entire site may be provided. The stormwater easement(s) shall be described and submitted for review and approval.

Response: A proposed stormwater easement has been depicted on the PCSM Plan accordingly. Refer to sheet 17. Once the easement configuration is approved, a description of the easement will be prepared.

38. Per §154-43.B.(2).(u), a statement signed by the landowner, acknowledging that the stormwater BMPs are fixtures that can be altered or removed only after approval by the Borough shall be included on the PCSM Plan.

The Applicant shall provide this statement on the PCSM Plan.

Response: The above statement has been added to the PCSM Plan Notes. Refer to the PCSM Plan, sheet 17.

39. Per §154-43.B.(2)(v-w), please include the following statements on the Post Construction Stormwater Management Plan (Sheet C-601):
- a. A statement, signed by the applicant, acknowledging that any revision to the approved drainage plan must be approved by the Borough, and that a revised erosion and sediment control plan must be submitted to the Borough or conservation district for approval.
 - b. The following signature block for the design engineer: "I, (Design Engineer), on this date (date of signature), hereby certify that the drainage plan meets all design standards and criteria of the Tookany/Tacony-Frankford Watershed Act 167 Stormwater Management Ordinance."

The PCSM Plan shall include the above statements.

Response: The above statements have been added to the PCSM Plan. Refer to the PCSM Plan, sheet 17.

40. Per §154-50.A.(1).(a), a minimum depth of 24 inches between the bottom of the BMP and the top of the limiting zone shall be provided.

The Applicant shall provide a raingarden detail/profile showing the top limiting zone elevation and the bottom of BMP elevation to ensure a minimum of 24 inches is provided.

Response: The raingarden detail has been revised to note a minimum 24 inches is provided between the BMP bottom and the limiting zone. Refer to the Construction Details, Sheet 12. Infiltration testing was performed and they did not encounter any limiting zones. The infiltration report is included with this submission.

41. Per §154-50.A.(1).(c), all open-air infiltration facilities shall be designed to completely infiltrate the recharge (infiltration) volume (Re_v) within three days (72 hours) from the start of the design storm.

The Applicant shall provide dewatering calculations for the raingarden to ensure the raingarden completely infiltrates within 72 hours.

Response: Dewatering calculations have been included within the Appendix of the PCSM Report. The dewatering time was calculated at 42.4 hours.

42. Per §154-52.B, the minimum orifice size in the outlet structure to the BMP shall be three inches in diameter where possible, and a trash rack shall be installed to prevent clogging. On sites with small drainage areas contributing to this BMP that do not provide enough runoff volume to allow a twenty-four-hour attenuation with the three-inch orifice, the calculations shall be submitted showing this condition. Orifice sizes less than three inches can be utilized, provided that the design will prevent clogging of the intake. It is recommended that the design, to accommodate maintenance, include sand or a porous media filter.

The Applicant is proposing to utilize a 1" orifice in the outlet structure which is less than the required 3 inches. The Applicant shall submit calculations showing that a 24-hour attenuation is not possible with an orifice size of 3 inches.

Response: Since the initial submission, infiltration testing has been completed and is acceptable for the proposed site design. Therefore, the underdrain will remain as part of the design for maintenance purposes only. It will be capped and stormwater that doesn't

pass through the outlet structure will infiltrate into the ground. An orifice of less than 3" is no longer proposed as part of the outlet structure design.

General Stormwater Comments

43. Please provide a profile for the proposed 12" HDPE storm pipe.

Response: A profile of the proposed 12" HDPE storm pipe is shown on the Grading & Drainage Plan, sheet 4. Please note, additional utility investigation has been completed by a private utility locator using GPR since the initial submission. The existing utility laterals have been updated on-site to accurately reflect the results of these findings. The crossings are noted on the utility profile.

44. Please revise the typical curb detail (Sheet C-901) indicating 8-inch reveal within right-of-way and 6-inch reveal outside the right-of-way.

Response: An 8-inch curb reveal in the right-of-way varies significantly from the existing frontage conditions and surrounding roadway conditions. An industry standard 6-inch curb reveal is proposed within the right-of-way to better fit in with existing and proposed features (ADA ramps, driveways, utility covers, grade elevations, etc.). On-site, the curb reveals vary from 4" to 6" to accommodate retrofitting the existing site conditions to the proposed site layout. Refer to the Grading & Drainage Plan, Sheet 4, for curb elevations.

45. Due to the existing drainage issues that occur periodically at the low point of Cedar Street, the Applicant shall design a stormwater management system to safely capture and mitigate the stormwater runoff from the entire site up to the 100-yr storm event for review and approval.

Response: The applicant provided stormwater data for the entire site for the 2-year through 100-year storm events. The stormwater model has been revised to analyze the entire site. The entire site meets the Stormwater Runoff Rate Requirements up to the 100-year storm event. Refer to the PCSM Report included with this submission.

Sewer Comments

46. The Developer will need to submit flow calculations for the improvements. The calculations will need to include the estimated flow from the existing facilities.

Response: The applicant will comply. The flow calculations are currently being reviewed by the Borough and PADEP. They will be submitted once they are approved.

47. The size of the existing sewer lateral needs to be verified. The size of the existing lateral will need to be evaluated to determine if it has sufficient capacity for the additional flow.

Response: A sewer flow calculation is being finalized along with the field investigation of the existing sanitary lateral. This information will be provided via a separate cover letter.

48. If a new lateral is required, the existing lateral will need to be cut and capped at the sewer main.

Response: If required, the applicant will comply.

49. The existing lateral will need to be televised. A copy of the video is to be given to the Borough Sewer Engineer for review.

Response: The existing sewer lateral is in the process of being inspected and televised to determine if it is adequate. A copy of the findings will be provided to the Borough once received via a separate cover letter. Please note, additional utility investigation has been completed by a private utility locator using GPR since the initial submission. The existing utility laterals have been updated on-site to accurately reflect the results of these findings.

50. The plans are to show the location of the proposed lateral for the new building.

Response: The proposed ground floor sanitary laterals will connect to the existing sanitary lateral within the proposed building improvement area under the building. Refer to the Utility Plan, sheet 5, for the proposed connection locations. Please note, additional utility investigation has been completed by a private utility locator using GPR since the initial submission. The existing utility laterals have been updated on-site to accurately reflect the results of these findings.

51. The following notes are to be added to the Utilities Plan:

- a. All sewer pipe to be SDR 26 PVC.
- b. All sewer pipe is to be pressure tested.
- c. A field inspector must be present during ALL testing.
- d. Connection to existing sewers shall be made with a wye fitting as manufactured by The General Engineering Company (GENECO), Sealtite Type "E" Multi-Range Wye or equal.

Response: The above notes have been added as Utility Plan notes #29 through 32. Refer to the Utility Plan, sheet 5.

Traffic Comments

52. The Applicant shall replace all curb and sidewalk along the site frontage on Washington and Cedar to widths required per Borough code.

Response: The applicant is proposing to reconstruct the curb and sidewalk along the project frontage. The proposed sidewalk has been adjusted to provide a minimum 4ft width along the entire property frontage per our meeting with the Borough Engineer, including an adjustment at the corner to provide a wider sidewalk width through the corner were feasible. Refer to the Site Plan, Sheet 3.

53. The Applicant shall show the sight distance for Cedar Street at the Cedar Street/Washington Lane intersection. Verify the proposed fence does not obstruct the sight distance.

Response: Sight Distance is shown for Cedar Street at the intersection of Cedar Street and Washington Lane. Refer to the Site Plan, Sheet 3. The fence is no longer proposed and has been removed from the plan.

54. The Applicant shall show sight distance for both driveways.

Response: The sight distances have been provided for both driveway locations. Refer to the Site Plan, Sheet 3.

55. The Applicant shall restrict left turns out of the Washington driveway.

- a. This driveway may need to be restricted to right-in/right-out only. We recommend scheduling a meeting with our office to review this project and the potential future conditions identified in comment 71 below.

Response: Per our meeting with the Traffic Engineer, the Washington Lane driveway has been revised to a Right-In, Right-Out, and Left-In. The site layout has been revised to provide signage and striping to restrict lefts out of the parcel from this driveway. Refer to the Site Plan, sheet 3.

56. The Applicant shall provide truck turning templates. The truck turn templates shall demonstrate safe and efficient access and internal circulation of the largest vehicle proposed to use the site including emergency vehicles. This vehicle should be able to turn around within the site. At no time should the site design vehicle need to back into the street or encroach into an opposing travel lane. The templates must illustrate all entering and exiting movements in all directions at all access points.

Response: The site layout has been reconfigured to improve the vehicular and truck circulation throughout the site. An SU-30 Loading Truck and Garbage Truck circulations have been revised and shown on the Vehicular Circulation Plan, sheet 14. Per our

discussion with the Fire Marshal, no emergency vehicles will need to enter the site in the case of an emergency.

57. An adjacent Land Development project is proposing intersection upgrades at York Road (SR 0611) and Washington. The applicant shall show both the current existing condition as well as the future condition on their plans. We recommend scheduling a meeting with our office to review the proposed improvements and requirements.

Response: The applicant has coordinated with the adjacent project and the future right-of-way improvements across Washington Lane have been depicted on the Site Plan, sheet 3.

58. The receiving ADA ramp on the other side of Cedar Avenue shall be upgraded.
- a. Both ramps across Cedar Ave are also proposed with the Jenkintown Wyncote Grocery Store project.
 - b. Both projects shall propose the ramps. Should this project be constructed before the Wyncote Grocery Store project, the Applicant shall be responsible to upgrade the entire crossing.

Response: Proposed ADA ramp designs have been included for both ramps crossing Cedar Street along Washington Lane. Refer to the Construction Details, sheet 13.

59. The Applicant shall provide Do Not Enter, Stop Signs, & One-Way Signs at the north corner.

Response: A Do Not Enter, Stop Sign, and One-way sign have been added to the north side of the building based on the updated site layout and circulation. Refer to the Site Plan, Sheet 3.

60. There does not appear to be sufficient space for a turn-around at the north corner where a dead-end condition is effectively created. Please revise the plan accordingly to provide sufficient space for a turn-around at the north corner.

Response: Per our coordination with the Borough Engineer, the site layout has been reconfigured to improve the vehicular circulation throughout the site. The dead-end turn around space is no longer required at the north corner of the building. Refer to the Site Plan, sheet 3.

61. The Applicant shall dimension the lane width between the renovated residential lobby and the concrete wall.

Response: The existing lane width has been dimensioned at 13.8 ft. Refer to the Site Plan, sheet 3.

62. The Applicant shall provide a Traffic Impact Analysis (TIA) or demonstrate why a TIA is not required. We recommend scheduling a meeting with our office to review the scope of the TIA.

Response: Our office has prepared the attached traffic statement illustrating a comparison of site generated traffic of the former use on-site versus the proposed uses. As shown in the statement, the project will generate slightly less traffic during the weekday morning peak hour and slightly more traffic during the weekday evening and Saturday midday peak hours. Accordingly, as per ITE and PennDOT requirements, the site will not generate a significant increase in traffic and therefore, a traffic impact study is not required to be prepared for the project.

63. The Applicant shall show ADA parking signage details on the plans for review and approval.

Response: ADA parking signage details have been provided on the Construction Details, sheet 11.

64. The Applicant shall show/identify the stop signs at the driveway exits. A proposed sign symbol is currently shown but the sign type/size/series is not identified.

Response: Stop signs are proposed at the driveway exits and noted in the sign legend on the Site Plan, sheet 3. Refer to the Construction Details, sheet 11, for the stop sign detail.

65. The Applicant shall provide detectable warning surfaces at the approaches to both driveways and between the proposed pedestrian connection and the parking lot.

Response: Detectable warning surfaces are proposed at the approaches to both driveways and between the proposed pedestrian connection and the parking lot. Refer to the Site Plan, sheet 3.

66. There is a crosswalk shown between the Office/Retail Space #2 to the renovated residential lobby. It appears that at least half of this crosswalk is within the parking lane. This shall be revised to be a concrete sidewalk and an ADA ramp shall serve the crosswalk to the ADA parking spaces.

Response: Per coordination with the Borough Engineer, the applicant has modified the internal site layout to provide a 7.7 ft wide partially recessed sidewalk along the front of the building. The sidewalk, ADA curb ramps, ADA parking stalls, and path from the ADA parking stalls are compliant with ADA criteria. Refer to the Site Plan, sheet 3, for proposed layout and the Grading & Drainage Plan, sheet 4, for the proposed grading design.

67. Applicant shall evaluate other alternatives, such as one-way site circulation to determine if the drive-aisle widths can be reduced and improve other sub-standard conditions on the site.

Response: Per our meeting with the Borough Engineer and Borough Traffic Engineer, we developed an updated site layout to address circulation which includes a reduced drive aisle less than 24 ft and 6 parking spaces that are 16 feet long to open up the western side of the site. This modification along with the flipped one-way along the northern side of the building improves the overall circulation of the site. Refer to the Site Plan, sheet 3.

68. The Applicant shall evaluate whether a PennDOT Highway Occupancy Permit is required.

Response: Due to the trip generation and location of the project on a Borough Road, a PennDOT Highway Occupancy Permit is not required. Further, no traffic signal plan modifications are required for the intersection of Washington Lane with Old York Road (SR 611) and a TIA submission to PennDOT is not required.

69. The Applicant shall evaluate whether a PennDOT Traffic Signal Permit plan updates are required.

Response: Due to the trip generation and location of the project on a Borough Road, a PennDOT Highway Occupancy Permit is not required. Further, no traffic signal plan modifications are required for the intersection of Washington Lane with Old York Road (SR 611) and a TIA submission to PennDOT is not required.

70. The Applicant shall evaluate whether a TIA submission to PennDOT is required.

Response: Due to the trip generation and location of the project on a Borough Road, a PennDOT Highway Occupancy Permit is not required. Further, no traffic signal plan modifications are required for the intersection of Washington Lane with Old York Road (SR 611) and a TIA submission to PennDOT is not required.

71. Due to the extent of the traffic comments above, additional comments may follow in our next review cycle based on how the above referenced comments are addressed.

Response: No action is required.

General Comments

72. Dimension all building and parking setbacks from the ultimate rights-of-way of all streets fronting this property. Clearly call out and dimension all legal rights-of-way and ultimate rights-of-way on the plans.

Response: The applicant requests a waiver from §160-9.(1) to not provide the required ultimate right-of-way due to the existing site conditions. Therefore, the building and parking setbacks are dimensioned from the existing property lines. Refer to the Site Plan, Sheet 3.

73. Please dimension all parking and building setbacks indicated in the Site Data Chart on the Site Plan (Sheet 3) and make sure that the Site Data Chart clearly indicates all existing and proposed setbacks. Please provide the "Proposed" data in the Site Data Chart rather than providing a "No Change" designation.

Response: The site data chart has been updated to identify the "proposed" data that matches the plan dimensions rather than noting "No Change". Refer to the Site Plan, sheet 3.

74. Please dimension all radii of curvatures within the parking areas on site.

Response: All curb radii have been dimensioned on the Site Plan, sheet 3.

75. The Applicant shall provide additional room for the signature and seal of the Borough Engineer on the Cover Sheet.

Response: Additional space has been provided for the Borough Engineer Seal and Signature on the Cover Sheet, sheet 1.

76. The Applicant shall provide additional turning templates including but not limited to:

- a. Passenger vehicles entering, exiting, and maneuvering throughout the site from both the entrance off Washington Lane and the entrance off Cedar Street.
- b. Refuse collection vehicle and the maneuverability of that vehicle throughout the site.
- c. Fire truck turning templates for a fire truck entering and exiting both drives.
- d. Truck circulation off the entrance along Cedar Street.

It shall be noted that all maneuverability shall be done without encroaching onto the proposed parking spaces or running over curbs. Based on the turning template provided, the single unit truck shown cannot successfully maneuver throughout the site without encroaching onto the proposed parking spaces.

Response: The site layout has been reconfigured to improve the vehicular and truck circulation throughout the site. An SU-30 Loading Truck and Garbage Truck circulations have been revised and shown on the Vehicular Circulation Plan, sheet 14. Fire truck will not require access to the site.

77. We defer to the Borough Fire Marshal relating to fire code requirements. The Applicant shall obtain an approval letter from the Fire Marshal prior to recording of the plans.

Response: The applicant met with the Fire Marshal who has deemed the site layout acceptable from a fire truck access standpoint, and fire hydrants are not required.

78. Please revise the Cover Sheet (Sheet 1) to reference "Heard" in Zoning Heard Board to indicate "Hearing".

Response: The Cover Sheet has been updated accordingly.

79. Revise the grading between contour elevation '283' to '285' in front of the building to adjust the '284' contour elevation to provide a more transitional slope rather than going from 7% to 1% in front of the ground floor retail uses.

Response: This condition has been removed from the design as a result of the reconfigured site layout. Refer to the Grading & Drainage Plan, Sheet 4.

80. The Soil Erosion and Sediment Control Plan (Sheet 8) shall include temporary inlet protection on the inlets at the low areas further north on Cedar Street.

Response: Inlet protection has been added on the inlets further north on Cedar Street. Refer to the Soil Erosion and Sediment Control Plan, sheet 8.

81. The Site Plan (Sheet 3) shall indicate the record owner and equitable owner information (address and names) for review.

Response: The record owner and equitable owner have been noted on the Site Plan, sheet 3.

Should you have any questions and/or concerns regarding our request, please do not hesitate to contact this office directly. Thank you for your assistance in this matter.

Sincerely,

Colliers Engineering & Design, Inc.
(DBA Maser Consulting)



Rhett Chiliberti, PE,
Geographic Discipline Leader

Cc:

Theodore Dmytryk, PE (w/ enclosures)
Mark Bickerton, PE (w/ enclosures)
Khaled R. Hassan, PE (w/ enclosures)
Michael Tester (w/ enclosures)
Joe Emory (w/ enclosures)
Peter Friedman, Esq. (w/ enclosures)
Chris Panella (w/ enclosures)