



TRAFFIC PLANNING AND DESIGN, INC.

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October 9, 2018

Mr. Steve F. Norcini, P.E.
Radnor Township Engineer
301 Iven Avenue
Wayne, PA 19087-5297

RE: RESPONSE LETTER – TIS SCOPING APPLICATION REVIEW 2

WAWA – Lancaster Avenue (SR 0030) & Aberdeen Avenue

Traffic Log No. D18-009XP

G&A 18-06057

Radnor Township, Delaware County

TPD Job #KARA.00010

Dear Mr. Norcini:

This letter pertains to the Proposed WAWA Convenience Market with Gasoline located at the intersection of Lancaster Avenue (SR 0030) and Aberdeen Avenue in Radnor Township, Delaware County, PA. Traffic Planning and Design, Inc. (TPD) has prepared this response letter to address comments contained the July 31, 2018 Review Letter, prepared by Gilmore and Associates (attached for reference). For the discussion below, the review comments are shown in bold and italic type, with the corresponding TPD response shown in regular type:

C. TRANSPORTATION COMMENTS

We note several traffic and pedestrian generators are located within near proximity of the proposed development: St. Katherine's of Siena Parish, St. Mary's Episcopal Church, St. Katherine's School (Kindergarten – 8th grade), and Radnor Middle School (6th - 8th grade). We recommend the Applicant address the following comments in the impending Transportation Impact Study. If the Applicant is agreeable to the following modifications, we find it unnecessary to schedule a Scoping Application meeting to discuss the project with PennDOT:

1. §255-26 – In addition to the reviewed information proposed by the Applicant in the Transportation Impact Study Scoping Application and based on the requirements of this section of the Township Ordinance, the Applicant shall also address the following items in the Transportation Impact Study:

i) All traffic counts must be performed while local schools are in session.

Response: Will Comply

ii) Pedestrian counts must be obtained for all studied intersections.

Response: Will Comply

iii) Weekday traffic counts must capture the morning arrival and afternoon dismissal for both schools. Please contact the identified schools to ensure the count period is extended to include 30 minutes prior to and after the start of school along with 30 minutes prior to and after the afternoon dismissal.

Response: Will Comply – Based on further discussions/research, the Radnor Middle School day is from 8:00AM to 3:00PM, and the St. Katherine School is from 8:15AM to 2:30PM. Therefore, the 7:00-9:00AM time period is still appropriate. However, the 4:00-6:00PM were extended from 2:00-6:00PM.

iv) Sunday counts must be obtained; contact both church offices to determine the peak attendance period on Sunday. Obtain vehicular and pedestrian counts 30 minutes prior to and after the noted attendance period.

Response: Will Comply - Based on coordination with the adjacent churches, TPD counted 9:00-11:30AM on Sunday to capture the busiest service as well as the overlap between that service and 11:30 A.M. service.

v) Expand the study area to include the following additional intersections:

- **Lancaster Avenue & Wayne Avenue**
- **Lancaster Avenue & Louella Avenue**
- **Lancaster Avenue & St. Davids Road/Chamounix Road**
- **Aberdeen Avenue and Midland Avenue**
- **Midland Avenue & Louella Avenue**

Response: Will Comply

vi) Include the 24 hour ADT volumes and speed data for the following roadway segments:

- **Lancaster Avenue**
- **Aberdeen Avenue**

Response: Will Comply – See Appendix C.

vii) Verify the size of the proposed building. The scoping application notes the retail building as 4,736 SF in size while the provided concept plan notes the retail building as 5,112 SF in size

Response: Will Comply.

viii) The Scoping Application indicates the distribution and assignment will be based on the existing traffic patterns, roadways surrounding the site and the proposed site driveway location and configuration. We would prefer the Distribution and Assignment more heavily favor the existing site distribution because we anticipate the traffic associated with future retail use will behave similar to the current retail use.

Response: The existing use is technically different from the proposed use as it contains automobile service and less associated pass-by traffic. The existing access is different than the proposed access as there will be less access points, more turning restrictions, and no cross-access between the two existing sites. Therefore, it is TPD's opinion that the new site needs to be treated as a new site based on existing patterns.

ix) Section 17 Other Needed Analyses; left turn signal phasing analysis shall be prepared for all signalized intersections on all approaches.

Response: Will Comply as feasible at the adjacent intersection of Lancaster/Aberdeen. It should be noted that, based on TPD's recent experience, left-turn phases will not be permitted by PennDOT without separate lanes.

D. REVIEW OF PROVIDED CONCEPT PLAN

The following comments are based on a sketch plan review of the provided concept plan; any comments identified as a Subdivision and Land Development Ordinance comment (identified by the "S") shall be addressed during the eventual Land Development process or the Applicant will be required to seek a waiver:

- 1. §255-27.B(3)(b) (Lancaster Avenue) and (d) (Aberdeen Avenue); and §255- 27.C(1) – The Township legal Right-of-Way on Lancaster Avenue (S.R. 0030) is 80'; and on Aberdeen Avenue, the Township legal Right-of-Way is 60'.**

Response: Bohler to respond under separate cover.

- 2. §255-27.I(2) – Access to parking areas on commercial sites shall be controlled and shall be so located as to provide a minimum of 200 feet between points of access. We recommend eliminating the western-most Lancaster Avenue access.**

Response: A waiver of this requirement has been requested. Further discussion regarding the westernmost Lancaster Avenue access will take place with the Township and their consultants.

- 3. §255-30.E – We recommend relocating the loading area to a more optimal onsite location; the current location is too close to both proposed driveways to Lancaster Avenue and will likely disrupt onsite circulation.**

Response: Bohler to respond under separate cover.

- 4. 255-37.B. – The Township requires a minimum 4' sidewalk width; in addition, the Township requires a 2' grass verge between the face of curb and the closest edge of the sidewalk. It may be necessary to increase the width of the sidewalk to 5' if traffic counts indicate a significant presence of pedestrian traffic volumes.**

Response: Bohler to respond under separate cover.

- 5. Radnor Township may want to consider prohibiting left turns out of the access to Aberdeen Avenue through the construction of a channelized island and request the Applicant investigate a dedicated northbound right turn lane on Aberdeen Avenue at Lancaster Avenue.**

Response: It is TPD's opinion that, based on existing patterns, only 6% of new trips and 4%-7% of pass-by trips attributable to the Proposed Site will travel to the south via Aberdeen Avenue. Therefore, this restriction will only serve to force these vehicles out to Lancaster Avenue via left-turn, and make a left-turn at the signal. Thus impacting multiple additional intersections.

- 6. Radnor Township may want to consider prohibiting on street parking along the northbound approach of the eastern curb line on Aberdeen Avenue; we are concerned with the interaction between turn movements at the proposed site driveway and parking maneuvers into and out the parking spaces. Eliminating the on street parking spaces would also ensure Wawa patrons use the proposed off- street parking spaces: at various existing**

Wawa's, we have observed large trucks, tractor trailers, and landscaping trucks parking on street in favor of utilizing off- street parking.

Response: TPD agrees with this comment. This restriction would also help minimize sight distance restrictions caused by parked vehicles along Aberdeen Avenue.

- 7. Given the land development project is located along Aberdeen Avenue and which is included in the Wayne Business Overlay District (WBOD), the Township may want to consider requesting the Applicant include similar site amenities to the standards required in the WBOD, in particular but not limited to street trees, and ornamental lighting.***

Response: Bohler to respond under separate cover.

- 8. We recommend the Applicant relocate the Air Machine (tire filling station) further away from the proposed driveway access on Aberdeen Avenue and the neighborhood to minimize: the potential conflicts with vehicles utilizing this driveway and the potential noise associated with the machine, respectively.***

Response: Bohler to respond under separate cover.

- 9. The Township is intending on installing a Traffic Adaptive System along Lancaster Avenue that will extend from the Radnor Township municipal line beginning at County Line Road and continuing west and including all signalized intersections to the Radnor Financial Center/St. David's Square Shopping Center intersection on Lancaster Avenue. St. Davids Road/Chamounix Road, Louella Avenue and Wayne Avenue are the next three logical intersections to be included in the Traffic Adaptive System.***

Response: So Noted.

- 10. Radnor Township has requested the Applicant provide an updated controller cabinet and a controller capable of Traffic Adaptive. In addition, the intersection of Lancaster Avenue and Aberdeen Avenue should be upgraded to include an Accessible Pedestrian Signal (APS) with audible messaging and a Lead Pedestrian Interval.***

Response: So Noted.

- 11. The Township is requesting the Applicant fully investigate a shared driveway access with several businesses located along E. Lancaster Avenue to the east (Verizon and CVS). The intent of a shared driveway access is to:***

- i. To reduce the number of curb cuts along the south side of E. Lancaster Avenue***
- ii. Shift the left turn movements into and out of the proposed Wawa further away from the signalized intersection (further east) and eliminate the need for the "courtesy gap left turn movement".***
- iii. Allow internal retail interaction between the three retail sites***

Response: So Noted – Based on the existing access configuration of the Verizon/CVS site adjacent to the proposed development (entrance only drive on the west side of the site, an exit only drive in the middle of the site, with a full access driveway on the east side of the site), it would require all exiting traffic from the Wawa property to travel adjacent to the CVS drive-thru lane (to the rear of the building) to utilize the full-access driveway on the east side of the site. In addition, this would require the approval of Verizon and CVS in order to provide for a shared driveway concept. It is our opinion that the combination of two (2) sites with six (6) total unrestricted curb cuts, serves this planning intent to limit existing access points along Lancaster Avenue.

We hope that these responses are helpful. If you require additional information please feel free to contact us.

Sincerely,
TRAFFIC PLANNING AND DESIGN, INC.

A handwritten signature in blue ink, appearing to read "Matthew I. Hammond".

Matthew I. Hammond, P.E.
Executive Vice President

mhammond@trafficpd.com

Attachment: 07/31/2018 Gilmore Scoping Application Review Letter

cc: PennDOT 6-0
Radnor Township
Project Team (via Email)
TPD File



MEMORANDUM

Date: July 31, 2018

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

From: Amy Kaminski, P.E., PTOE
Gilmore & Associates, Inc.

cc: Superintendent Christopher Flanagan, Radnor Township Police Department
Kevin Kochanski, ASLA, R.L.A., Director of Community Development
Ken Piree, Radnor Township Police Officer
Roger Phillips, P.E., Senior Associate, Gannett Fleming, Inc.
Damon Drummond, P.E., PTOE, Gilmore & Associates, Inc.
Leslie A. Salsbury, E.I.T., Gilmore & Associates, Inc.

Reference: Wawa – 302-306 E. Lancaster Avenue (S.R. 0030) & Aberdeen Avenue
PennDOT Traffic Log No.: D18-009XP
TIS Scoping Application Review 2
Radnor Township, Delaware County, PA
G&A 18-06057

We have reviewed the TIS Scoping Application prepared for Wayne Property Acquisitions, Inc., (Wawa near West Lancaster Avenue and Aberdeen Avenue) based on discussion at the recent Radnor Community Development Meeting Committee meeting held on Tuesday, July 17, 2018 and offer the following comments for your consideration:

A. BACKGROUND

The subject properties are situated in the C-2 Commercial Zoning District operating under the permitted By-Right retail use. The parcels are located along the south side of Lancaster Avenue, east of Aberdeen Avenue at 302 E. Lancaster Avenue and 306 E. Lancaster Avenue. The parcel located at 302 E. Lancaster Avenue currently operates as a full-service motor vehicle repair shop along with the retail sale of gasoline and the parcel located at 306 E. Lancaster Avenue operates as a car wash and includes the retail sale of gasoline. The Applicant proposes consolidating the two parcels, demolishing the existing structures and constructing a new retail convenience store of 5,112 SF, with 55 parking spaces and offer the retail sale of gasoline at 12 retail gas pumps.

B. DOCUMENTS REVIEWED

1. Zoning Opinion letter issued by Kevin Kochanski, RLA, CZO, Radnor Township Director of Community Development; addressed to Nick Caniglia, Esq., of Pierce, Caniglia & Taylor, dated April 27, 2018.

BUILDING ON A FOUNDATION OF EXCELLENCE

65 E. Butler Avenue | Suite 100 | New Britain, PA 18901
Phone: 215-345-4330 | Fax: 215-345-8606

www.gilmore-assoc.com

2. Transportation Impact Study (TIS) Scoping Application, prepared for Wawa – Lancaster Avenue & Aberdeen Avenue, prepared by Traffic Planning and Design, dated June 13, 2018.
3. Concept Plan, prepared for Wayne Property Acquisition, Inc., prepared by Bohler Engineering, dated April 9, 2018.
4. PennDOT Scoping Application Review, prepared by PennDOT, addressed to Matthew I. Hammond, P.E., Traffic Planning and Design, dated July 12, 2018.

C. TRANSPORTATION COMMENTS

We note several traffic and pedestrian generators are located within near proximity of the proposed development: St. Katherines of Siena Parish, St. Mary's Episcopal Church, St. Katherines School (Kindergarten – 8th grade), and Radnor Middle School (6th - 8th grade). We recommend the Applicant address the following comments in the impending Transportation Impact Study. If the Applicant is agreeable to the following modifications, we find it unnecessary to schedule a Scoping Application meeting to discuss the project with PennDOT:

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 - Aberdeen Avenue and Midland Avenue
 - Midland Avenue & Louella Avenue
 - vi) Include the 24 hour ADT volumes and speed data for the following roadway segments:

- Lancaster Avenue
 - Aberdeen Avenue
- vii) Verify the size of the proposed building. The scoping application notes the retail building as 4,736 SF in size while the provided concept plan notes the retail building as 5,112 SF in size.
- viii) The Scoping Application indicates the distribution and assignment will be based on the existing traffic patterns, roadways surrounding the site and the proposed site driveway location and configuration. We would prefer the Distribution and Assignment more heavily favor the existing site distribution because we anticipate the traffic associated with future retail use will behave similar to the current retail use.
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tractor-trailers, and landscaping trucks parking onstreet in favor of utilizing off-street parking.

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