



MEMORANDUM

Date: February 18, 2021

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

From: Damon Drummond, P.E., PTOE
Senior Transportation Engineer

cc: Roger Phillips, P.E., Senior Project Manager, Gannett Fleming, Inc.
Leslie Salisbury, P.E., Gilmore & Associates, Inc.

Reference: 812-822 Glenbrook Avenue
Final Land Development Plan Review 1
Radnor Township, Delaware County, PA
G&A 20-01170

Gilmore and Associates, Inc. (G&A) has completed a transportation review for the above referenced project and offers the following transportation comments for Radnor Township consideration:

A. BACKGROUND

The subject parcel located at 812-822 Glenbrook Avenue is situated in the C-1 Local Commercial Zoning District and takes access to Bryn Mawr Avenue (S.R. 1032), west of County Line Road (S.R. 1001) in Radnor Township, Delaware County. The applicant intends on redeveloping 812-822 Glenbrook Avenue in order to construct a residential apartment building with three (3) units and two (2) proposed parking spaces under the building.

B. DOCUMENTS REVIEWED

1. Final Land Development Plans for 812-822 Glenbrook Avenue, prepared by Schock Group, LLC, prepared for Tim Rubin, consisting of 4 sheets, dated January 21, 2021.
2. Response Letter prepared by Schock Group, LLC, dated January 21, 2021.
3. Plan of Consolidation, prepared by Chester Valley Engineers for TGR LLC, dated February 4, 2016.

C. SUBDIVISION AND LAND DEVELOPMENT COMMENTS

1. §255-20.B(1)(o)(6) – Show any existing or proposed easements including an access or parking easement for the shared access/parking area to Bryn Mawr Avenue. The Applicant has included the previous plan of consolidation for the three buildings shown on the property; however, the driveway access run the through the 806 Glenbrook Avenue and 0 Bryn Maw Ave properties. Therefore, a shared access easement should be provided between all parties.

2. The maximum algebraic change in grade between the driveway and the roadway shall not exceed 8 percent. Revise the plans to indicate the longitudinal slope in front of the proposed driveway access. The Applicant added the cross slope in front of the driveway and not the longitudinal slope and therefore we cannot confirm the maximum 8 percent algebraic change in grade.

If you have any questions regarding the above, please contact this office.