



February 16, 2016

Mr. Jason M. Bobst
West Norriton Township
1620 West Marshall Street
Jeffersonville, PA 19403

Reference: Markley Farm Property
Review Response

Dear Mr. Bobst:

Please be advised that Woodrow & Associates, Inc. is in receipt of the Joseph M. Estock review letter dated January 8, 2016; Heinrich & Klein Associates, Inc. review letter dated January 8, 2016; and Rettew sanitary review letter dated November 16, 2015; CKS Engineers, Inc. review letter dated December 22, 2015, pertaining to the above reference land development application.

We have had the opportunity to review the letters and have incorporated recommendations and changes to the appropriate plans as requested. We are hereby forwarding to you a revised plan submission in order that the review process of this application can continue.

Joseph M. Estock Consulting Engineers & Land Surveyors – January 8, 2016, Letter:

ZONING ORDINANCE

1. *The cluster subdivision option is permitted by Conditional Use only. We personally do not have a record of this approval as noted on Sheet 2. Please provide to us a copy of the resolution granting conditional use approval along with the conditions of this approval. ZO §27-504.A.*

A copy of the Conditional Use Order (dated 2015-09-08) was forwarded via email to Mr. Estock on Feb. 01, 2016 for reference.

2. *All five (5) categories of features outlined in ZO §27-505.C must be delineated on the plans. None of these are shown.*

27-505.C states “tract to be subdivided shall contain ONE or combination of the following, which to the maximum extent practicable shall be included as common open space...” While we actually do have all 5, we only need 1 of the features to comply. Open Space contains (1) Floodplain (2) Slopes in excess of 15% but in very limited areas (3) Mature permanent vegetation (4) Pond = wildlife habitat (5) Land suitable for active recreation. For Reference: This is a standard for Conditional Use which has been previously Granted.

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3. *The method of ownership, along with the maintenance and operation responsibility, of the common open space and trail must be noted on the plan. ZO §27-505.E. & ZO §27-505.G.*

This will be a component of our final NPDES design that will be submitted prior to our Final Plan approval submission.

4. *A note must be added to the plans restricting the driveway access of multiple frontage lots to the street of lower classification. ZO §27-505.F(2)(k)(ii).*

This note has been added to the plans, see note #18 on Sheets 3-4.

5. *The reverse frontage lots must provide a rear yard in addition to the perimeter buffer. ZO §27-505.F(2)(k)(iii).*

The plans have been revised to provide for this requirement. This is also noted on the Layout Plans (Sheet 3-4) in note 22.

6. *We recommend that the Potential Tract Yield Concept Plan Layout be included within the subdivision plan set. Note that this Yield Plan is different than that presented at the Conditional Use Hearing. ZO §27-505.F(2)(l).*

The Yield plan was provided with this previous submission as documentation from the Conditional Use Hearing as a completely separate Exhibit. Is it necessary to include the Conditional Use Exhibit and Yield Exhibit in the Land Development plan set as they are already documents of record?

7. *The pedestrian access trail must be relocated out of the perimeter buffer along the Hines lot. ZO §27-505.F(2)(m).*

This is an existing paved access that is proposed to remain, both to serve as an additional Trail connection and to limit disturbance.

8. *A note must be added to the record plan requiring the deed restrictions outlined in ZO §27-505.G(2) and as found satisfactory to the township solicitor..*

This note has been added to the Record Plan, see note #22, Sheet 2.

9. *Are the new streets to be offered for dedication to the township or are they to be private? ZO §27-505.I.*

Note # 20 on the Record Plan has been updated to reflect the proposed dedication of R.O.W.

10. *The restrictions to the use of the land within the clear sight triangle, along with the triangle size, must be noted on the plan. ZO §27-1407.*

Note #19 added to Layout Plan (Sheets 3-4).

11. *Indicate on the record plan compliance with the two off street parking stall provision. ZO §27-1410.A.*

Added parking requirement to Zoning & Site Data Schedule.

12. *The floodplain must be shown on the plans. ZO §27-2200.*

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The FEMA Floodplain limit has been added to the Plan Set.

13. *The spacing of evergreens within the perimeter buffer is limited to eight feet; however the spacing shown is greater. Furthermore, the secondary components of the buffer in this section must also be included within said buffer. The entire perimeter buffer must be planted; not only opposite the proposed houses. ZO §27-505.F(2)(j) & ZO §27-606.*

ZO 27-606 relates to R-3 Multiplex buildings. The plans are designed to meet the requirement noted in SALDO section 22-507.3.F. We respectfully submit that 27-606 does not apply to R-2 Cluster.

Additionally, per Memo dated Jan. 20, 2016 from E. Van Reiker, is has been determined that the provision of ZO 27-505.F(2)(j) would not be required along the edge of open space areas.

SUBDIVISION AND LAND DEVELOPMENT

1. *Provide a copy of the title report all with copies of all of the exceptions contained therein. SLDO §602.2.B(8). ****

The Title report was forwarded via email to Joe Estock on Feb. 01, 2016 for reference.

2. *Provide a copy of the wetland's report along with the data sheets. SLDO §5 19.*

A copy of the Nova Consultants Wetland report was forwarded via email to Joe Estock on Feb. 01, 2016.

3. *An NPDES Stormwater Permit is required. ****

Acknowledged.

4. *Street lights must be provided. Chapter 21 §502.4. ****

Acknowledged. General street lighting has been added to the Landscaping & Lighting Plan sheets (11-13). Final fixture and pole specifications will be coordinated with the Township's lighting contractor.

5. *The standard recording certifications must be added to the plan. We will provide a copy of these. SLDO §602.2.C(8). ****

The standard certifications are currently on the plan and need to be confirmed by the Township Solicitor and/or Township Engineer.

6. *The easements must be a minimum width 20 feet and be described by meets and bounds. SLDO §509.4.A.*

The on-lot storm easements have been revised to meet the 20-ft. width requirement. The storm easement(s) within the 35-Ft. Buffer (rear of Lots 2 thru 10, and Lots 41 thru 48) are requested to remain at a 15-Ft. width to allow for Buffer Plantings. A Waiver request has been added for this item.

7. *The minimum roadway centerline radius is 150 feet. Several radii are only 125 feet. SLDO §503.1.B(2).*

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All centerline radii have been increased to 150 ft. for Development 'B'. Development 'A' still provides for 125' centerline radii. We will provide an Auto-Turn exhibit showing full truck/fire apparatus turning movements to confirm the layout functions. We also believe the 125 ft. design provides for better means to keep vehicle speeds lower in this cluster design layout. A Waiver has been added to allow for this condition.

8. *The maximum depressed curb opening width is 18 feet and must be accordingly noted so. Chapter 21 §101.*

A curb apron detail has been added to Sheet 15. The max. width is noted in the detail.

9. *The grass strip between the curb and sidewalk must be three feet wide. SLDO §505.1 .C.*

Per the new proposed road section, the grass strip between the curb and sidewalk is now 5.5'. This is noted on the details provided on Sheet 15.

10. *Plan views are required above all profiles. SLDO §602.1.B. ****

Acknowledged. Road Profile sheets have been revised to include Plan Views.

11. *Provide profiles of all storm sewers. SLDO §601.5.A.*

Acknowledged. All necessary utility profiles will be provided in future submission for review.

12. *All storm sewers are required to be reinforced concrete pipe. SWM Appendix "A" - §C(2)(g)(iv).*

A Waiver has been added to request the use of HDPE (ADS) pipe material for all storm pipes.

13. *The condition of the existing frontage curbs and sidewalks must be evaluated and accordingly repaired and/or replaced including the removal of existing curb depressions. SLDO §505. ****

Acknowledged. Any existing curbing or sidewalk within the project limits of disturbance, will be replaced or repaired as directed by the Township Engineer. This note #21 has been added to the Layout Plan (Sheets 3-4).

14. *A larger scale, like 1"=20', of the detailed plans of both frontage improvements to both Oakland Drive and Chestnut Avenue would be appreciated. The entire frontage along Chestnut Avenue must be widened, including in front of the Hines property. The terminus of the widening must be adequately signed and marked and gently tapered for traffic safety. SLDO §503.1.C(2). ****

The plan and profile for both Chestnut Avenue and Oakland Drive have been increased in scale to 1" = 30'. At this time, the only improvements proposed to Chestnut Avenue are along the frontage with newly proposed lots. The northern end of the site frontage that abuts the preserved Open Space is not proposed to have any new frontage improvements and the out parcel is not under applicants control to propose improvements in that location.

15. *All of the existing features must be shown of the grading plans. SLDO §601.3 .B.*

Additional existing information has been added to the Grading Plans.

16. *A snow removal easement must be provided within the cul de sac. SLDO §509.4.*

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A Snow Removal Easement has been added to the end of the Cul-De-Sac at the Open Space access point.

17. *I am concerned that the berming behind lot 1-10 may block the natural flow of surface runoff from the adjoining lots onto this property. SLDO §507.2.A.*

The berming along this area is a result of creating the on-site swales for Inlets ST19/22/25/26/27 due to this area existing as an extremely flat area. Off-site flow should run along the berm to ST-19 and ST-27. We will look at ways to enhance runoff collection, possibly adding lawn drains on the outside of the berm to collect low points.

18. *Inlet 17 must be relocated about 60 feet southwesterly to the point of curvature of the curb. SLDO §511.1.A.*

Once full storm calculations are prepared, all inlets will be further evaluated for capacity. Gutter flows will be reviewed as well to prevent excess flows across any intersections which will confirm revised placement of ST-17.

19. *The uncontrolled runoff being directly discharged into the Chestnut Avenue storm sewer system must be first adequately controlled and detained before discharge. SLDO §106.3.D(7).*

To be reviewed with storm calc design to conform to all ordinance requirements for post-construction reductions.

20. *The uncontrolled runoff being directly discharged onto the Hines lot must be first adequately controlled and detained before discharge. SLDO §106.3.D(7)*

To be reviewed with storm calc design to conform to all ordinance requirements for post-construction reductions.

21. *The grading of the rear yard of lot 10 is too flat. SLDO §106.3.A. & SLDO §507.2.A.*

This item will be addressed in connection with comment #17 above.

22. *The discharge from Basin C must be directed to the stream via a stable channel.*

Acknowledged, the Basin outlet pipe will be extended for a closer discharge to the stream channel.

23. *The discharge from Basin B must be directed under the trail and to the stream via a stable channel. SLDO §507.2.B.*

Acknowledged, the Basin outlet pipe will be extended under the proposed trail for a closer discharge to the stream channel.

24. *The Fire Marshal must approve the fire hydrant layout. SLDO §5 17.7. ****

Acknowledged.

25. *Street signs (e.g. stop, no outlet, dead end, street name, no parking, etc.) must be provided along with their details and sizes. ****

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Acknowledged. Additional signage will be added to the plans. Additional sign details have been added to Sheet 15.

26. *Curb ramps must be detailed. SLDO §505. ****

Acknowledged. Additional details have been added to Sheet 15.

27. *Street trees must be spaced at 40 to 50 foot intervals. The spacing shown exceeds this. SLDO §515.*

The plans have been revised to adjust the Street Tree plantings and to meet the required planting quantities.

28. *The condition of the existing trail bridge must be evaluated. SLDO §5 12. ****

Acknowledged. Earth Engineering, Inc. has been contacted and will be reviewing the current status of the existing trail bridge.

29. *We defer the landscaping review to E. Van Riker. SLDO §507.3*

Acknowledged.

30. *The sewer department should evaluate if additional land area is needed for the Chestnut Avenue Pumping Station. SLDO §5 13.*

We are in receipt of a hand Sketch for a request for additional land to be dedicated to the Pump Station on Chestnut Avenue. This request has been added into the plan design and is detailed on the plan set, see detail Sheet 17.

31. *All inlets must have bike safe grates. SLDO §511.1 .H.*

Acknowledged. A bicycle safe inlet grate detail is provided on the plans (Sheet 16).

32. *The storm sewer system must be designed and supporting calculation submitted for review. SLDO §511.1 .N.*

Acknowledged, this information is being prepared and will be fully included in the next submission.

33. *A typical street cross section must be provided for both the interior streets and the widening of the frontage street. The paving must conform the ordinance; however, the Superpave mixture must be used in lieu of the Marshall mixtures listed in the ordinance. SLDO §503.1.B(4)(e) & SLDO §503.1.D.*

Road and Widening sections have been added to the plans (Sheet 15).

34. *All of the inlet details shown on the plans must be substituted with the current RC Standard details. SLDO §5 16.*

Details have been updated and additional PennDOT RC standards are noted on Sheet 16.

35. *Roadway center line grades at 50 foot intervals (25 foot intervals within vertical curves) must be indicated on the plans. SLDO §602.1 .B(2)(a) ****

Roadway centerline grades have been added to the profile sheets.

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36. *We recommend the length of the summit and sag vertical curves must be reduced to 25 feet per degree to reduce the flatness. SLDO §503.1.B(3).*

The vertical curves have been revised to reflect 25 Ft. per degree as requested on all proposed road profiles.

37. *Provide street names. Correct the spelling of Barnwood Circle. SLDO §503.1.A(8). ****

Acknowledged. Applicant is currently deciding on naming options. Barnwood Circle has been corrected.

38. *The erosion and sediment control plans, notes and details are incomplete. A full review of the Erosion and Sediment Control Plan has not been performed at this time. SLDO §106.*

Acknowledged. The full NPDES design will be completed and submitted for review.

39. *The construction details are incomplete. SLDO §516. ****

Additional clarification as to what additional details will be required.

40. *A storm water report has not been submitted for review. Stormwater management has not been reviewed. SLDO §511 .1 .N.*

Acknowledged, this information is being prepared and will be fully included in the next submission.

41. *The parallel occupation of storm and sanitary sewer lines must be removed from the buffers so not to interfere with the proposed landscaping. SLDO §509.2A.*

See also comment 6 – Site has limited room to keep all storm or sanitary fully out of 35-Ft. Buffer. A Waiver has been added to reduce the storm easement to 15-Ft. which would allow both the placement of the utility line and the required buffer plantings. There are no plantings within the Easement to comply with SLDO 509.2.A.

42. *The basin must be fenced. The fencing of the pond should be also discussed. SWM Appendix "A" - §B(21).*

Post-Rail fence has been added around Basin A and Basin B. The pond fencing needs to be discussed to determine the best method to accomplish.

43. *The pedestrian access trail must be relocated out of the perimeter buffer along the Hines lot and out of the pumping station driveway. SLDO §505.1.*

This is an existing paved access that is proposed to remain, both to serve as an additional Trail connection and to limit disturbance.

44. *The final disposition of the existing perimeter fencing must be addressed. SLDO §601 .3.B.*

Acknowledged. Item to be discussed with staff to determine extent of existing perimeter fence removal.

45. *Flow from the township's basin must be directed under the path. SLDO §507.2.B.*

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Acknowledged. Flow from the existing basin outfall will be reviewed in more detail with our full storm design and any necessary improvements to direct flow under/around the proposed trail will be included in the plans for review.

46. *Provide sight distance calculations at all intersections. SLDO §503.1.E(5).*

Approximate proposed sight distances have been provided on the Layout Plan sheets (3-4)

47. *Indicate the post speed limits of the frontage streets. SLDO §503.*

The existing speed limit signage and speeds (25 MPH) have been noted on the Layout Plan sheets (3-4).

48. *The reconstruction of the Harrow Circle cul de sac must be discussed. SLDO §503.1.C(1)(d).*

Only limited grading is now proposed for the Trail connection. No other improvements are proposed to disturb the Harrow Circle cul-de-sac.

49. *A waiver request letter must be submitted. SLDO §502.2.*

Acknowledged. A Waiver letter will be supplied.

50. *A financial security is required. SLDO §804. ****

Acknowledged.

51. *We recommend eliminating the 4% grade on Road D so to ensure the approach grade to the intersection with Road C does not exceed 3%. SLDO §503.1.B(4)(d) & SLDO §503.1.E(6).*

The profile for Road D has been revised to eliminate the 4% grade transition.

52. *The widening of Chestnut Avenue must be dimensioned. SLDO §503.1.C(1)(b)(1).*

The widening for Chestnut Avenue is labeled on the Layout Plan (Sheet 3) and detailed in the Widening Cross-Section on Sheet 15.

53. *The right of way of the cul de sac must terminate at the development boundary SLDO §503.1.C(1)(d)(8).*

A Waiver has been added for this SLDO item.

54. *Provide pavement base drains. SLDO §503.1.D(5). ****

Base drains are noted as required in the Cross-Section detail on Sheet 15.

55. *All of the new street intersections with the existing streets form four way intersections; which normally are to be avoided. However, we understand and agree with the street intersection, as proposed. SLDO §503.1.E(1).*

A Waiver has been added for this SLDO section.

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56. *The restrictions to the use of the land within the clear sight triangle, along with their size, must be noted on the plan. SLDO §503.1.E(1). ****

Note #19 added to Layout Plan (Sheets 3-4).

57. *The driveway paving must be detailed. SLDO §504.1.A(1). ****

The paving detail has been updated on Sheet 15.

58. *The maximum driveway stopping area slope is 4%. Several driveways violate this provision. SLDO §504.2.A.*

A Waiver has been added for this SLDO section. Due to the short length of the driveway this 4% stopping area is not available for all Lot driveways.

59. *The driveways on Lots 65, 48, 49, and 79 are too close to the intersections. SLDO §504.2.B.*

A Waiver has been added for this SLDO section. In order to keep driveway on high side of Lot for proper runoff.

60. *The minimum water main size is 8 inches. SLDO §5 17.*

Plan revised to show 8" main size. This will be confirmed with application to Pennsylvania American Water.

61. *Corner lots are to be 1.5 times the minimum width of 80 feet, being 120 feet wide. Lots 41, 48 and 65 are too narrow. SLDO §507.1.D.*

1.5 times lot width of 65 Ft. (min required) would require 97.5 Ft. (measured at the front building line) which all lots currently meet; Lot 41 has 102.04 Ft width, Lot 48 has 104.56 Ft. width, and Lot 65 has 107.73 Ft. width. Is a Waiver warranted for this item?

62. *Double frontage lots are prohibited except along major street. SLDO §507.1.E.*

Acknowledged. Major streets connect district centers or communities serving large volumes of fast-moving through traffic. No adjoining streets are classified as Major streets.

63. *No topsoil is to be removed from the site. SLDO §507.3.D.*

Acknowledged. Note #20 added to the Layout Plan (Sheets 3-4).

64. *Provide concrete monuments along both sides of all street rights of way at all beginning and ends of curbs. The monument must be detailed or equivalently specified. The tract perimeter must also be monumented or existing monumentation must be encased in concrete, SLDO §5 10.1.*

Existing monumentation has been identified on the plans. Proposed monumentation (labels and symbols) are note don the plans.

65. *Prove a local site benchmark. SLDO §5 10.2.*

Site datum is referenced in note #3 on the Record Plan (Sheet 2). Any of the existing sanitary sewer manhole rim elevations will be available as a local Benchmark. Additionally, a control

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Benchmark will be set at time of construction at direction of site contractor to avoid any disturbance issues.

66. *All lots are to be pinned. The pins must be detailed or equivalently specified. SLDO §5 10.3.*

Acknowledged, see comment 64 above.

67. *The Record Plan is missing several dimensions. Lot area print outs for all of the lots, open space streets and rights of ways would be appraised for our review. SLDO §601.1B.*

Additional metes and bounds have been added to the plans. Also, a full set of legal descriptions and closure reports will be provided for review prior to Final approval.

68. *A Traffic Impact Fee is required. SLDO § 1000.*

Acknowledged.

69. *Dimension the setbacks for the existing Hines buildings to the property line. Do any of these encroach onto the subject property? If so, this should be rectified. SLDO §601.3.D.****

Other than the front façade of the existing dwelling on the Hines property, the other out buildings are located by Aerial survey only and have not been field verified.

Heinrich & Klein Associates, Inc. – January 8, 2016, Letter:

1. *Based on the trip generation equations publishing by the Institute of Transportation Engineers in the 9th Edition of the Trip Generation Manual (ITE Land Use Code 220), it is estimated that the proposed development could generate about 850 trips per day (total inbound and outbound), about 65 trips per hour during the weekday AM peak hour (16 inbound and 49 outbound), and about 85 trips per hour during the weekday PM peak hour (54 inbound and 31 outbound).*
2. *A Traffic Impact Study (TIS) should be prepared and submitted to the Township for review. Based on the size of the development, the potential trip generation described above, site access locations, and the potential distribution/assignment of new trip generation from the proposed development, the TIS should include the intersections listed below:*
 - Trooper Road & Oakland Drive
 - Oakland Drive & Harvest Circle
 - Oakland Drive & Splitrail Circle
 - Burnside Avenue & Oakland Drive
 - Burnside Avenue & Chestnut Avenue
 - Chestnut Avenue & Galbraith Avenue
 - Chestnut Avenue & Potts Avenue
 - Trooper Road & Chestnut Avenue
3. *The TIS should include a Traffic Signal Warrant Analysis for the intersections with Trooper Road and with Burnside Avenue. The traffic signal warrant evaluation should, at a minimum, examine Four-Hour Volume Warrants.*
4. *A turn lane warrant analysis should be included for site access.*

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5. *Spot speed studies maybe required to determine the 85th% vehicle operating speeds as part of the Traffic Signal Warrant Analyses, and/or for determination of site access requirements along Oakland Drive and along Chestnut Avenue.*
6. *The TIS should address traffic calming strategies that will, at a minimum, reduce travel speeds and desirably reduce short-cut traffic along Oakland Drive and along Chestnut Avenue. For example, consider construction of a roundabout for access at the intersection of Oakland Drive and Paddock Circle.*

Comments 1 thru 6 relate to information to be provided from a Traffic study. A traffic consultant will be included by the applicant to address these comments shortly.

7. *All access roadways should be evaluated through the use of truck turning templates for the appropriate design vehicle (i.e., moving van, emergency response vehicle, trash collection vehicle, etc.). The internal circulation roads should be evaluated for emergency response vehicles.*

Acknowledged. A site Auto-Turn exhibit will be prepared to document truck movements.

8. *Based on the trip generation calculations described previously, 79 single family detached houses can be expected to generate 85 trips during the PM peak hour. The resultant Traffic Impact Fee calculation would be \$62,427.40 (i.e., 85 PM peak hour trips X \$734.44 per PM peak hour trip = \$62,427.40).*

Acknowledged.

9. *For traffic calming purposes, consider narrowing internal street widths from 30 feet curb-to-curb as proposed to 24 feet curb-to-curb.*

After Township staff discussion, the internal cartways have been narrowed to 27-Ft. per email from Joe. Estock dated Jan. 22, 2016. This is detailed in road cross-section details on Sheet 15.

10. *All pedestrian facilities must be ADA compliant including the use of curb ramps and detectable warning surfaces (DWS) where sidewalks intersect with streets. Diagonal curb ramps should be avoided and curb ramps should be properly angled for the direction of the crossing. Where two crosswalks intersect at one corner, separate curb ramps should be provided for each crosswalk. Crosswalks and curb ramps, with advance warning signage, should be provided across Chestnut Avenue and across Oakland Drive at the site access intersections. Crosswalks, curb ramps and signage should be provided for the extension of trails at mid-block locations (including the trail intersection with Chestnut Avenue), or signage must be provided to direct pedestrians to the nearest intersection crosswalk location.*

Acknowledged, additional details for the ramps have been provided and noted to be in full compliance with current PennDOT specifications.

11. *Provide details for the terminus of the proposed trail along the north side of Markley's Pond as it intersects Chestnut Avenue. Since there are no pedestrian facilities along the west side of Chestnut Avenue, ADA complaint landing areas/ curb ramps and a crosswalk may be required on both sides of Chestnut Avenue, or No Pedestrian Crossing signs may be required.*

The trail connection in this area has been relocated to avoid conflict with the Pump Station driveway. Refer to detail on Sheet 17.

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12. *A horizontal curve should be introduced into the alignment of the end of the emergency access connection so as to intersect Chestnut Avenue at a 90° angle.*

The emergency access has been adjusted at the entrance from Chestnut Avenue.

13. *All Stop bars should be angled perpendicular to the approach lane and positioned a minimum of four feet back of the crosswalk.*

Acknowledged, the stop bars have been adjusted.

14. *Available and required sight distances, based on PennDOT guidelines, should be noted for each access location (including emergency access) along Oakland Drive and along Chestnut Avenue.*

Approximate proposed sight distance have been added to the Layout Plan sheets (3-4).

15. *Where trails intersect internal roads mid-block (i.e., Roads A, B and D), proper accommodation for pedestrian access must be provided with ADA compliant curb ramps, detectable warning surfaces (DWS), crosswalks, and advance warning signage. All effort should be made to position curb ramps directly opposite each other to provide the crosswalk at a 90° angle to the traveled way.*

Acknowledged, this has been addressed on the plans. Additional ADA ramp details will be provided prior to Final plan submission for review.

16. *It is proposed to widen Chestnut Avenue along the property frontage extending the existing cross-section from south of Galbraith Avenue to the out-parcel at Potts Avenue. The Township should determine if there is a future need to extend the widening along the remainder of the property frontage north of Potts Avenue, including the frontage of the out-parcel. In the event the frontage of the out-parcel is not widened, proper signage and pavement markings shall be installed along northbound Chestnut Avenue to warn motorists of the abrupt narrowing of the road.*

Acknowledged. This is an open item that will be discussed with the Board of Commissioners.

17. *The Applicant should study the possible requirement for guiderail at the Chestnut Avenue stream crossing, and install as may be necessary.*

This area of Chestnut Avenue is not proposed for any improvements with this project. No development is proposed in this location to warrant road improvements.

18. *For the sign details, please change the reference to PennDOT Publication 236, Handbook of Approved Signs.*

This note has been added to Sheet 15.

Rettew – November 16, 2015, Letter:

1. *The Township is currently under a moratorium of connections to the sanitary sewer system.*

Acknowledged.

2. *A full planning module will have to be submitted to the Pennsylvania Department of Environmental Protection (PADEP) for approval.*

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Acknowledged. All planning module documentation will be submitted.

3. *Developer must follow all the rules and regulations for sanitary sewers in West Norriton Township.*

Acknowledged.

- **Additionally, per an email from William Dingman dated Jan. 27, 2016, additional lands are now provided from previously proposed Open Space to West Norriton Township for future expansion of the Sanitary Sewer pump Station located on Chestnut Avenue. This is detail on Sheet 17.**

Thank you in advance for your attention to this matter. Please call with any questions or comments.

Sincerely,



John Kolb
Woodrow & Associates

cc: Mr. Michael Clement, Esq., Mikelen LLC, Applicant (via. Email)
Mr. Len DelGrippe, Mikelen LLC, Applicant (via email)

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