



August 31, 2018  
Via Hand Delivery

Radnor Township  
301 Iven Avenue  
Wayne, PA 19087

Attn: Stephen F. Norcini, P.E., Township Engineer

Re: Proposed Retail Store with Retail Sale of Gas  
Lancaster Avenue & Aberdeen Avenue  
Radnor Township  
Delaware County, PA  
PC181016

Dear Mr. Norcini:

On behalf of Wayne Property Acquisition Inc. (the Applicant), please find enclosed Preliminary Land Development Application Package for the property located at the southeast corner of Lancaster Avenue and Aberdeen Avenue (Folio # 36-03-01682-00 and Folio #36-03-01683-00).

The application proposes a 4,736 SF retail Wawa store (5,124 SF including retail store canopies) with retail gas, consisting of six (6) MPDs (multi-product dispensers), along with associated access, parking, lighting, landscaping, utility connections, and stormwater management controls necessary to support the site. The development proposes to replace the two (2) existing facilities on the site, inclusive of retail/retail gas stores: one (1) Sunoco motor vehicle repair shop and one (1) BP car wash, with buildings from both facilities totaling 4,230 SF, also inclusive of two (2) fuel canopies covering eleven (11) MPDs. As part of the application, the project proposes to consolidate the two (2) properties into one (1) property. The BP property is currently owned by the Applicant and the Sunoco property is currently owned by the president of the Applicant's entity as detailed in the enclosed title report. The consolidated property is proposed to remain under the ownership of the Applicant and/or its successors. Pending required approvals, the Applicant hopes to start construction in the spring of 2019 and complete construction in the spring of 2020.

Please note that the Professional Services Agreement (PSA) prepared for the subject site, including a signed Escrow Deposit slip and a check in the amount of \$15,000.00 for the PSA, was submitted to the Radnor Township Engineering Department under separate cover by Nicholas J. Caniglia, Esq. on 7/31/2018.

The application package includes the following materials:

- One (1) signed original Subdivision and Land Development Application.
- Required fees payable to Radnor Township:
  - \$350 payable to Radnor Township for Lot Consolidation Fee.
  - \$10,000 payable to Radnor Township for the Land Development Fee.
- One (1) signed original Delaware County Planning Commission SALDO application.
  - \$400.00 payable to the Treasurer of Delaware County for the Act 247 non-residential land development application fee.
- Twenty-two (22) full size sets of the Preliminary Land Development Plans, dated 7/13/2018, last revised 8/31/2018, Sheets 1-19 of 19, eight (8) copies of which have been signed and notarized by Applicant.
- Seven (7) 11"x17" copies of the Preliminary Land Development Plans, dated 7/13/2018, last revised 8/31/2018.
- Two (2) copies of the Post-Construction Stormwater Management Report, last revised 8/31/2018.
- Two (2) copies of the Title Report, listing encumbrances and including property deeds.
- Two (2) copies of the Waiver Request letter.
- Thirteen (13) thumb drives containing PDF copies of all submission materials.

Our office is in receipt of a review memorandum, prepared by Amy Kaminski, P.E., PTOE Gilmore & Associates, Inc., dated 7/31/2018, and we provide response to the review comments as listed below in **bold** typeface:

A. BACKGROUND

**Response not required.**

B. DOCUMENTS REVIEWED

**Response not required.**

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:

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. All traffic study comments will be addressed under separate cover by the Applicant's Traffic Engineer, Traffic, Planning & Design, Inc. (TPD) upon completion of the revised traffic study.**

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

**Response: Will comply. All traffic study comments will be addressed under separate cover by the Applicant's Traffic Engineer, Traffic, Planning & Design, Inc. (TPD) upon completion of the revised traffic study.**

- 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. All traffic study comments will be addressed under separate cover by the Applicant's Traffic Engineer, Traffic, Planning & Design, Inc. (TPD) upon completion of the revised traffic study.**

- 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. All traffic study comments will be addressed under separate cover by the Applicant's Traffic Engineer, Traffic, Planning & Design, Inc. (TPD) upon completion of the revised traffic study.**

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. All traffic study comments will be addressed under separate cover by the Applicant's Traffic Engineer, Traffic, Planning & Design, Inc. (TPD) upon completion of the revised traffic study.**

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

- Lancaster Avenue
- Aberdeen Avenue

**Response: Will comply. All traffic study comments will be addressed under separate cover by the Applicant's Traffic Engineer, Traffic, Planning & Design, Inc. (TPD) upon completion of the revised traffic study.**

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. As shown on the Site Plan (Sheet 3), the proposed building footprint is 4,736 SF. Including overhangs and canopies, the building is 5,124 SF in size. The prior concept plan referenced an erroneous figure.**

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: All traffic study comments will be addressed under separate cover by the Applicant's Traffic Engineer, Traffic, Planning & Design, Inc. (TPD) upon completion of the revised traffic study.**

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

**Response: Will comply. All traffic study comments will be addressed under separate cover by the Applicant's Traffic Engineer, Traffic, Planning & Design, Inc. (TPD) upon completion of the revised traffic study.**

#### 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 "\$") 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: The plan complies with respect to Aberdeen Avenue. We respectfully disagree with this comment regarding Lancaster Avenue. Section 255.27.B(3)(b) merely lists Lancaster Avenue as an Arterial Street. Code Section 255-27(C)(1) indicates that Arterial Streets, such as Lancaster Avenue, shall have a Right-of-Way as recommended by the Pennsylvania Department of Transportation**

**(PennDOT). In review, we have found that legal ROW, as recommended by PennDOT and identified on the plans, is conservatively shown to be 60 feet wide. This is based on the most recent available mapping showing the Legal ROW along Lancaster Avenue as either 50 feet (2012 PennDOT signal plan) or 60 feet wide (1993 Subdivision Plan from the subject property's title commitment report) and based on physical monumentation and surveyor's experience of nearby properties along Lancaster Avenue.**

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 is requested from §255-27.I(2) to permit less than 200 ft. between points of access. The site is currently non-conforming in the number of existing driveways. There exist two (2) driveways on Aberdeen Avenue and four (4) driveways on Lancaster Avenue (six (6) total). The proposal calls for one (1) driveway on Aberdeen Avenue and two (2) driveways on Lancaster Avenue (three (3) total). The number of proposed driveways reduces an existing non-conformity. Furthermore, the four (4) existing driveways on Lancaster are as close as 40 ft. apart (centerline to centerline), and  $\pm 53$  ft. from the centerline of Aberdeen Avenue. The proposal calls for two (2) proposed driveways, one being limited access, separated approximately 135 ft. apart, and approximately 140 ft. from Aberdeen Avenue, and as permitted by PennDOT. This waiver is also requested for the proposed Aberdeen Avenue Access Driveway proposed at  $\pm 180$  ft. from the centerline of Lancaster Avenue. One of the two (2) existing Aberdeen Avenue driveways is  $\pm 98$  ft. from the centerline of Lancaster Avenue and the two (2) driveways are  $\pm 86$  feet apart from each other. It should be noted that while the proposed limited access point on Lancaster Avenue is less than the 200 feet required, it is the opinion of the Applicant's Traffic Engineer that this access point will help to reduce the amount of traffic accessing the site via Aberdeen Avenue, thus alleviating some of the concerns raised by the residents. Furthermore, strict conformance with the Ordinance would not allow any access points to/from this property along Lancaster Avenue due to the distance from Aberdeen Avenue to the west and the Verizon Wireless/CVS driveway to the east. The Aberdeen Avenue access could not be constructed in accordance with PennDOT standards and still comply with this provision given limited frontage along Aberdeen Avenue.

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:** In review, given the general off-peak delivery hours anticipated, the large size of the proposed loading area, and that the loading area is buffered from the adjoining residential uses to the south by the Wawa building itself, it is our opinion that the location proposed meets the intent of the Ordinance.

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:** Will comply. The plan has been revised to propose 5 ft. wide sidewalks.

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:** With regard to the provision of a dedicated northbound right turn lane on Aberdeen Avenue approaching Lancaster Avenue, the applicant will comply as shown in the plans and pending results of the of the forthcoming traffic impact study and upon review by PennDOT. With regard to the prohibition of left turns out of the proposed Aberdeen Avenue access point, it is the opinion of the Applicant's Traffic Engineer that doing so would negatively affect the ability for the surrounding neighborhoods, inclusive of the nearby Church(es), Business(es) and School(s), to travel from the site to their respective destinations without utilizing Lancaster Avenue. This would put additional undue burden on the Lancaster Avenue corridor.

6. Radnor Township may want to consider prohibiting onstreet parking along the northbound approach of the eastern curbline 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 onstreet parking spaces would also ensure Wawa patrons use the proposed off- street parking spaces: at various existing Wawas, we have observed large trucks, tractor-trailers, and landscaping trucks parking onstreet in favor of utilizing off- street parking.

**Response: Will comply. Given the proposed right-turn lane, parking is proposed to be restricted, as suggested.**

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: It is our understanding that the site is not within the WBOD District.**

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: Wawa wishes to maintain the current proposed location as per their prototypical program to maintain visibility from within the building and, in this case, to be located furthest from what is anticipated to be the busier Lancaster Avenue full access driveway.**

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: The Applicant wishes to discuss this following issuance of the updated Traffic Study.**

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: The Applicant wishes to discuss this following issuance of the updated Traffic Study.**

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: The Applicant hopes to maintain the two (2) proposed driveways as may be permitted by PennDOT as it does not appear feasible from the perspective of either business to share access.**

Should you have any comments, questions or concerns, or require any additional information, please feel free to contact me directly at (215) 996-9100.

Sincerely,

**BOHLER ENGINEERING PA, LLC**

A handwritten signature in black ink, appearing to read "Eric Britz", written over a horizontal line.

Eric A. Britz, P.E.  
Project Manager

cc: Gary Karakelian, Wayne Property Acquisition Inc. (via email)  
Peter Karakelian, Wayne Property Acquisition Inc. (via email)  
Nicholas J. Caniglia, Esq. (via email)  
Matt Hammond, P.E., TPD (via email)