

Planning Commission
Radnor Township
Wayne, Delaware County, Pennsylvania

Wednesday
July 30, 2014
7:00 P.M.

Agenda

Special public meeting to review the proposed Conditional Use Application plans for Villanova University located at the corner of Lancaster Avenue and Ithan Avenue, along with any other Township business that may come before it.

Public Participation



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July 18, 2014

William Bolla, Esq.
McNamara, Bolla & Panzer Attorneys at Law
116 East Court Street
Doylestown, Pennsylvania 18901-4321

RE: Villanova University CICD Development – Review of Conditional Use Submission
Villanova University - Applicant

Dear Bill:

Gannett Fleming has completed our review of the Conditional Use Submission for Villanova University CICD Development for compliance with the Radnor Township Code. The applicant has filed a conditional use application as outlined in §280-Article XXIII – Conditional Uses, of the Radnor Township Code, and is requesting conditional use under §280-68.1 (Comprehensive Integrated College Development). The proposed development area is 13 acres and is currently two existing asphalt covered surface parking lots. The applicant intends to develop the parking area into dormitory buildings, residence hall buildings, retail space, performing arts center and a four level parking structure.

We have the following general comments regarding the plan as submitted. Additional review comments will be forthcoming once engineered plans are submitted. Our comments are as follows:

General Comments

1. A tabulation of gross square footage should be shown for each of the uses on sheet CU3.02. For example, proposed dormitory building 1A, proposed dormitory building 1B, etc.
2. The existing downstream conveyance system must be evaluated for its condition and adequacy to effectively convey stormwater from the site in a safe and efficient manner.
3. An event circulation study and plan must be provided during the conditional use process to address event parking and traffic circulation. The plan must be developed with the input of the Radnor Township Police Department and shall outline procedures, traffic patterns, and parking configurations for the various sporting and other events held at the University. Township approval of this plan shall be made a condition of the CU approval.
4. An evacuation plan for the new student housing shall be developed and outlined as part of the conditional use process.

5. Fencing shall be provided on the north side of Lancaster Avenue in the area of the Church Walk pedestrian bridge to restrict at-grade pedestrian traffic from accessing the campus. All pedestrian access to the campus in the area of the Church walk shall be from the pedestrian bridge only.
6. The Development Impact Statement indicates that the facility will utilize the Radnor Township sanitary sewer system for wastewater disposal. However, the plans indicate that wastewater disposal will be through Lower Merion Township. This must be clarified, as well as any anticipated impacts to the sanitary sewer system. The applicant must provide information concerning any revisions to the Radnor Township or to the Lower Merion Township Act 537 plans. Testimony must be provided indicating the method of wastewater service and a certification of adequate capacity provided as a condition of approval.

Zoning - Comprehensive Integrated College Development

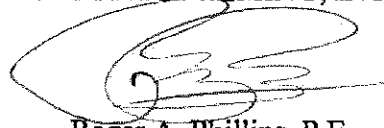
1. §280-68.1.D(2)(g) – The maximum % building coverage is 37%, above the allowable 30%. The applicant has indicated that building coverage exceeding 30% shall require two square feet of open space dedication per one square foot over 30% as part of the land preservation standards. This dedication area has been shown on sheet CU1.00. The preserved land should be more clearly dimensioned to ensure there is a minimum horizontal dimension of 200 feet in every direction to conform with §280.68.1.D(3)(c)[4].
2. §280-68.1.D(2)(d) – There is a 10 foot accessory structure setback shown on sheet CU3.02. Since this is along the railroad property line, this setback should be shown as 20 feet.
3. §280.68.1.D(2)(h) – In no event may the maximum allowed impervious surfaces on the applicants entire campus within the PI Zoning District exceed 45%. This project proposes 69%. A calculation showing the impervious surfaces on the entire site must be provided.
4. §280-68.1.D(3)(b) – The buffer planting strip must be shown on the plans and testimony shall be provided indicating the content, layout and species of buffer plantings.
5. §280-68.1.D(3)(3)(2)(a) – The plans indicate a Mechanical/Loading Pit Area is being provided on the easterly portion of the student housing to support the commercial portion of the project. The plans must provide turning movement templates, and testimony should be given as to how this area will provide service and delivery vehicles adequate and unobstructed access to the area.

Gannett Fleming

If you have any question or require any additional information, please contact me.

Very truly yours,

GANNETT FLEMING, INC.

A handwritten signature in black ink, appearing to read 'R. Phillips', enclosed within a large, hand-drawn oval scribble.

Roger A. Phillips, P.E.
Senior Project Manager



GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

July 23, 2014

File No. 12-04054T

Mr. William Bolla, Esq.
McNamara, Bolla & Panzer
116 East Court Street
Doylestown, PA 18901

Reference: Villanova University – Lancaster Avenue Redevelopment
CICD Conditional Use Transportation Review #1-*Revised*
Radnor Township, Delaware County, PA

Dear Mr. Bolla:

Gilmore & Associates, Inc. has completed the conditional use Transportation review of the submitted materials and offers the following comments for Radnor Township consideration:

I. BACKGROUND

The applicant, Villanova University, intends to develop/redevelop several parcels located along Lancaster Avenue, southeast and southwest of Ithan Avenue intersection, in Radnor Township, Delaware County. The project includes construction of student housing (1,159 bed apartment-style residence halls), retail shops (University Bookstore, bistro and small convenience store) along with 147 surface parking spaces to be located on the southwest corner of Lancaster Avenue and Ithan Avenue. In addition, the project includes construction of a Performing Arts Center (with 500 – 650 total seats in two theaters) and multilevel parking structure (1,265 spaces) to be located on the southeast corner of Lancaster Avenue and Ithan Avenue. Villanova University intends to eliminate many of the existing driveway accesses located on the south side of Lancaster Avenue, west of Ithan Avenue and construct a shared surface parking facility to the rear of the existing university buildings with limited access to Lancaster Avenue at the signalized intersection of Chapel Walk.

II. DOCUMENTS SUBMITTED

The following documents were submitted to Gilmore & Associates for review:

- A. Conditional use plan set (11 sheets) for Villanova University prepared by Voith & Mactavish Architects, LLP and Robert A.M. Stern Architects, LLP, dated May 2, 2014.

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- B. Landscape plans (3 sheets) for Villanova University prepared by Voith & Mactavish Architects, LLP and Robert A.M. Stern Architects, LLP, dated May 2, 2014.
- C. Transportation Impact Assessment for Villanova University Lancaster Avenue Student Resident Halls, prepared by F. Tavani and Associates, Inc. dated May 4, 2014.
- D. Development Impact Statement for the Villanova University CICD Development dated May 2, 2014.

III. IMPROVEMENTS

According to the submitted Transportation Impact Assessment, Villanova University proposes the following improvements/accesses:

A. Lancaster Avenue at Church Walk-Signalized Intersection

- 1. Left and right turn lane exit from Chapel Walk to Lancaster Avenue.
- 2. Improvements on Lancaster Avenue at Church Walk include:
 - a. Right in/right out on the eastbound approach of Lancaster Avenue, east of Church Walk
 - b. A westbound dedicated left-turn lane entering Church Walk
 - c. An Eastbound dedicated right-turn lane entering Church Walk
- 3. Full access on Ithan Avenue at Pike Lot Parking Garage
- 4. New pedestrian bridge spanning Lancaster Avenue at Church Walk.
- 5. Elimination of eight (8) existing full access driveways along Lancaster Avenue
- 6. Consolidation of existing parking lots with access to existing signalized intersection at Lancaster Avenue and Church Walk.

B. Pike Lot Parking Garage Accesses (Southeast corner of Lancaster Avenue and Ithan Avenue)

- 1. Left/right in and right out access on Lancaster Avenue, east of Ithan Avenue.
- 2. Full access to Ithan Avenue with northbound and southbound left-turn lanes on Ithan Avenue.
- 3. Right out, north of the full access to Ithan Avenue

C. Lancaster Avenue and Ithan Avenue-Signalized Intersection:

- 1. Lancaster Avenue eastbound dedicated left lane, one through lane and one shared through/right turn lane.
- 2. Lancaster Avenue westbound: extended dedicated left turn lane, one through lane and one shared through/right turn lane.
- 3. Ithan Avenue northbound: extended dedicated left turn lane; one shared through/right turn lane.
- 4. Ithan Avenue southbound: dedicated left turn lane; one shared through/right turn lane.

5. New entering left-turn movement directly from westbound Lancaster Avenue to Pike Garage including eastbound Lancaster Avenue right in/right out (prohibit left turn movement out of Pike Garage onto Lancaster Avenue).

IV. COMMENTS

A. Conditional Use Plans

1. §280-135F(1); Truck turning templates should be provided to ensure access is adequate for the "Mechanical/Loading Pit" located just west of Lancaster Avenue & Ithan Avenue. In addition, a mechanical gate is needed for this location during non-use to discourage illegal parking.
2. The conditional use plans and the TIA should provide consistent lane configurations. The TIA indicates one shared northbound lane for the Church Walk Access approach driveway while the plans indicate a left-turn lane and a shared left/right turn lane. At the intersection of Ithan Avenue and Lancaster Avenue, the TIA indicates a dedicated right turn lane is proposed for the eastbound approach Lancaster Avenue at Ithan Avenue (Synchro Report in TIA, page 296) ; however, the plans indicate a shared right/though lane.
3. As discussed during coordination meetings with Villanova and Township staff, revise the plans to include a dedicated eastbound right turn lane on Lancaster Avenue to provide Radnor Township Police Department the ability to close the travel lane during special events without impeding non-event traffic.
4. Previous coordination meetings included the construction of a pedestrian activated rectangular rapid flashing beacon (RRFB) crosswalk at the unsignalized crossing on Ithan Avenue near South Campus dormitories and Aldwyn Park
5. The unsignalized access to Lancaster Avenue, east of Ithan Avenue, is shown on the conditional use plans as a full access (all turning movements allowed) while the Transportation Impact Assessment (TIA) describes this access as a right-in, right-out with a westbound left-in from Lancaster Avenue. The access should prohibit left turns out of the Pike Garage with channelization to restrict the left movement out of the access as indicated in the TIA.
6. The pedestrian bridge indicates that pedestrians will access the street level on the south side of Lancaster Avenue (adjacent to the proposed dormitories within the driveway median. This is not acceptable and the design should be revised as follows:
 - a. The steps should place Villanova foot traffic outside the driveway limits to discourage pedestrians from crossing the Church Walk driveway.
 - b. Dormitory students should have direct access from the dormitories to the Pedestrian Bridge without the need to move to the street level. We recommend constructing a raised direct access between the dormitories

and the pedestrian bridge with a possible key card entry for dormitory students to encourage the use of the Pedestrian Bridge over the at-grade pedestrian crossing. Students at street level are less inclined to walk up the steps to gain access to the Pedestrian Bridge if a street level crossing is readily available.

- c. Construct a fence along the north side of Lancaster Avenue to prohibit Villanova foot traffic from utilizing the traffic signal at street level to gain access to the parking lot or campus. The fence should be installed along the north site frontage the fullest extent possible to deter Villanova pedestrian traffic from utilizing the traffic signal at Church Walk to cross Lancaster Avenue.
 - d. Provide an elevator, ramp or other acceptable method to allow handicap users access to the pedestrian bridge where direct access to the pedestrian bridge is not provided.
7. **Traffic Calming:** The strategy discussed in the Development Impact Study (DIS) includes moving traffic along Lancaster Avenue in an effort to reduce the cut-through traffic experienced in neighborhoods; however, the improvements along Lancaster Avenue are not likely to move traffic along any more quickly than is currently experienced. We recommend discussing traffic calming with nearby affected neighborhoods, particularly Aldwyn Lane residents and considering installing a traffic adaptive system beginning at Lancaster Avenue and Sproul Road/Spring Mill Road & Aldwyn Lane & Kenilworth Road and continuing to County Line Road for a total of six (6) intersections. Furthermore, the traffic calming and traffic adaptive system should be constructed during phase 1.
 8. Provide a special event plan with permanent dynamic message signage prior to conditional use approval.
 9. Provide a mechanical gate for the Ithan Avenue accesses to both the surface lot and the Pike Garage; the gates will offer Radnor Township Police Department the ability to close or open the accesses during special events.
 10. Develop permanent reverse signage and internal vehicular flow for the Pike Garage to allow reverse flow for all accesses during special events.
 11. Develop a parking lot identification system with signage and assigned parking for campus users.

B. Development Impact Statement/Transportation Impact Assessment

1. §280-135G(1)(c) indicates the Transportation Impact Assessment (TIA) must follow PennDOT SOL 470-09-4 Transportation Impact Study Guidelines, dated February 12, 2009, as amended, regarding *Policies and Procedures For Transportation Impact Studies*, the TIS should be revised to include the following:

- a. Executive Summary
 - b. List of intersections for study area.
 - c. Provides dates for when counts were conducted.
 - d. Intersection Level of Service (LOS) Table with LOS and delay for each approach and critical movement.
 - e. Provide a description of the existing roadways and intersections within the study area.
2. As required in PennDOT Publication 46 *Traffic Engineering Handbook*
 - a. Provide a turn-lane length analysis.
 - b. Provide a table indicating the 95th percentile queues for all intersections.
 - c. Provide the available and proposed storage length for all movements. The applicant should design the proposed turn-lanes lengths to be the greater of the storage length based on the turn lane analysis and the 95% queue analysis.
 - d. The capacity analysis should use PennDOT defaults as required in Exhibits 10-9 through 10-11.
 2. Revise the TIS to follow HCM2010 methodology in Synchro. We note other approved methodologies may be used at intersections where HCM 2010 methodology cannot be applied; however, most studied intersections can and should follow HCM2010 methodology in Synchro.
 3. All signal timings should be optimized for No-Build conditions in accordance with PennDOT SOL 470-09-4.
 4. Traffic volumes and Level of Service analysis should be provided for the figures for the proposed right-in/right-out driveway.
 5. The actual AM and PM peak hour period may vary from intersection to intersection; however, the analysis should provide the traffic volumes for the peak hour of each individual intersection despite different peak hours in the study area. It appears a consistent uniform peak hour was selected for all studied intersections and the provided analysis does not adequately analyze the worst case scenario.
 6. As discussed at previous coordination meetings, the applicant must include a discussion regarding Special Event Transportation Plan. This plan should consider signal timing revisions (including a possible split phase at Ithan and Lancaster), alternative vehicular lane use strategies, social media alerts, and the use of changeable electronic message boards. The strategies should also consider the post event release of vehicles from the Pike Garage and Church Walk surface lot.
 7. In general, when a new development is proposed, the vehicular trips associated with the new land development are calculated based on the type of land use and the size of the proposed land use. The applicant indicates there will be no net increase in traffic for the proposed University Student Bookstore, Bistro and the

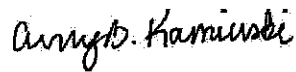
Mr. Bolla
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small convenience store. While we agree that it is very likely the University Student Bookstore will generate fewer trips than predicted by the industry standard, *ITE Trip Generation*, it is unclear how many new trips will be generated. As a comparison and for information purposes, the analysis should include a discussion regarding the total potential trip generation based on the square footage of the proposed Bookstore, Bistro, and convenience store in an effort to determine what the maximum number of vehicle trips generated for the development would be if the development if all trips associated with the improvements were considered "new" trips.

Please let me know if you require additional information or further clarification related to this subject.

Sincerely,



Amy B. Kaminski, P.E., PTOE
Department Manager of Transportation
Gilmore & Associates, Inc.



We answer to you.

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Engineers
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Consultants

July 29, 2014

Mr. William J. Bolla, Esquire
McNamara, Bolla, and Panzer
116 East Court Street
Doylestown, PA 18901-4321

RE: Villanova CICD Conditional Use
Review No. 1
RETTEW Project No. 101442003

Dear Bill:

We have completed our review of the above referenced plan as prepared by Nave Newell, Inc. Our review was of the following information received on July 15, 2014:

1. Thirteen (13) plan sheets dated May 2, 2014.

Project Overview:

<u>Applicant:</u>	Villanova University
<u>Requested Action/Use:</u>	CICD Conditional Use Review
<u>Zoning District:</u>	PI – Planned Institutional; CO-Commercial Office
<u>Location and Size:</u>	CICD Conditional Use Property is located between Lancaster Avenue and the SEPTA R-100 tracks, and between Pike Field and Moriarty Hall on the Villanova campus, a gross site area of approximately 13.81 acres.
<u>Existing Use:</u>	Surface parking lots
<u>Proposed Use:</u>	Student dormitories, Performing Arts Center, Parking Structure, and student-centered retail.

We have performed a general compliance review of the conditional use plans with the Radnor Township Comprehensive Land Plan, and have also included overview comments on highlight issues at this point. We will have additional comments as the Conditional Use application moves through the review process and when more detailed land development plans are submitted.



TOWNSHIP COMPREHENSIVE PLAN CONSISTENCY REVIEW

1. Under the Institutional Use Section 8 of the Radnor Township Comprehensive Plan, which was last updated in 2003, it is stated that Villanova University has prioritized a number of plans and projects moving forward. The Comprehensive Plan acknowledges the University's intention of implementing several major building projects, most of which will be in the form of student housing, while maintaining the status quo enrollment figures. Reducing the need for off campus housing, improving the quality of student life, and minimizing community issues occurring due to a large number of students living off campus are presented as key reasons for the need to build additional residential facilities.
2. The Comprehensive Plan lays out some general principles which are to be kept in mind when dealing with Institutional land use. For example, the expansion of institutions is to be limited to the areas within the present boundaries of the campus zoned for Institutional use. The University's CICD plan does not expand the current limits of the campus, although the proposed development activity does extend beyond the PI - Planned Institutional zoning district in the form of the 'West Lancaster Parking' area proposed for University property in the CO - Commercial Office zoning district.
3. Further, the Comprehensive Plan asks that existing institutions be harmonized with adjacent land uses by promoting physical buffering. Villanova's plans include the installation of deciduous trees, evergreens, shrubs, and ground cover along most of the CICD district boundaries. To properly buffer adjoining properties, existing buffer vegetation needs to be fully retained along with the addition of new vegetation and landscaping.
4. In the Institutional Use section, the Comprehensive Plan specifically recognizes that an important issue to the community relates to Villanova's long range plans for its land holdings south of Lancaster Avenue that contain the Main and Pike surface parking lots. The Comprehensive Plan notes that the University has considered the development of a major convocation center there, including a bookstore plus structured parking with related facilities, very similar to that proposed under the CICD Conditional Use. Features of such a development were to include possible application of traffic calming, gateway enhancements, and other appearance improvements.
5. The project needs to be consistent with the goals and objectives as stated in Section 2 - Environmental and Natural Resources of the Radnor Township Comprehensive Plan Update. The plan contains a goal to "protect the Township's vital environmental values, including water resources, wetlands, floodplains and riparian areas, woodlands and important habitat areas, balancing the needs of development with environmental values" with objectives to "direct development to areas of minimum environmental sensitivity; prohibit development in areas of heightened sensitivity and value, such as wetlands, floodplains, riparian zones, and steep slopes" and "manage water resources, both water quality and water quantity, especially through a program of improved stormwater management." (2-1)
6. Section 5 - Transportation and Circulation Plan of the Comprehensive Plan outlines an Access Management Program that "should apply to all roads in the Township, as practical. Reducing the amount of unnecessary curb cuts and access points can also help to reduce delays in traffic flow,

accident levels, and pedestrian conflicts" (5-29). The University's plan includes the elimination of several existing access points along Lancaster Avenue at the West Lancaster Parking area properties.

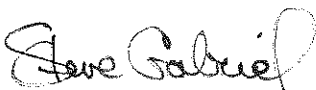
7. The stormwater policy as laid out in the Comprehensive Plan for the Wayne Business District, and more generally, in Section 10 – Existing Land Use and Land Use Plan of the Radnor Township Comprehensive Plan Update calls for the design of Business District elements to include "subsurface stormwater infiltration systems, 'feeding' the new landscaping and overflowing into the groundwater" (10-22). Villanova has indicated in its preliminary stormwater narrative that the use of rain gardens is anticipated throughout the project to maximize stormwater infiltration and absorption.

GENERAL PLANNING REVIEW

1. Sufficient buffering to the satisfaction of the Township needs to be required along the R-100 boundaries as well as along the lands behind the proposed Performing Arts Center and the proposed parking structure facing toward Barley Cone lane.
2. Stormwater improvements to address known stormwater management problems on-site and involving downstream conveyance and discharge points, and to improve both stormwater volume and water quality aspects need to be made part of the project to the satisfaction of the Township.
3. It appears that the University's Traffic Impact Study does not follow PennDOT's traffic impact study methodology. This may require the University to have significant portions of the study redone and could cause changes to the study results and traffic improvements obligations. For example, transportation system capacity analysis needs to be redone. Average peak hours overall for the project sites were used instead of the specific worst case peak hour for each intersection. No traffic recommendations, decisions, or agreements should be accepted or made until the revised traffic impact study is prepared and reviewed.
4. A third, dedicated right-turn lane needs to be added to the plan for eastbound Lancaster Avenue turning south onto Ithan Avenue headed toward the proposed parking structure. This will allow two full lanes for through traffic on Lancaster Avenue, especially during special events, and help keep traffic moving and the intersection clear. As more traffic gets through on a normal traffic signal cycle, this may free up more time in the overall traffic signal cycle for pedestrian crossing at the intersection, making pedestrian crossing safer too.

Should you have any questions or require any additional information, please do not hesitate to contact us at any time.

Sincerely,



Stephen R. Gabriel, PP
Township Planning Consultant

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RETTEW Project No. 101442003
Villanova CICD Conditional Use

copy: Steve Norcini, Public Works Director
Suzan Jones
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RETTEW