

SITE ENGINEERING CONCEPTS, LLCConsulting Engineering and Land Development Services

January 31, 2024

Steve Norcini, PE
Radnor Township
301 Iven Avenue
Wayne, PA 19087-5297

**Re: 204 & 228 Strafford Avenue & 18 Forest Lane (“Property”)
Hamilton Trust Conditional Use application
Supplemental Response to 8-01-2023 Gilmore Conditional Use Plan Review**
Memorandum

Dear Mr. Norcini:

On August 5, 2023 the Applicant was provided with a copy of a memorandum dated 8-01-2023 from Damon Drummond, P.E. of Gilmore & Associates, Inc., the Township’s consulting traffic engineer in review of Applicant’s conditional use application (“Application”). That review memorandum contained comments referencing certain zoning ordinance provisions, and others referencing subdivision and land development ordinance provisions. Some of the review comments requested engineering details typically required/provided/reviewed during the land development review phase, which is separate from the conditional use review process.

On September 18, 2023 we submitted revised conditional use plans, and a response letter responding to most of the comments of the review memorandum. As to the requests for engineering details for “roadway profiles” for the proposed internal drive system and ADA curb ramp details it was noted that these details would be provided during the land development review process or at the time of permitting. No additional feedback or reviews has been received since our September 18, 2023 submission except the January 3, 2024 Radnor Township Planning Commission, where limited feedback was provided regarding the issue of whether a rear yard setback should be provided for the Property; the length of the driveways leading to individual units from the internal access drive so as to afford the ability of a parked car to not partially overhang the internal sidewalk; and the general issue as to the characteristics of the internal access drive connecting to Strafford Avenue (e.g. width, truck turning templates, legal classification as a street etc.)

We are now submitting further revised conditional use plans, and this supplemental response letter further addressing the review comments including providing the requested engineering details for the profiles of the internal access drive system and ADA ramp information. The original comments are copied below in *italics text* with a supplemental response compiled from the applicant’s team in **bold text**.

C. COMMENTS

1. §280-135.F.(1) – *The following comments are provided as they impact site access, interior circulation, and parking.*
 - a. §255-27.C.(1) – *It is recommended that sidewalks be 5 feet wide to meet the latest ADA standards and be provided on both sides of Road A and Road B for pedestrian circulation.*

Response previously submitted. (9/18/2023 response letter).

- b. §255-27.C.(2) – *Additional right-of-way and/or cartway widths may be required by the Board of Commissioners in order to lessen traffic congestion, to secure safety from fire, panic and other dangers, to facilitate the adequate provision for transportation and other public requirements and to promote the general welfare. Strafford Avenue is classified as a local road with a required 60-foot Right-of-Way width and 28-foot cartway width. The proposed Right-of-Way along the site frontage is 40 feet (20-foot half width) and the cartway width is 24 feet (12-foot half width). A 30-foot Right-of-Way half-width and a 14-foot cartway half-width is required along the site frontage in accordance with §255-27.C(1). Eagle Road is classified as a major collector with a required 80-foot Right-of-Way width and 48-foot cartway width. The proposed Right-of-Way along the site frontage is 40 feet (20-foot half width) and the cartway width is 22 feet (11-foot half width). A 40-foot Right-of-Way half-width and a 24-foot cartway half-width is required along the site frontage in accordance with §255-27.C(1).*

Response previously submitted. (9/18/2023 response letter). The revised plans depict a 30 foot half-width right-of-way for Eagle Road and awaits input from the Board of Commissioners if additional Right-of-Way will be requested.

- c. §255-27.E.(2) – *The private street shall have a right-of-way width and a horizontal and vertical alignment consistent with the requirements for public streets.*

Response previously submitted. (9/18/2023 response letter).

- d. §255-27.F.(2) – *Minimum center-line radii for horizontal curves shall be 150 feet for local streets. Provide stationing and radii labels for the horizontal curves.*

Response previously submitted. (9/18/2023 response letter).

- e. §255-27.H.(5) – *Streets entering opposite sides of another street shall be laid out either directly opposite one another or with a minimum offset of 200 feet between their center line. Road B is approximately 175 feet from the intersection of Strafford Avenue and Eagle Road, revise the entrance of Road B to be a minimum of 200 feet from the intersection.*

Response previously submitted. (9/18/2023 response letter).

- f. §255-27.E.(2) – Minimum curb radii at street intersections shall be 25 feet for local streets, provide radii labels.*

Response previously submitted. (9/18/2023 response letter).

- g. §255-27.I.(6) – No common driveways shall be permitted between two or more single-family dwellings (i.e. Unit 1 & 2)*

Response previously submitted. (9/18/2023 response letter). In addition, to address this review comment further, the plans have been further revised to provide separate individual driveways for unit 1 and unit 2.

- h. §255-28.A – Provide the sight distance measurements on the plan.*

Response previously submitted. (9/18/2023 response letter).

- i. §255-29.A – Provide the parking space dimensions for the on street parallel parking spots, the minimum dimensions shall be 8' x 22'. Driveways should be designed to fit two 9.5' x 20' spaces to allow for two vehicles to be parked in the driveway. The length should be measured to the back of the sidewalk closest to the house, so vehicles are not blocking the pedestrian path.*

Response previously submitted. (9/18/2023 response letter). That response explained that the Code required parking spaces were provided in the garages of the dwelling units as is permitted. However, based on some discussion at the January 3, 2024 Radnor Township Planning Commission meeting, the plans have been further revised to make the individual driveways for each unit 19' wide X 20' long in order to accommodate two additional 9.5' X 20' parking spots as requested. The 20 foot length is measured from the back of the sidewalk so that vehicles parked in the driveways will not block the pedestrian path.

- j. §255-31 – Roadway profiles for Roads A and B will need to be provided.*

Profiles for the internal drives labelled as Drive A and B on the plans are provided on sheets 10 and 11 of the revised plans.

- k. §255-36.D – Provide ADA compliant curb ramps for crossing Road A and Road B at Stafford Avenue.*

ADA compliant ramps for the new sidewalk proposed along the Strafford Avenue frontage are shown at the connection of the internal drives to Strafford Avenue as requested.

- l. §255-37.A – A direct pedestrian connection to the existing path on the shopping center property is recommended.*

Response previously submitted. (9/18/2023 response letter).

- m. §255-40.C.(2) – Access and circulation for fire-fighting and other emergency equipment, moving vans, fuel trucks, garbage collection, deliveries and snow removal shall be planned for efficient operation and convenience. Provide truck turning templates.*

Response previously submitted. (9/18/2023 response letter).

2. §280-135.G.(1)(c) –
a. §255-20.B(5) – The Transportation Impact Study was conducted in accordance with general traffic engineering principals The applicant indicates “the impact of site traffic results in essentially no measurable change in traffic performance and the underlying traffic performance is already acceptable, and with very low delays. Thus, the traffic impact of the proposal on the surrounding community is negligible.”

Acknowledged.

- b. In conjunction with the proposed development, the applicant should upgrade the intersection of Eagle Road and Strafford Avenue. ADA-compliant pedestrian facilities should be installed and the flashing stop control signal at the intersection should be updated to comply with the latest PennDOT standards.*

Response previously submitted. (9/18/2023 response letter).

I believe the prior responses submitted on September 18, 2023, the further revised plans, and these supplemental responses satisfactorily address the review comments. Should you or the Township engineering consultants have any questions and/or comments, or if you/they believe these responses and/or plan revisions do not satisfactorily address the comments, please provide us with a detailed response, so that we may have the opportunity to continue to address open issues.

Sincerely,



Robert M. Lambert, P.E.