

Memo

To: Rick Barton
From: Tom Fountain
CC:
Date: May 13, 2016
Re: **BET Dreshertown – Zoning Change Review for Mixed Use
Township Engineer General Comments**

Rick,

Our office has the following comments regarding the application for a Zoning change at the BET-Welsh and Dreshertown property:

1. The regular Mixed Use allows a 60% impervious surface, this proposal asks for 75%, and the proposal calls for allowance of impervious based on the gross area. This appears random with no need for raising the limit. We recommend maintaining 60% based on net developable area.
2. No mention of maximum allowable height is in this proposal. We recommend a maximum of 20 feet for the first level retail, with a rising height limit the further a building is setback from the street. A maximum of 60'-65' should be reviewed.
3. Parking requirements also seem random, or based on some other current standard. For a pedestrian oriented development such as this, we recommend lowering the maximum allowable parking to 2-2.5 spaces per 1,000 sf for non residential, and something less than 1.5 for the residential. A lower number may yield a more accurate parking space demand, and lower the impervious surface numbers dramatically.
4. Signage is not addressed. Low profile signage would allow higher visibility of the site amenities. We recommend a maximum sign height of 4 feet for most locations, while a single stand-alone, high-rise kiosk of some greater height could be used to announce the collection of retail stores available.
5. The proposal allows Stormwater facilities to be counted towards Green area requirements. This appears counterproductive to the intent of green areas being Common Open Space for pedestrian use. We recommend against this exception.
6. Standards for Common Area Space do not address biking needs. We recommend a mandatory bike-share program for a pedestrian-oriented mixed-use proposal such as this.
7. Renderings address high-level views of the proposed development. We request more pedestrian-oriented views to determine true impacts to motorists or streetscape improvements.

8. We question whether or not underground parking or below-grade common area facilities were considered by the developer, to expand vertical space without exceeding height limitations of emergency services or life safety issues. A sunken central green or lower level retail would add distinct character to the proposal.
9. The sea of pavement at the corner of Welsh and Dreshertown needs to be revisited. There seems to be a disconnect between the requirement to design harmonious buildings with façade requirements, yet situate the buildings so far from the public view.

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