

NOTICE OF HEARING

The Board of Commissioners of Upper Dublin Township announces that on Tuesday, November 22, 2016 at 6:30 P.M., a public hearing will be held at the Upper Dublin Township Municipal Building, 701 Loch Aish Avenue, Fort Washington, PA 19034, to review, discuss, inform, and receive public comment on the following proposed ordinance:

AN ORDINANCE Amending Chapter 255 (Zoning) of the Upper Dublin Township Code of Ordinances to Allow a Mixed Use Development as a Conditional Use in the OC Office Center District and Adding Signage Standards for Mixed Use Developments in the OC Office Center District.

The Ordinance would amend the Upper Dublin Township Zoning Code to permit a Mixed Use Development as a conditional use within the OC Office Center District, and provide specific development requirements for Mixed Use Developments in the OC Office Center District. A summary of the Ordinance follows.

The Ordinance contains several background paragraphs which set forth, among other things, the Township's authority to amend its Zoning Ordinance, the Township's conclusions as to the best interests of the Township with respect to the passage of the Ordinance; the consistency of the Ordinance with the Township's Comprehensive Plan; and the public hearing and notice procedures followed in connection with the hearing on the Ordinance.

The Ordinance would amend §255-60 (Use Regulations for the OC Office Center District), by creating a new subsection D thereunder. This new subsection D authorizes a Mixed Use Development in the OC Office Center District, when approved by the Board of Commissioners as a conditional use, subject to the requirements and criteria of §255.61.1.

The Ordinance adds a new Section 255.61.1 to the Zoning Code titled "Use and Development Requirements for Mixed Use Developments." This new Section 255-61.1 contains several subsections which set forth the requirements and criteria for Mixed Use Developments in the OC Office Center District including: (A) a general summary of the concept of a Mixed Use Development; (B) a list of permitted uses within a Mixed Use Development comprised of multiple types of retail and commercial establishments (including retail sales of various products, personal care shops; personal fitness centers, child and adult daycare facilities, restaurants and other types of eating places, banks, and various types of professional offices); residential uses (such as apartments and townhouses) and accessory uses (such as a parking garage, amenities, drive-thru service and outdoor seating and dining); (C) dimensional requirements and criteria (including requirements related to lot area, road frontage, use mix, site plan and architectural design, open space, stormwater facilities, buffers, density, and increases to density in return for green building technolo-

gies and sustainable design features (which starts at 15 dwelling units per gross acre and increases up to 20 dwelling units per gross acre depending on the green building and sustainable design features)); (D) area and bulk requirements (including requirements for building coverage, impervious surface, building height, building setbacks, parking setbacks, and number of parking spaces); (E) design standards (including building design guidelines as to architectural scheme, primary façade, secondary façade, building entrances, parapets, building breaks and balconies; a reference to a new section containing signage requirements; landscape and streetscape design standards relative to sidewalks, landscape plans, residential shielding elements and shrubs; open space design standards such as minimum width requirements, open space landscaping and other open space features; and, requirements as to the provision of public transit shelters).

The Ordinance also adds a new Subsection to the Zoning Code, Article XXI (Signs), proposed Subsection H to Sections 255-155.2, which contains regulations for permitted signage related to a Mixed Use Development within the OC Office Center District. This section provides for the following signs as part of a Mixed Use Development within the OC Office Center District, subject to certain design requirements, including size and height limitations, all as set forth in more detail in the Ordinance; freestanding signs, monument signs, wall signs, directional signs, and project identification signs.

The Ordinance contains provisions in the event of a conflict with other sections of the Zoning Code; a severability provision in the event any part of the Ordinance is deemed invalid and unenforceable; and, a repealer provision. The Ordinance would become effective immediately following adoption by the Board of Commissioners.

A copy of the full text of the proposed ordinance may be examined free of charge at the information desk in the Township Building during regular business hours from 8:30 a.m. to 5:00 p.m. Monday through Friday. Copies of the full Ordinances are also available for inspection by any interested party at the Montgomery County Law Library, Montgomery County Courthouse, 2 East Airy Street, Norristown, PA 19404, and at The Intelligencer, 333 North Broad Street Doylestown, PA 18901, where a copy of the proposed Ordinance may be obtained for a charge not greater than the cost of copying during normal business hours.

The public hearing will be held in the Upper Dublin Township Building, 801 Loch Aish Avenue, Fort Washington Pennsylvania. All interested parties are invited to attend the hearing. If any person who wishes to attend the public hearing has a disability and/or requires auxiliary aid, service or other accommodations to observe and/or participate in the proceedings, please contact, Deb Ritter (215) 643-1600, Ext. 3220 to discuss how the Township can accommodate your needs.

Notice is further given that follow-

ing the public hearing, the Board of Commissioners will continue the meeting in order to consider passage of the proposed Ordinance and conduct any other business that my properly come before the Board.

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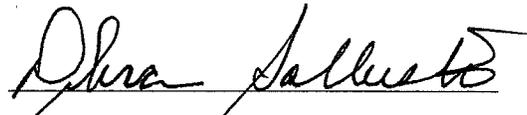
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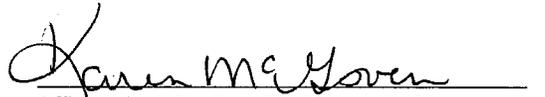
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Debra Sallustio being duly affirmed according to law, deposes and says that he/she is the Legal Billing Co-ordinator of the CALKINS NEWSPAPER INCORPORATED, Publisher of The Intelligencer, a newspaper of general circulation, published and having its place of business at Doylestown, Bucks County, Pa. and Horsham, Montgomery County, Pa.; that said newspaper was established in 1886; that securely attached hereto is a facsimile of the printed notice which is exactly as printed and published in said newspaper on

November 11, 2016
November 14, 2016

and is a true copy thereof; and that this affiant is not interested in said subject matter of advertising; and all of the allegations in this statement as to the time, place and character of publication are true.


LEGAL BILLING CO-ORDINATOR


Affirmed and subscribed to me before me this 14th day of November 2016 A.D.

COMMONWEALTH OF PENNSYLVANIA
NOTARIAL SEAL
Karen McGovern, Notary Public
Tullytown Boro, Bucks County
My Commission Expires Feb. 19, 2017
MEMBER, PENNSYLVANIA ASSOCIATION OF NOTARIES

HEARING NOTICE

The Board of Commissioners of Upper Dublin Township announces that on Tuesday, November 22, 2016 at 6:30 P.M., a public hearing will be held to review, discuss, inform and, receive public comment on the following proposed ordinance:

AN ORDINANCE Amending Chapter 255 (Zoning) of the Upper Dublin Township Code Of Ordinances to Allow a Mixed Use Development as a Conditional Use in the OC Office Center District and Adding Signage Standards for Mixed Use Developments in the OC Office Center District

Notice is further given that following the public hearing, the Board of Commissioners will continue the meeting in order to consider passage of the proposed Ordinance and conduct any other business that may properly come before the Board.

The hearing will be held in the Upper Dublin Township Building, 801 Loch Alsh Avenue, Fort Washington, Pennsylvania, and a copy of the full text of the proposed ordinances may be examined free of charge at the information desk in the Township Building during regular business hours from 8:30 a.m. to 5:00 p.m. Monday through Friday.

The public is welcome to attend. If you have a disability and require auxiliary aid, service or other accommodations to participate in the proceedings, please contact Deb Ritter (215) 643-1600, Ext. 3220 to discuss how the Township can accommodate your needs.

Paul A. Leonard
Township Manager

Advertisement Dates: November 6th and 13th, 2016 – The Ambler Gazette

**UPPER DUBLIN TOWNSHIP
MONTGOMERY COUNTY, PENNSYLVANIA**

ORDINANCE NO. _____

**AN ORDINANCE AMENDING CHAPTER 255 (ZONING) OF THE
UPPER DUBLIN TOWNSHIP CODE OF ORDINANCES TO ALLOW
A MIXED USE DEVELOPMENT AS A CONDITIONAL USE IN THE OC OFFICE
CENTER DISTRICT AND ADDING SIGNAGE STANDARDS FOR MIXED USE
DEVELOPMENTS IN THE OC OFFICE CENTER DISTRICT**

WHEREAS, the Code of Upper Dublin Township, Chapter 255, Zoning Article XXVII, Section 255-200 of the Upper Dublin Township Zoning Ordinance and Section 609 of the Pennsylvania Municipalities Planning Code, 53 P.S. § 10609, authorize the Board of Commissioners of Upper Dublin Township to enact amendments to the Upper Dublin Township Zoning Ordinance:

WHEREAS, the Board of Commissioners has determined that it is in the best interests of the municipality to adopt this ordinance amending the Upper Dublin Township Zoning Ordinance;

WHEREAS, the Board of Commissioners has determined that this Ordinance is generally consistent with the Upper Dublin Township Comprehensive Plan;

WHEREAS, a public hearing was held, following notice, for the purpose of considering this amendment to the Upper Dublin Township Zoning Ordinance; and;

WHEREAS, the Board of Commissioners after the public hearing held pursuant to public notice, and after receipt of recommendations from the Upper Dublin Township Planning Commission and the Montgomery County Planning Commission, deems it appropriate and proper that the Zoning Ordinance be amended to allow a Mixed Use Development as a conditional use in the OC Office Center District, subject to certain conditions and requirements, and that such amendment is in accordance with the spirit and the intent of the Upper Dublin Township Zoning Ordinance and Comprehensive Plan.

NOW, THEREFORE, the Board of Commissioners of the Township of Upper Dublin Township hereby ordains:

SECTION 1. The Code of Upper Dublin Township, Chapter 255, Zoning, Article IX, OC Office Center District, § 255-60, Use Regulations, shall be amended to allow a Mixed Use Development, consisting of a mix of nonresidential and residential uses, as a conditional use in the OC Office Center District, by the addition of Subsection D, as follows:

Section 255-60. Use Regulations

D. Mixed Use Development. A Mixed Use Development, as defined in § 255-7, when approved by the Board of Commissioners as a conditional use, subject to the requirements and criteria of § 255.61.1.

SECTION 2. The Code of Upper Dublin Township, Chapter 255, Zoning, Article IX, OC Office Center District, shall be amended by adding a new Section § 255-61.1, setting forth the development requirements for Mixed Use Developments in the OC Office Center District, as follows:

§255-61.1. Use and Development Requirements for Mixed Use Developments.

A Mixed Use Development shall comply with the following requirements and criteria:

A. The development shall consist of a harmonious selection of uses and groupings of buildings, service and parking areas, circulation and green areas, planned and designed as an integrated unit, in such a manner as to constitute a safe, efficient and convenient center and encourage the use of green building technologies and sustainable design features.

B. Permitted Uses. Any of the following uses may be permitted when included in a Mixed Use Development:

- (1) Retail and commercial establishments to include the following:
 - (a) Retail sale of household merchandise, food and beverage products, and personal effects, such as dry goods, variety and general merchandise, clothing, prepared and packaged food, grocery items, deli products, flowers, beverages, pharmaceuticals and medical supplies, household supplies and furnishings, jewelry, optical goods, musical items, and antiques.
 - (b) Personal care, to include barber shop, hairdresser, clothes cleaning, tailoring, nail care and spa.
 - (c) Personal fitness center.
 - (d) Child and/or adult daycare facility.
 - (e) Restaurant, coffeehouse, tea room, café, confectionary or similar establishment serving food or beverage, provided that the establishment shall not be open for business between the hours of 1:00 a.m. and 6:00 a.m. daily and on weekends.
 - (f) Bank or financial institution.
 - (g) Business, medical or professional office.

- (2) Residential uses:
 - (a) Apartment Buildings.
 - (b) Townhouse Dwellings.
- (3) Accessory uses:
 - (a) Parking garage.
 - (b) Clubhouse, pool or other amenity uses, as an accessory use to a permitted residential use.
 - (c) Drive-thru service, as an accessory use to a coffeehouse/tea room, bank or financial institution, provided the drive-thru is internal to the site with no direct access onto a public street or highway and, provided further, that that no more than two (2) drive-thru facilities shall be permitted within a Mixed Use Development.
 - (d) Outdoor seating and/or dining areas, limited to at grade or ground floor, provided that no outdoor seating or dining shall occur after 11:00 p.m., daily and on weekends.

C. Development Requirements. The general plan for a Mixed Use Development shall comply with the following requirements and criteria:

- (1) Lot area. The minimum gross lot area shall be twenty (20) acres.
- (2) Road frontages. The site shall have frontage on and road access to at least two (2) public roads.
- (3) Mix requirements. Every Mixed Use Development shall provide a mix of office, commercial and residential uses and no one use may utilize more than eighty percent (80%) of the gross building floor area. Accessory parking, including any parking garage, shall not be included as a separate use and its square footage shall not be counted in the calculation of the mix requirements. Apartment leasing area and multi-family common space may be included as residential space in calculating the mix requirements.
- (4) Site Plan. A site plan shall be required and shall include a unified architectural theme, preliminary stormwater management design and conceptual landscaping.
- (5) Neighborhood Open Space. A minimum of ten percent (10%) of the net developable area of the lot shall be developed as Neighborhood Open Space. Neighborhood Open Space shall consist of parks, plazas, gardens, water features and other similarly improved common areas and amenities

provided for the benefit of the residents, tenants and/or customers of the Mixed Use Development, and the general public. Trail and sidewalk connections also shall be provided to connect Neighborhood Open Spaces. A public access easement shall be granted in favor of the Township to provide public access to the trails and to certain portions of the Neighborhood Open Space within a Mixed Use Development that are appropriate for public access.

- (6) Stormwater Facilities. Naturalized stormwater facilities may occupy up to twenty-five percent (25%) of the Neighborhood Open Space if such facilities are designed and landscaped using Best Management Practices (BMPs), as published from time to time by the Pennsylvania Department of Environmental Protection and incorporated into the landscaped area. There shall be no limit on the area of underground stormwater facilities.
- (7) Buffers. There shall be a buffer area along the property line of a residential zoned district of at least fifty (50) feet, which buffer area shall include planting and landscaping. There shall be a buffer area of at least twenty-five (25) feet where parking is located along a street frontage, which buffer area may include a low wall, fencing and/or landscaping.
- (8) Permitted Density. A Mixed Use Development may contain up to fifteen (15) dwelling units per gross acre of the lot area. To encourage the use of green building technology and sustainable design features, increases in the base density are permitted in accordance with the following table. These increases are cumulative and can be combined up to a maximum density of twenty (20) dwelling units per gross acre of the lot area.

Bonus Feature	Bonus Feature Standard	Density Bonus
Neighborhood Open Space	Preserve additional land as Neighborhood Open Space in excess of the required 10%.	For each additional 5% of net developable area preserved, permitted density may be increased by 0.5 dwelling units per gross acre.
Structured parking	A minimum of 35% of the total required number of parking spaces is provided in structured parking.	2.0 dwelling unit per gross acre
Green Roof	The green roof shall cover at least 70% of the net roof area (the total gross area minus areas covered by mechanical equipment) of a building with a footprint of at least 20,000 square feet. Green roofs shall be designed and installed under the direction of a professional with demonstrated expertise in green roof design and construction. Vegetation must be maintained for the life of the building.	2.0 dwelling unit per gross acre for the first building with a qualifying green roof and another 0.5 dwelling unit per acre for each additional building with a qualifying green roof.

	The green roof shall conform to the best available technology standards, such as those published by LEED.	
Alternative transportation	Qualifying features: a) Provide electric plug-in charging stations for electric/hybrid vehicles for 1% of total required parking. b) Provide bike racks throughout development. c) Implement a bike-share program within the development. d) Provide a public transit stop.	For each qualifying feature, density may be increased by 1.0 dwelling units per gross acre.
Alternative energy sources	Install a solar, geothermal or other renewable energy power-generation facility that is designed to provide at least 10% of the expected annual energy use for the building. The facility shall be designed and installed under the direction of a professional with demonstrated expertise in the design and construction of such facilities.	1.0 dwelling unit per gross acre

D. Area and Bulk Requirements.

- (1) Building coverage. The maximum building coverage shall not exceed forty percent (40%) of the net developable area of the lot.
- (2) Impervious coverage. The maximum impervious coverage shall not exceed seventy percent (70%) of the developable acreage of the lot.
- (3) Building Height. The maximum building height of any residential or mixed use building or structure within a Mixed Use Development shall be sixty-five (65) feet, in accordance with the requirements under § 255-61.F. except that the maximum height for portions of a building comprised of ground floor retail, without residential above, shall be thirty-five (35) feet.
- (4) Building setbacks. No building may be located closer than:
 - (a) Seventy (70) feet to any public highway or ultimate public right-of-way, or to any toll or controlled public highway right-of-way.
 - (b) Fifty (50) feet to any other property line or the center line of any existing private road.

- (5) Parking setbacks. No parking area may be located closer than twenty-five (25) feet to any public highway or ultimate public right-of-way, or to any toll or controlled public highway right-of-way, or any other property line.
- (6) Parking requirements.
 - (a) Nonresidential uses: 4 spaces per 1,000 square feet of gross building floor area.
 - (b) Residential uses: 2.0 spaces per dwelling unit, provided that the applicant may place in reserve up to twenty-five percent (25%) of the required parking, subject to the approval of the Board of Commissioners.

E. Design Standards. The intent of these standards is to ensure development contributes to a high-quality, mixed-use environment without limiting design flexibility and innovation. The applicant shall submit plans, elevations, renderings, reports, documents and samples as necessary in the form of proposed design guidelines to demonstrate compliance with the following standards:

- (1) Building Design.
 - (a) Coherent Architectural Theme. Mixed Use Developments shall have a common and coherent architectural theme throughout the development.
 - (b) Primary Façade. Any building façade with a customer or visitor entrance shall be treated as a primary façade. At least fifty percent (50%) of the length of the ground floor of primary façades shall consist of windows, glass doors, or other transparent or semi-transparent building surfaces. Mirrored glass is prohibited. Walls or portions of walls where windows are not provided shall have architectural treatments and details, such as a change in building material or color, lighting fixtures, decorative tiles, hanging planters, awnings and/or similar features.
 - (c) Secondary façade. All other building façades shall be treated as a secondary façade. Secondary façades must have architectural treatments and building materials that are complimentary to the primary façade.
 - (d) Building entrances. All building entrances on primary facades shall be accentuated. Permitted entrance accents include: recessed, protruding, canopy, portico, overhang and/or similar feature.
 - (e) Parapets, etc. Buildings shall be designed with parapets, mansards, or other architectural treatment along all roof edges to conceal large vents, HVAC and other rooftop equipment and structures.

- (f) Building breaks.
 - [1] Buildings must have at least a three (3) foot break in depth, for the full height of the building, every 150 feet of continuous primary façade.
 - [2] For buildings greater than four (4) stories tall, the façade of the building shall step back a minimum of three (3) feet above the first floor of the building.
- (g) Balconies. Balconies or Juliette style balconies shall be provided for every residential unit.
- (2) Signage. The applicant for a Mixed Use Development shall submit a sign plan meeting the requirements of § 255-152.2.H.
- (3) Landscape and Streetscape Standards.
 - a) Sidewalks or multi-use trails shall be provided along all street frontages. Sidewalks along public and private street frontages shall be a minimum of six (6) feet wide. Trails shall be a minimum of ten (10) feet wide.
 - b) A landscape plan prepared by a licensed landscape architect is required for all Mixed Use Developments. Landscaped areas include green areas, streetscapes, the interior and perimeter of surface parking areas, greenways, verges, stormwater basins, and natural areas.
 - c) Within 100 feet of a residential zoning district the landscape plan shall include plantings, decorative fencing or a wall to shield headlights and soften the view of cars from the street and from adjacent residential areas.
- (4) Standards for Neighborhood Open Space.
 - (a) The minimum width of any land area to be counted as Neighborhood Open Space shall be fifteen (15) feet.
 - (b) Neighborhood Open Space shall be landscaped and/or hardscaped with a mix of trees, shrubs, groundcover decorative paving or walls in accordance with the overall landscape plan prepared for the development by a registered landscape architect.
 - (c) Neighborhood Open Space shall be provided with benches, trash containers and/or lighting fixtures.

- (5) Public Transit. Transit facilities and shelters shall be provided in mutually agreeable location(s) and in accordance with the design standards established by the Southeastern Pennsylvania Transit Authority (SEPTA).

SECTION 3. The Code of the Township of Upper Dublin, Chapter 255, Zoning, Article XXI, Signs, shall be amended by the addition of a new subsection H to § 255-155.2 to provide for signage related to a Mixed Use Development, as follows:

§ 255-155.2. OC Office Center District.

H. In conjunction with a Mixed Use Development any combination of the following types of signs shall be permitted:

- (1) Freestanding Signs. One freestanding sign shall be permitted for every four hundred and fifty feet (450') of property frontage along Welsh Road. Such freestanding signs shall be of a complimentary architectural style to the buildings of the Mixed Use Development, shall not exceed twenty-five feet (25') in height, nor contain more than two hundred square feet (200 sq. ft.) of sign area per side (maximum two (2) sides).
- (2) Monument Signs. One monument sign shall be permitted for every five hundred feet (500') of property frontage along Dreshertown Road. Such monument signs shall be of a complimentary architectural style to the buildings of the Mixed Use Development, shall not exceed six feet (6') in height, nor contain more than one hundred twenty square feet (120 sq.ft.) of sign area per side (maximum two (2) sides).
- (3) Wall Signs.
 - (a) Individual retail or commercial establishments within a Mixed Use Development shall be permitted signs on each exterior wall facing a public street or a private street or driveway. Such signs shall not exceed ten percent (10%) of the façade on which the signs are located or two hundred square feet (200 sq. ft.), whichever is less.
 - (b) Residential identification signage shall be permitted on each exterior wall facing a public street or private street or driveway. Such identification signage shall not exceed two hundred square feet (200 sq.ft.) per façade.
- (4) Directional Signs. Directional signs within the Mixed Use Development shall be permitted, either freestanding or building mounted. Such signs may contain the names of specific tenants as well as other public information to direct both pedestrians and motorists through the site to the location of various uses including but not limited to general tenant parking areas, residential parking structures, parks, exits and entrances to the development. Signs shall be sized appropriately to be visible to pedestrians, motorist or both depending on location, but in no event shall

any one sign be larger than thirty-two square feet (32 sq.ft.) in area. The total number of directional signs and their location shall be determined by the Board of Commissioners.

- (5) Project Identification Signs. Project identification signs containing the project name or other identifying feature, but no other tenant advertising shall be permitted within the development which also may be visible outside the development. Such signage shall be of a complimentary style to the development and shall be no larger than two hundred square feet (200 sq.ft.) in area. The total number of project identification signs and their location shall be determined by the Board of Commissioners.

SECTION 4. To the extent that the provisions of this Ordinance are inconsistent or conflict with any other provision of Chapter 255, the Upper Dublin Township Zoning Ordinance, the specific regulations contained in § 255-61.1 shall control and take precedence over such other regulations.

SECTION 5. The provisions of this Ordinance are severable, and if any sentence, clause, section or part of the ordinance is for any reason found to be unconstitutional, illegal, or invalid, such unconstitutionality, or invalidity shall not affect or impair any of the remaining provisions, sentences, or parts of this ordinance. It is hereby declared to be the express intent of the Board of Commissioners that this Ordinance would have been adopted had such unconstitutional, illegal, or invalid sentence, clause, section, or parts thereof had not been included herein.

SECTION 6. All Resolutions, Ordinances or parts of Ordinances conflicting or inconsistent herewith are hereby repealed.

SECTION 7. This Ordinance shall take effect and be in force from and after its approval as required by law. ENACTED by the Board of Commissioners of Upper Dublin Township, this _____ day of _____, 2016.

ATTEST:

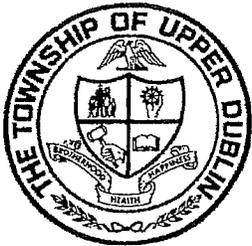
BOARD OF COMMISSIONERS OF THE
TOWNSHIP OF UPPER DUBLIN

Paul Leonard, Secretary and
Township Manager

Ira S. Tackel, President

FILE

#16-04



APPLICATION FOR ZONING CHANGE

TO THE COMMISSIONERS OF UPPER DUBLIN TOWNSHIP
801 Loch Alsh Avenue, Fort Washington, PA 19034-1697

You are hereby requested to hold a public hearing to consider an amendment or amendments to the Zoning Ordinances of Upper Dublin Township for the reasons hereinafter set forth:

APPLICANT: BT Dreshertown LP - owner
(Must be owner or equitable owner; state which)

ADDRESS: 200 Witmer Road, Suite 200, Horsham, PA 19044

TELEPHONE: (215) 938-7300

PROPERTY OWNER: Same as applicant above.

ADDRESS: Same as applicant above

LOCATION & DESCRIPTION OF AREA TO BE REZONED: _____

Dreshertown and Welsh Roads, Upper Dublin Township, PA

Tax Map Parcel No. 54-00-05242-00-5

PRESENT ZONING CLASSIFICATION: OC Office Center

ZONING CLASSIFICATION REQUESTED: Allow a Mixed Use Development in the OC Office Center District

DESCRIBE PROPOSED USE OF PROPERTY IF REZONED: _____
Mixed Use Development consisting of a mix of nonresidential and residential uses, and including common space areas and accessory parking.

Attach 18 maps of the area, showing tract for which rezoning is requested, with a site plan of property covered by application. Applications for commercial, industrial or multiple residential developments must be accompanied by detailed drawings showing locations of road entrances, building locations and other land features pertinent to consideration of application.

If applicant is equitable owner, a conformed copy of agreement of purchase may be required (give exact location and deed reference).

3/16/16
Application Date

[Signature]
Applicant's Signature

UPPER DUBLIN TOWNSHIP BOARD OF COMMISSIONERS
PETITION FOR AMENDMENT TO ZONING ORDINANCE

1. BT Dreshertown, L.P., a Pennsylvania limited partnership (the "Petitioner"), with an address of 200 Witmer Road, Horsham, PA 19006, is the legal owner of Tax Map Parcel No. 54-00-05242-00-5, located on Welsh Road and Dreshertown Road in Upper Dublin Township, Montgomery County, Pennsylvania (the "Property").

2. The Property consists of approximately 25 acres and is zoned OC Office Center.

3. Petitioner proposes to redevelop the Property into a Mixed Use Development, consisting of retail and commercial uses, apartments and other multiple dwellings, common space areas (including green space), and accessory parking.

4. Pursuant to Chapter 255, Article XXVII, § 255-200 of the Upper Dublin Township Zoning Ordinance, Petitioner is requesting the Board of Commissioners amend the Upper Dublin Township Zoning Ordinance to allow a Mixed Use Development option in the OC Office Center District, all as set forth in more detail within the proposed Zoning Ordinance Amendment attached hereto as Exhibit "A".

5. Pursuant to Section 609 of the Municipalities Planning Code, Petitioner requests that this Petition be forwarded to the Upper Dublin Township Planning Commission and the Montgomery County Planning Commission so that they may provide their review of this proposed Zoning Ordinance Amendment.

WHEREFORE, Petitioner respectfully request a public hearing on this Petition for Zoning Ordinance Amendment be scheduled before the Upper Dublin Township Board of Commissioners.

BT DRESHERTOWN, L.P.
BY: BT DRESHERTOWN GP, LLC

By: MM
Name: MICHAEL P. MARKMAN
Title: MANAGER

Exhibit "A"

Zoning Ordinance Amendment

[attached]

**UPPER DUBLIN TOWNSHIP
MONTGOMERY COUNTY, PENNSYLVANIA**

ORDINANCE NO. _____

**AN ORDINANCE AMENDING CHAPTER 255 (ZONING) OF THE
UPPER DUBLIN TOWNSHIP CODE OF ORDINANCES TO ALLOW
A MIXED USE DEVELOPMENT OPTION IN THE OC OFFICE CENTER DISTRICT**

WHEREAS, Chapter 255, Article XXVII, Section 255-200 of the Upper Dublin Township Zoning Ordinance and Section 609 of the Pennsylvania Municipalities Planning Code, 53 P.S. § 10609, authorize the Board of Commissioners of Upper Dublin Township to enact amendments to the Upper Dublin Township Zoning Ordinance,

WHEREAS, the Board of Commissioners of Upper Dublin Township has determined that it is in the best interests of the municipality to adopt this ordinance amending the Upper Dublin Township Zoning Ordinance included herein,

WHEREAS, the Board of Commissioners of Upper Dublin Township has determined that this Ordinance is generally consistent with the Upper Dublin Township Comprehensive Plan;

WHEREAS, a public hearing was held, following notice, for the purpose of considering this amendment to the Upper Dublin Township Zoning Ordinance, and

WHEREAS, the Board of Commissioners of Upper Dublin Township, after the public hearing held pursuant to public notice, and after receipt of recommendations from the Upper Dublin Township Planning Commission and the Montgomery County Planning Commission, deems it appropriate and proper that the Zoning Ordinance be amended to allow a Mixed Use Development in the OC Office Center District, subject to certain requirements, and that such modifications are in accordance with the spirit and the intent of the Upper Dublin Township Zoning Ordinance and Comprehensive Plan.

NOW, THEREFORE, it is hereby **ORDAINED** by the Board of Commissioners of Upper Dublin Township, Montgomery County, Pennsylvania, and it is hereby **ENACTED** and **ORDAINED** by authority of same as follows:

SECTION 1. § 255-60 of the Zoning Ordinance is hereby amended to allow a Mixed Use Development, consisting of a mix of nonresidential and residential uses, as a permitted use in the OC Office Center District, as follows:

A. Mixed Use Development. A Mixed Use Development, as defined in § 255-7, in accordance with the requirements of § 255-61a herein.

SECTION 2. New § 255-61a, Development requirements for Mixed Use Developments in the OC Office Center District, is as follows:

§255-61a. Development requirements for Mixed Use Developments in the OC Office Center District.

The Mixed Use Development shall be executed in accordance with the following essential conditions:

A. The development shall consist of a harmonious selection of uses and groupings of buildings, service and parking areas, circulation and green areas, planned and designed as an integrated unit, in such a manner as to constitute a safe, efficient and convenience center.

B. Permitted Uses. Any of the following uses shall be permitted in the OC Office Center District when included in a Mixed Use Development:

- (1) Retail and commercial establishments to include the following:
 - a) Retail sale of household merchandise, food and beverage products, and personal effects, such as dry goods, variety and general merchandise, clothing, prepared and packaged food, grocery items, deli products, flowers, beverages, pharmaceuticals and medical supplies, household supplies and furnishings, jewelry, optical goods, musical items, and antiques.
 - b) Personal care, to include barber shop, hairdresser, clothes cleaning, tailoring, nail care and spa.
 - c) Personal fitness center.
 - d) Child and/or adult daycare facility.
 - e) Restaurant, coffeehouse, tea room, café, taproom, confectionary or similar establishment serving food or beverage. This use in the OC Office Center District is not subject to the restaurant hour restrictions set forth in Section 255-7 of the Zoning Ordinance as to indoor dining.
 - f) Bank or financial institution.
 - g) Business, medical or professional office.
- (2) Residential uses:
 - a) Apartment Buildings.
 - b) Other Multiple Dwellings.
- (3) Accessory uses:
 - a) Parking garage.

- b) Clubhouse, pool or other amenity uses, as an accessory use to a permitted residential use.
- c) Drive-thru service, as an accessory use to a pharmacy, bank/financial institution and coffeehouse/tea room.
- d) Outdoor seating and/or dining areas.

C. Development Requirements. The general plan for a Mixed Use Development in the OC Office Center District shall be executed in accordance with the following conditions and requirements:

- (1) Lot area. The minimum gross lot area shall be twenty (20) acres.
- (2) Road frontages. The site shall have frontage (with road access) on at least two (2) public roads.
- (3) Mix requirements. Every Mixed Use Development, as defined in § 255-7, shall provide a mix of at least two land use categories and no one use may utilize more than eighty percent (80%) of the total building floor area. Accessory parking, including any parking garage, shall not be included as a separate use and its square footage shall not be counted in the calculation of the mix requirements under § 255-7. Apartment leasing area and apartment amenity space are included as residential space in calculating the mix requirements.
- (4) Master Plan. A master plan shall be required for proposed development and shall include a unified architectural theme and conceptual landscaping.
- (5) Common Area Space. A minimum of five percent (5%) of the gross area of the lot shall be reserved or developed as green space, parks and/or plazas. Trail and sidewalk connections shall be provided.
- (6) Required stormwater facilities may occupy up to thirty percent (30%) of the green area if such facilities are designed using Best Management Practices (BMPs) and incorporated into the landscaped area. There shall be no limit on the area of underground stormwater facilities.
- (7) Buffers. There shall be a buffer area along the property line of a residential zoned district of at least fifty (50) feet, which buffer area shall include planting and landscaping. There shall be no required buffer area along any street frontages in a Mixed Use Development when green area equaling greater than ten percent (10%) of the gross lot area is provided.
- (8) Permitted Density. A Mixed Use Development may contain up to twenty-five (25) dwelling units per gross acre of the lot.

D. Area and Bulk Requirements.

- (1) Building coverage. The maximum building coverage shall be forty percent (40%) of the gross area of the lot.
- (2) Impervious coverage. The maximum impervious coverage shall be seventy-five percent (75%) of the gross area of the lot.
- (3) Building setbacks. No building may be located closer than:
 - a) Seventy-five (75) feet to any existing public highway or public right-of-way, toll or controlled public highway right-of-way.
 - b) Fifty (50) feet to any other property line or the center line of any existing private road.
- (4) Parking setbacks. No parking area may be located closer than twenty (20) feet to any existing public highway or public right-of-way, toll or controlled public highway right-of-way, or any other property line.
- (5) Parking requirements:
 - a) Nonresidential uses: 4 spaces per 1,000 square feet of gross building floor area.
 - b) Residential uses: 1.5 spaces per dwelling unit.

E. Design Standards. The intent of these standards is to ensure development contributes to a high-quality, mixed-use environment without limiting design flexibility and innovation. The applicant shall submit plans, elevations, renderings, reports, documents and samples as necessary to demonstrate compliance with the following standards:

- (1) Building Design.
 - a) Mixed Use Developments shall have a common and coherent architectural theme throughout the development.
 - b) Primary Façade. Any building façade with a customer or visitor entrance shall be treated as a primary façade. At least fifty percent (50%) of the length of the ground floor of primary façades shall consist of windows, glass doors, or other transparent building surfaces. Reflective glass is prohibited. Where a building has more than one primary façade, the requirement for transparent building surfaces may be reduced to ten percent (10%) on one of the primary façades. Walls or portions of walls where windows are not provided shall have architectural treatments and details,

such as a change in building material or color, lighting fixtures, decorative tiles, hanging planters, awnings and/or similar features.

- c) Secondary façade. All other building façades shall be treated as a secondary façade. Secondary façades must have architectural treatments and building materials that are consistent with and complementary to the primary façade.
 - d) All building entrances on primary facades shall be accentuated. Permitted entrance accents include: recessed, protruding, canopy, portico, overhang and/or similar feature.
 - e) Buildings shall use parapets, mansard, and/or slopes roof styles along all roof edges to conceal large vents, HVAC and other rooftop equipment and structures.
 - f) Buildings must have at least a three (3) foot break in depth, for the full height of the building, every 150 feet of continuous primary façade.
- (2) Landscape and Streetscape Standards. A landscape plan prepared by a licensed landscape architect is required for all Mixed Use Developments. Landscaped areas include green areas, streetscapes, the interior and perimeter of surface parking areas, greenways, verges, stormwater basins, and natural areas.
- (3) Standards for Common Area Space.
- a) Required common area space shall consist of plazas, parks, green areas, central greens, parkways and/or similar types of space. Sidewalks or paved walking paths are required to provide access to such common area space and ensure the areas are interconnected.
 - b) The minimum dimension of any common area space shall be fifteen (15) feet.
 - c) Common Area Space shall be landscaped with a mix of trees, shrubs and groundcover in accordance with the overall landscape plan prepared for the development by a registered landscape architect.
 - d) Common Area Space shall be provided with benches, trash containers and/or lighting fixtures.

SECTION 3. Conflict. To the extent that the provisions of § 255-61a of this Ordinance are inconsistent or conflict with other provisions of the Upper Dublin Township Zoning Ordinance or Subdivision and Land Development Ordinance otherwise applicable to Mixed Use Developments in the OC Office Center District, the specific regulations contained in § 255-61a shall control and take precedence over such other regulations.

SECTION 4. Severability. If any sentence, clause, section or part of the ordinance is for any reason found to be unconstitutional, illegal, or invalid, such unconstitutionality, or invalidity shall not affect or impair any of the remaining provisions, sentences, or parts of this ordinance. It is hereby declared to be the express intent of the Board of Commissioners that this Ordinance would have been adopted had such unconstitutional, illegal, or invalid sentence, clause, section, or parts thereof had not been included herein.

SECTION 5. Repealer. All Resolutions, Ordinances or parts of Ordinances conflicting or inconsistent herewith are hereby repealed.

SECTION 6. Effective Date. This Zoning Ordinance Amendment shall become effective five (5) days after adoption by the Board of Commissioners of Upper Dublin Township, Montgomery County, Pennsylvania.

ENACTED and ORDAINED by the Board of Commissioners of Upper Dublin Township, Montgomery County, Pennsylvania this _____ day of _____, 2016.

UPPER DUBLIN TOWNSHIP BOARD OF COMMISSIONERS

ATTEST:

Paul Leonard
Township Manager

Ira S. Tackel, President

Ronald P. Feldman, Vice President

Gary Scarpello, Commissioner

Sharon L. Damsker, Commissioner

Liz Ferry, Commissioner

Robert H. McGuckin, Commissioner

Rebecca A. Gushue, Commissioner

Prepared by:

BET INVESTMENTS, INC.
 200 Witmer Road, Suite 200
 Horsham, Pennsylvania 19044
 Attn: Gregory F. Gambel, Jr., General Counsel
 Tel: (215) 938-7300

MONTGOMERY COUNTY COMMISSIONERS REGISTRY
 54-00-05242-00-5 UPPER DUBLIN TOWNSHIP
 0 WELSH RD
 PRUDENTIAL INSURANCE COMPANY OF AMERICA \$15.00
 B 012 L 3 U 053 2211 01/14/2016 ND

Return to:

LAND SERVICES USA, INC.
 1835 Market Street, Suite 420
 Philadelphia, Pennsylvania 19103
 Attention: Jenna Lampe, Commercial Title Paralegal
 Tel: (215) 964-6613

MONTGOMERY COUNTY COMMISSIONERS REGISTRY
 54-00-05239-00-8 UPPER DUBLIN TOWNSHIP
 0 DRESHERTOWN RD
 PRUDENTIAL INSURANCE COMPANY OF AMERICA \$15.00
 B 012 L 4 U 001 2211 01/14/2016 ND

Tax Map Parcel Nos.: 54-00-05242-00-5
 54-00-05239-00-8
 54-00-05245-00-2

MONTGOMERY COUNTY COMMISSIONERS REGISTRY
 54-00-05245-00-2 UPPER DUBLIN TOWNSHIP
 0 DRESHERTOWN RD
 PRUDENTIAL INSURANCE COMPANY OF AMERICA \$15.00
 B 012 L 5 U 052 2211 01/14/2016 ND

SPECIAL WARRANTY DEED

THIS INDENTURE as executed this 5th day of January in the year 2016 but made effective the _____ day of _____ in the year 2016 between THE PRUDENTIAL INSURANCE COMPANY OF AMERICA, a New Jersey Corporation ("**Grantor**"), and BT DRESHERTOWN, LP, a Pennsylvania limited partnership ("**Grantee**").

WITNESSETH, that the said Grantor, in consideration of ~~— REDACTED —~~ lawful money of the United States of America, unto it well and truly paid by the said Grantee, at or before the sealing and delivery hereof, the receipt whereof is hereby acknowledged, has granted, bargained and sold, aliened, enfeoffed, released and confirmed, and ~~by these presents does, grant, bargain and sell, alien, enfeoff, release and confirm to the said~~ Grantee, its successors and assigns, with the intent to be legally bound,

ALL THAT CERTAIN tract of land situated in the Township of Upper Dublin, County of Montgomery, Commonwealth of Pennsylvania, as bounded and described in those certain Deeds dated September 21, 1981, recorded among the land records of the County of Montgomery in Record Book 4660, Page 453 *et seq.* and dated April 13, 1981, recorded among the land records of the County of Montgomery in Record Book 4618, Page 75 *et seq.* and as legally described on Exhibit A attached hereto and made a part hereof, wherein Grantor was granted its interest, **LESS ANY AND ALL**, if any, conveyances of portions thereof subsequent to the date said Deed was recorded in the land records.

Prepared by:

BET INVESTMENTS, INC.
200 Witmer Road, Suite 200
Horsham, Pennsylvania 19044
Attn: Gregory F. Gambel, Jr., General Counsel
Tel: (215) 938-7300

Return to:

LAND SERVICES USA, INC.
1835 Market Street, Suite 420
Philadelphia, Pennsylvania 19103
Attention: Jenna Lampe, Commercial Title Paralegal
Tel: (215) 964-6613

Tax Map Parcel Nos.: 54-00-05242-00-5
54-00-05239-00-8
54-00-05245-00-2

SPECIAL WARRANTY DEED

THIS INDENTURE as executed this 5TH day of January in the year 2016 but made effective the _____ day of _____ in the year 2016 between **THE PRUDENTIAL INSURANCE COMPANY OF AMERICA**, a New Jersey Corporation ("**Grantor**"), and **BT DRESHERTOWN, LP**, a Pennsylvania limited partnership ("**Grantee**").

WITNESSETH, that the said Grantor, in consideration of — REDACTED — lawful money of the United States of America, unto it well and truly paid by the said Grantee, at or before the sealing and delivery hereof, the receipt whereof is hereby acknowledged, has granted, bargained and sold, aliened, enfeoffed, released and confirmed, and by these presents does, grant, bargain and sell, alien, enfeoff, release and confirm to the said Grantee, its successors and assigns, with the intent to be legally bound,

ALL THAT CERTAIN tract of land situated in the Township of Upper Dublin, County of Montgomery, Commonwealth of Pennsylvania, as bounded and described in those certain Deeds dated September 21, 1981, recorded among the land records of the County of Montgomery in Record Book 4660, Page 453 *et seq.* and dated April 13, 1981, recorded among the land records of the County of Montgomery in Record Book 4618, Page 75 *et seq.* and as legally described on **Exhibit A** attached hereto and made a part hereof, wherein Grantor was granted its interest, **LESS ANY AND ALL**, if any, conveyances of portions thereof subsequent to the date said Deed was recorded in the land records.

UNDER AND SUBJECT to easements, restrictions, conditions, and agreements of record insofar as they may lawfully affect the property.

TOGETHER with all and singular the buildings and improvements, ways, streets, alleys, driveways, passages, waters, water-courses, rights, liberties, privileges, hereditaments and appurtenances, whatsoever unto the hereby granted premises belonging, or in any wise appertaining, and the revisions and remainders, rents, issues and profits thereof; and all the estate, right, title, interest, property, claim and demand whatsoever of the said Grantor, as well at law as in equity, of, in, and to the same.

TO HAVE AND TO HOLD the said tracts of land above described with the buildings and improvements thereon erected, hereditaments and premises hereby granted, or mentioned and intended so to be, with the appurtenances, unto the said Grantee, its successors and assigns, to and for the only property use and behoof of the said Grantee, its successors and assigns, forever.

UNDER AND SUBJECT AS AFORESAID.

AND the said Grantor, for itself, its successors and/or assigns does by these presents, covenant, grant and agree, to and with the Grantee, its successors and assigns that it, the said Grantor, its successors and/or assigns, all and singular the hereditaments and premises herein above described and granted, or mentioned and intended so to be, with the appurtenances, unto the said Grantee, its successors and assigns, against it, the said Grantor, its successors and/or assigns and against all and every person or persons whomsoever lawfully claiming or to claim the same or any part hereof, by, from or under him, her, them or any of them shall and will **WARRANT** and **DEFEND**.

[SIGNATURE PAGE TO FOLLOW]

IN WITNESS WHEREOF, the said Grantor has caused these presents to be duly executed and made effective the day and year above written.

**THE PRUDENTIAL INSURANCE COMPANY
OF AMERICA, a New Jersey corporation**

* By:

_____

Name: Gregory M. Gauthier

Title: Vice President, Corporate Real Estate

CERTIFICATE OF ADDRESS

Grantee hereby certifies that its precise address is:

c/o BET Investments, Inc.
200 Witmer Road, Suite 200
Horsham, Pennsylvania 19044

Date: January 5, 2016

BT DRESHERTOWN, LP,
a Pennsylvania limited partnership

By: **BT Dreshertown GP, LLC,**
a Pennsylvania limited liability company,
its General Partner

By:



Michael P. Markman, Manager

STATE OF NEW JERSEY

)

) ss:

COUNTY OF ESSEX

)

On this, the 5th day of January, 2016, before me, the undersigned officer, personally appeared, GREGORY M. GAUTHIER, who acknowledged himself to be VICE PRESIDENT, CORPORATE REAL ESTATE of The Prudential Insurance Company of America, a New Jersey corporation, the Grantor herein, and in that capacity, being authorized to do so, executed the foregoing instrument for the purposes therein contained.

Karen Powers

Notary Public

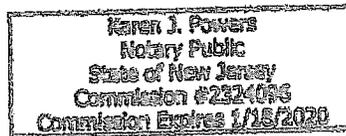


Exhibit A

PREMISES "A"

ALL THAT CERTAIN lot or piece of ground situate in Upper Dublin Township, Montgomery County, Pennsylvania as shown on a Plan prepared by Kimberli A. Holzworth dated 12/18/1996 and recorded in Plan Book L-5 page 364 and being described as follows:

BEGINNING at a point, said point being a concrete monument and located South 53 degrees 31 minutes 02 seconds East a distance of 91.70 feet the approximate centerline of Dreshertown Road with its intersection with the westerly sideline of Welsh Road and running thence;

- 1) THENCE, along the southerly sideline of Dreshertown Road the following four (4) courses, on a curve to the left having a radius of 40.00 feet, a length of 62.60 feet and whose chord bears South 81 degrees 39 minutes 07 seconds West a distance of 56.40 feet to a concrete monument to be set;
- 2) THENCE, South 36 degrees 49 minutes 17 seconds West a distance of 157.33 feet to a concrete monument to be set;
- 3) THENCE, North 53 degrees 03 minutes 02 seconds West a distance of 11.74 feet to a concrete monument to be set;
- 4) THENCE, South 36 degrees 45 minutes 47 seconds West a distance of 901.26 feet to a point;
- 5) THENCE, along a common line between Block 12, Lots 3 and 4, South 53 degrees 14 minutes 13 seconds East a distance of 1087.41 feet to a point;
- 6) THENCE, along a common line between Block 12, Lots 3 and 2 as it follow the approximate centerline of Prudential Road (private), on a curve to the right having a radius of 1200.00 feet, a length of 446.39 feet and whose chord bears North 26 degrees 06 minutes 23 seconds East a distance of 443.82 feet to a point;
- 7) THENCE, still along the same North 36 degrees 45 minutes 47 seconds East a distance of 646.29 feet to a point;
- 8) THENCE, along the westerly sideline of Welsh Road the following four (4) courses, North 53 degrees 45 minutes 58 seconds West a distance of 406.58 feet to a concrete monument to be set;
- 9) THENCE, North 36 degrees 14 minutes 02 seconds East a distance of 22.50 feet to a point;
- 10) THENCE, still along the same, North 53 degrees 31 minutes 02 seconds West a distance of 546.90 feet to the point and place of beginning.

CONTAINING an area of 25.411 acres or 1,106,902 square feet, more or less.

BEING Lot No. 3 on said plan.

BEING Assessed as Welsh Road.

BEING Tax Parcel #54-00-05242-00-5 .

PREMISES "B"

ALL THAT CERTAIN lot or piece of ground situate in Upper Dublin Township, Montgomery County, Pennsylvania as shown on a Plan prepared by Kimberli A. Holzworth dated 12/18/1996 and recorded in Plan Book L-5 page 364 and being described as follows:

BEGINNING at a point, said point being a common corner between Block 12, Lots 3 and 4 at its intersection with the southerly sideline of Dreshertown Road and running thence;

- 1) THENCE, along the southerly sideline of Dreshertown Road the following four (4) courses, South 36 degrees 45 minutes 47 seconds West a distance of 493.50 feet to a concrete monument to be set;
- 2) THENCE South 36 degrees 05 minutes 32 seconds West a distance of 107.16 feet to a concrete monument to be set;
- 3) THENCE on a curve to the left having a radius of 1150.00 feet, a length of 130.10 feet and whose chord bears South 32 degrees 51 minutes 05 seconds West a distance of 130.03 feet to a concrete monument to be set;
- 4) THENCE South 29 degrees 36 minutes 37 seconds West a distance of 353.02 feet to a point;
- 5) THENCE, along a common line between Block 12, Lots 4 and 5 as it follow the approximate centerline of prudential Road (private), South 53 degrees 14 minutes 13 seconds East a distance of 228.03 feet to a point;
- 6) THENCE, still along the same, on a curve to the left having a radius of 1000.00 feet, a length of 760.53 feet and whose chord bears South 75 degrees 01 minute 28 seconds East a distance of 742.33 feet to a point of compound curve;
- 7) THENCE, along a common line between Block 12, Lots 4 and 5 at first then Lot 2 as it follow the approximate centerline of Prudential Road (private), on a curve to the left having a radius of 650.00 feet, a length of 805.86 feet and whose chord bears North 47 degrees 40 minutes 16 seconds East a distance of 755.23 feet to a point of reverse curve;
- 8) THENCE, along a common line between Block 12, Lots 4 and 2 as it follow the approximate centerline of Prudential Road (private), on a curve to the right having a radius of 1200.00 feet, a length of 69.02 feet and whose chord bears North 13 degrees 48 minutes 07 seconds East a distance of 69.01 feet to a point;
- 9) THENCE, along a common line between Block 12, Lots 4 and 3, North 53 degrees 14 minutes 13 seconds West a distance of 1087.41 feet to the point and place of beginning.

CONTAINING an area of 25.295 acres or 1,101,847 square feet, more or less.

BEING Lot No. 4 on said plan.

BEING Tax Parcel #54-00-05239-00-8.

PREMISES "C"

NOT SUBJECT OF APPLICATION

ALL THAT CERTAIN lot or piece of ground situate in Upper Dublin Township, Montgomery County, Pennsylvania as shown on a Plan prepared by Kimberli A. Holzworth dated 12/18/1996 and recorded in Plan Book L-5 page 364 and being described as follows:

BEGINNING at a point in the southerly right of way line of Dreshertown Road (variable width) said being northwesterly corner of Lot 5, Block 12, and running thence;

- 1) THENCE North 36 degrees 32 minutes 47 seconds East a distance of 269.50 feet to a point;
- 2) THENCE North 44 degrees 35 minutes 18 seconds East a distance of 96.59 feet to a point;
- 3) THENCE North 37 degrees 41 minutes 49 seconds East a distance of 251.81 feet to a point;
- 4) THENCE North 29 degrees 36 minutes 37 seconds East a distance of 32.93 feet to a point;
- 5) THENCE South 53 degrees 14 minutes 13 seconds East a distance of 228.03 feet to a point;
- 6) THENCE along a curve to the left, having a radius of 1,000.00 feet, a chord bearing of South 75 degrees 01 minute 28 seconds East and distance of 742.33 feet, an arc distance of 760.53 feet to a point of compound curvature;
- 7) THENCE along a curve to the left, having a radius of 650.00 feet, a chord bearing of North 62 degrees 12 minutes 08 seconds East and distance of 465.58 feet, an arc distance of 476.16 feet to a point of cusp;
- 8) THENCE South 29 degrees 16 minutes 23 seconds East a distance of 384.06 feet to a point of cusp;
- 9) THENCE along a curve to the left, having a radius of 432.00 feet, a chord bearing of South 44 degrees 15 minutes 09 seconds West and distance of 218.67 feet, an arc distance of 221.08 feet to a point of cusp;
- 10) THENCE South 69 degrees 57 minutes 26 seconds West a distance of 279.67 feet to a point;
- 11) THENCE South 37 degrees 12 minutes 48 seconds West a distance of 695.32 feet to a point;
- 12) THENCE North 52 degrees 58 minutes 12 seconds West a distance of 1,184.32 feet to a point;
- 13) THENCE South 36 degrees 39 minutes 48 seconds West a distance of 49.50 feet to a point;
- 14) THENCE North 52 degrees 58 minutes 12 seconds West a distance of 109.11 feet to the point or place of beginning.

CONTAINING an area of 25.170 acres or 1,096,440 square feet, more or less.

BEING Lot No. 5 on said plan.

BEING Tax Parcel #54-00-05245-00-2.

PREMISES "B" AND "C" TOGETHER BEING assessed as Dreshertown Road.

NOT SUBJECT OF APPLICATION



Upper Dublin Township

Code Enforcement Department
 801 Loch Alsh Avenue
 Fort Washington, PA 19034
 Phone # 215-643-1600
 Fax # 215-643-8843
<http://www.upperdublin.net>

Payment Receipt

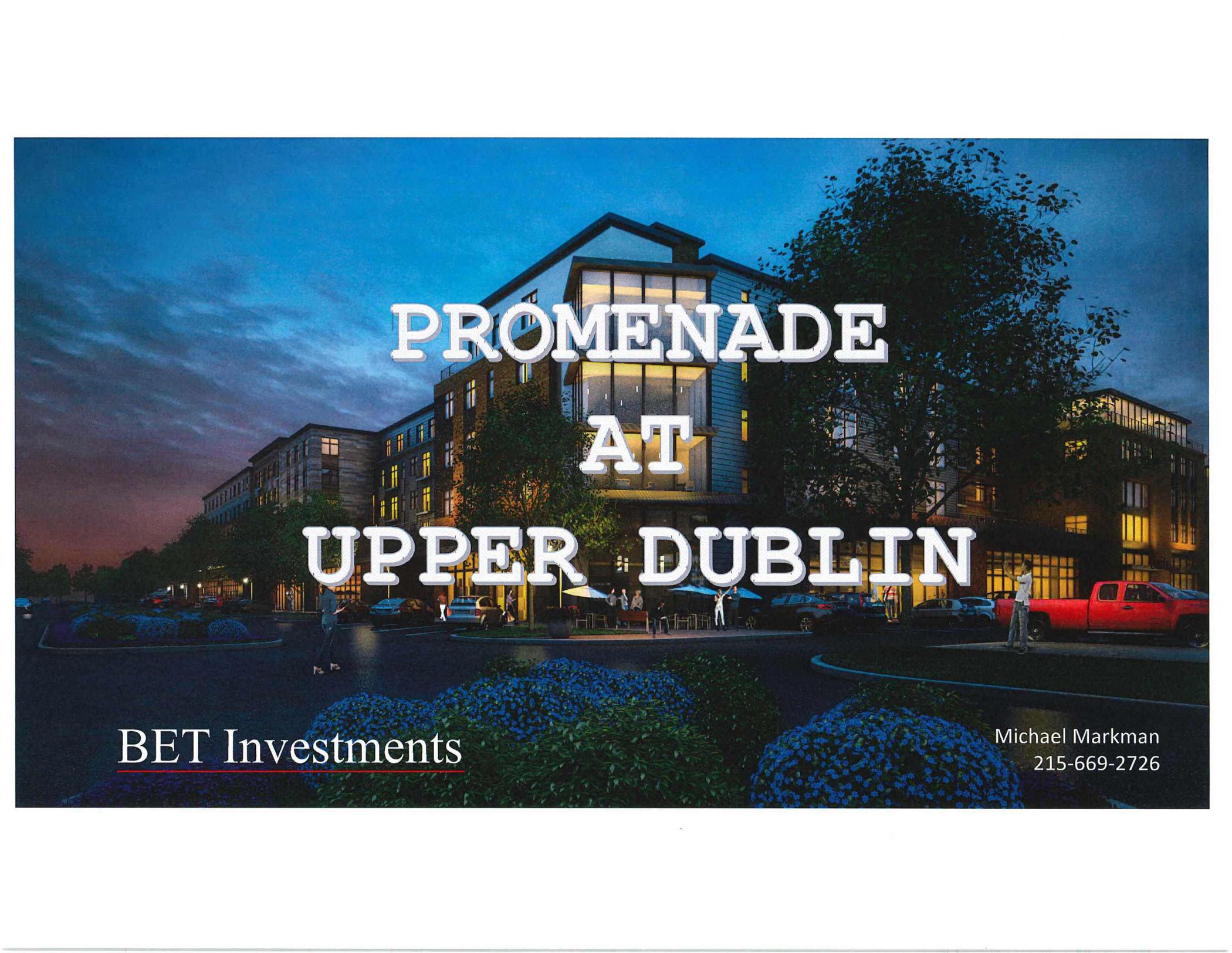
Date	Receipt No.
4/19/2016	20606

Received From:
BT Dreshertown, LP 200 Witmer Road, Suite 200 Horsham, PA. 19044

Check No.	Payment Method	Property Location			
005028	Check	OC - Office Center District			
Item	Description	Qty	Rate	Amount	
01-361-3300	Zoning Text Amendment - Mixed-Use		1,000.00	1,000.00	

PLEASE NOTE: Payment of the permit fee does not constitute issuance of a permit. After the Permit Application has been reviewed, approved, and processed, the permit will be either mailed or emailed to Homeowner and Contractor. Thank you.

Alan Guzzardo, (215) 643-1600 ext. 3505	TOTAL AMOUNT PAID	\$1,000.00
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PROMENADE
AT
UPPER DUBLIN

BET Investments

Michael Markman
215-669-2726

Outline

- I. Project Description
- II. Tax / Revenue Impact
- III. Traffic Data
- IV. Issues Raised at Planning Commission Meetings

Promenade at Upper Dublin Project Facts

130,000 square feet of shops and restaurants including:

- Recreational Equipment Incorporated (REI) - a high-end outdoor hiking and recreational equipment store.
- Redstone Grill - a high-end restaurant with an average dinner check price of \$42 per person and average lunch check of \$27 per person.
- Two stores are proposed at 30,000 square feet or less and the remaining stores will generally be small shops averaging 5,000 square feet or less. By comparison, a typical Lowes Home Improvement store is over 150,000 square feet and a typical Super Walmart is over 200,000 square feet, each individually representing more space than all of the Promenade retail space combined.

433 high-end apartments with the following attributes:

- Only one and two bedroom units to be constructed.
- Average monthly rents of \$2,000 per unit.
- Amenities include upscale gathering areas, resort style pool and a fitness center.

Many site amenities including:

- Over 3 miles of walking trails and sidewalks with connectivity to surrounding residential areas, office properties and retail centers. Property will be within walking distance of over 500 single family homes, 2 million square feet of office space and 700,000 square feet of other retail.
- A 2.7 acre park with a yoga/activity platform, water features, playground and coffee shop.

Supporting Data:

Tax / Revenue Impact

Upper Dublin School District	Original Report	Project as Modified by Planning Commission	Worst Case Scenario
Total Taxes / Revenue Generated:	\$2,425,845	\$2,499,665	\$2,563,045
Less School District Costs:	\$583,017	\$ 554,742	\$ 908,104
Net Yearly Revenue to School District:	\$1,842,828	\$1,944,923	\$1,654,941
Upper Dublin Township			
Total Taxes / Revenue Generated:	\$644,570	\$635,328	\$616,235
Less Township Costs:	\$408,032	\$392,401	\$391,056
Net Yearly Taxes / Revenue to Township:	\$236,538	\$242,927	\$225,179

Assumptions:

Number of Public School Children	27	25*	41
Retail Space	130,000 SF	130,00 SF	130,000 SF
Number of Apartments	433 (173 1BR, 260 2BR)	433 (216 1 BR, 217 2 BR)	433 (216 1 BR, 217 2BR)

* Lower student number due to fewer 2BR apartments.

Supporting Data:

Tab 1: Similar apartment communities with number of school age children

Tab 2: Township review of Fiscal Impact Analysis by Urban Partners

Apartment Project	Units	Monthly Rent	Number of School Age Children
Verandas at Newtown Newtown Square, PA	213	\$1,500-\$3,000	13
Chestnut Square West Chester, PA	144	\$1,800-\$2,600	3
Parc Plymouth Meeting Plymouth Township, PA	398	\$1,380-\$2,250	24*
Riverwalk at Millenium Conshohocken, PA	375	\$1,500-\$2,800	3**
Courts at Spring Mill Whitemarsh, PA	385	\$1,400-\$2,800	6**
Lincoln Woods Springfield, PA	216	\$1,100-\$1,850	4*

**Includes all children under 18.*

***Indicates the number of public school children.*

URBAN PARTNERS

325 Chestnut St., Suite 506

Philadelphia, PA 19106

215 829-1902

Fax: 215 829-1908

e-mail:

jhartling@urbanpartners.us

October 24, 2016

Mr. Paul Leonard, Township Manager
Upper Dublin Township
801 Loch Alsh Avenue
Ft. Washington, PA 19034

Dear Mr. Leonard:

You have asked for comment on the likely impact of the proposed BET-Promenade—Mixed Use development on attendance at Upper Dublin schools. The proposed program provides for 433 apartments, with a commitment that at least 40% of these apartments (174) will be one-bedroom units and the remainder (no more than 259) will have two bedrooms.

Here, we will assess the potential increase in population and school attendance using two approaches. The first uses the Pennsylvania “Resident Demographic Multipliers” produced by David Listokin et al of the Center for Urban Policy Research at Rutgers University. Applying the Rutgers factors to this proposed development results in the following on-site population estimates:

- Total Population 690 persons
- School Age Children 32 children
- Public School Attendance 25 students.

The Rutgers analysis, however, provides an analytical approach based on statewide factors. For a community with especially attractive schools, such as Upper Dublin, there may be more significant impacts from incremental housing development. Based on census data for Upper Dublin, we estimate 1.71 persons per apartment for this mix of one- and two-bedroom units. Regarding the extent to which children reside in new housing developments, we need to consider the type of housing units provided. For instance, subdivisions with a large percentage of three-, four-, and five-bedroom homes will likely house a significant number of school-age children. On the other hand, a complex of one-bedroom apartments will house very few children—it is almost always true that no children sleep in the first bedroom in any housing unit. Based on these relationships, the strongest predictor of school-aged children in a new housing development is the number of bedrooms ***after the first bedroom***.

The 2010 census reported that Upper Dublin had 9,625 housing units with 5,182 school age children (age 5-17). Utilizing ratios for bedroom counts derived from the 2007-11 American Community Survey, we estimate that these 9,625 housing units contained 32,940 bedrooms, or 23,315 bedrooms after the first bedroom. As a result the ratio of school age children to bedrooms beyond the first bedroom was 0.222 (5,182 divided by 23,315). During the 2009-2010 school year, approximately 4,250 children attended Upper Dublin schools. That is, the ratio of public school students to children ages 5 through 17 was 0.820. Applying these factors to the Promenade development yields these estimated impacts:

- Total Population 740 persons
- School Age Children 57 children
- Public School Attendance 47 students.

Focusing on Public School Attendance only, the range of expected attendance increase from the two approaches is 25 students to 47 students. We believe that the Rutgers model likely understates the school impact since Upper Dublin provides especially attractive schools. On the other hand, the location and density of the proposed development is likely to be less attractive to households with school age children than the average Upper Dublin multi-family development with this unit count.

Taking these factors into account, we estimate the **likely impact of this development on Upper Dublin School District attendance at 35 to 41 students.**

Traffic Data

Project contemplates \$2,850,000 of traffic related improvements to Welsh and Dreshertown Roads.

Applicant has also agreed to fund a study of the potential traffic improvements at the Dresher Triangle for a cost of \$61,000.

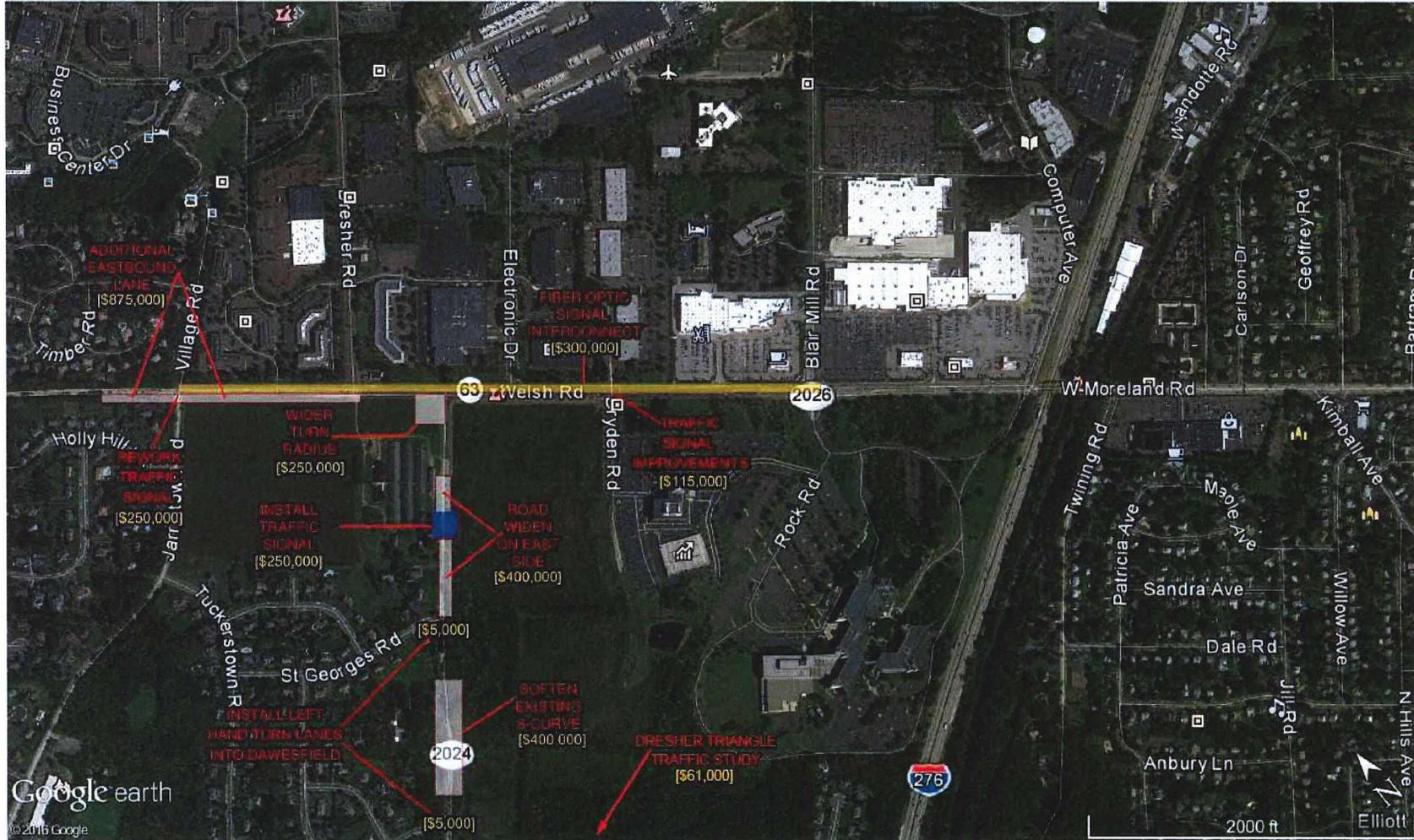
Upon completion of the traffic improvements including new traffic generated by the Promenade, the existing intersections of Welsh and Jarrettown, Welsh and Dresher and Welsh and Dreshertown will perform at the same level or at an improved level from conditions that existed prior to the development. The intersection of Welsh and Dryden will have a slight increase in delay as it is only currently used by the Montgomery Corporate Center office building but will be used in the future as the primary entrance and exit for the Promenade.

Supporting Data:

Tab 1: Rendering showing proposed traffic improvements and costs

Tab 2: Township consultants letter supporting proposed traffic improvements.

AGREED UPON TRAFFIC IMPROVEMENTS
TOTAL ESTIMATED COST \$2,911,000





September 21, 2016

Upper Dublin Township
801 Loch Alsh Avenue
Fort Washington, PA 19034

Attn: Mr. Richard D. Barton
Community Planner and Zoning Officer

Subject: Traffic Improvement Commitments - BET Promenade
Welsh Road and Dreshertown Road - Estimated Road Improvement Cost [\$2,850,000] & Funding of
Dresher Triangle Traffic Study [\$61,000]
Total Cost: [\$2,911,000]

Dear Mr. Barton:

Boles, Smyth Associates, Inc. has performed a review of the Transportation Impact Study and proposed transportation improvements for the proposed *The Promenade at Upper Dublin* BET Investments, Inc. development prepared by McMahon Associates. We recommend the Township request traffic improvement commitments from BET Investments for the following:

- 1) Access [Included with traffic light in 4(f)]
 - a. Full Welsh Road access via the existing signal at Dryden Road
 - b. Right In - Right Out access from a new driveway on Welsh Road between Dryden Road and Dreshertown Road
 - c. Full Dreshertown Road access across from the new Toll Brothers development driveway with a new traffic signal
- 2) Welsh Road Improvements [\$1,125,000]
 - a. Widen Welsh Road and extend the second eastbound through lane from its current termination point east of Jarretstown Road to accommodate the 95% queue distance west of Jarretstown Road.
 - b. Extend the eastbound Welsh Road right turn lane at Dreshertown Road to provide the maximum storage capacity available with no impact to the trail system being installed by Toll Brothers.
 - c. Reconfigure the southwest corner of the Welsh Road and Dreshertown Road intersection to accommodate a WB-50 truck turn with a standard stop bar configuration on Dreshertown Road [i.e. four feet from crosswalk].
- 3) Dreshertown Road Improvements [\$810,000]
 - a. Install a new traffic signal at the driveway location with a southbound left turn lane and northbound right turn lane on Dreshertown Road. The length of the turn lanes should accommodate the 95% queue distance.
 - b. Soften the curve between St Georges Road and Tuckerstown Road to comply with a minimum Design Speed of 40 MPH per PennDOT standards. This includes design elements for lane width, horizontal radius, vertical sight distance and superelevation. Ensure the pavement section is adequate for the traffic loads identified in the Transportation Impact Study for the 2023 Development Condition.

2400 Chestnut Street Philadelphia, PA 19103 215-561-2644 www.bolesmyth.com

Mr. Richard Barton
September 21, 2016
Page 2

- c. Install 75 foot minimum left turn lanes on Dreshertown Road for access to St Georges Road and Tuckerstown Road in accordance with PennDOT design standards.
- 4) Traffic Signal Improvements [\$250,000]
 - a. Welsh Road & Jarretstown Road
 - i. Replace signal equipment and ADA ramps as required for the widening of Welsh Road.
 - ii. Re-establish Volume Density loops and install ground wire loop detection to replace video detection shown on the Traffic Signal Permit Plan.
 - iii. Replace existing pole mounted controller with a ground mounted controller cabinet and Econolite ASC/3-2100 controller and battery back-up. (See Item 9)
 - iv. Update signal timings, clearance intervals and pedestrian timing.
 - v. Re-establish the Signal Ahead warning system located west of Jarretstown Road with a new mast arm and equipment to operate in accordance with the current Traffic Signal Permit. Replace the Fail-Safe device located on the existing mast arm.
 - b. Welsh Road & Dresher Road [\$ Included in 2]
 - i. Replace existing controller in the existing ground mounted cabinet with an Econolite ASC/3-2100 controller and battery back-up. (See Item 9)
 - ii. Update signal timings, clearance intervals and pedestrian timing. Do not decrease the amount of green time provided to Dresher Road.
 - c. Welsh Road & Dreshertown Road [Included in 2]
 - i. Replace signal equipment and ADA ramps as required for the widening of Welsh Road.
 - ii. Replace ground wire detection loops on Dreshertown Road to reflect the new stop bar locations.
 - iii. Update signal timings, clearance intervals and pedestrian timing.
 - d. Welsh Road & Dryden Road [\$115,000]
 - i. Install ADA compliant ramps and add pedestrian countdown timers and LED pushbuttons as determined through the PennDOT Highway Occupancy Permit process.
 - ii. Determine if a protected left turn phase is warranted. If necessary, replace the existing 35 foot mast arm on the northwest corner to allow for the phase.
 - iii. Add ground wire loop detection on the Welsh Road turn lanes and re-establish loops as necessary for the side street stop bar locations.
 - iv. Update signal timings, clearance intervals and pedestrian timing.
 - e. Welsh Road & Blair Mill, Computer and Twining Roads [Nominal Cost]
 - i. Update signal timings, clearance intervals and pedestrian timing.
 - f. New signal at Dreshertown Road & Driveway [\$250,000]
 - i. Ensure the cabinet is ground mounted with an Econolite ASC/3-2100 controller and battery backup. Provide LED signals, countdown timers and pedestrian push buttons along with emergency pre-emption.

Mr. Richard Barton
September 21, 2016
Page 3

- ii. Install traffic adaptive software with video detection. Supplement the video detection zones with ground wire loop detection on side streets and turn lanes.
 - iii. Determine if a Queue Detector is required for the southbound approach in consultation with PennDOT, as well as Dilemma Zone detection.
 - iv. Incorporate this signal into the Welsh Road Interconnect System, I-0998.
Provide a 12 strand aerial fiber optic connection from the 72 strand backbone.
- 5) Fiber Optic Installation (See Item 9) ~~[\$300,000]~~
- a. Install a 72 strand aerial fiber optic line along Welsh Road from Jarrettown Road to Blair Mill Road as part of the existing signal interconnection system. This includes termination connections, software integration and ethernet switches at Jarrettown, Dresher, Dreshertown and Dryden Roads.
- 6) Trail System along the Dreshertown Road and Welsh Road perimeter
- a. Provide a minimum trail width of 10 feet for the perimeter trails shown on the Land Development Plan to allow for the possibility of incorporating into a regional trail.
- 7) Transit Service - It is noted that Septa provides two routes along Welsh Road (Route 80 and 310) and provides stops at Blair Mill Road and Dryden Road. Coordinate with Septa to determine if additional stops or service would be appropriate based on the opening of the development.
- 8) Perform an After Study Traffic Analysis of the driveways six months after full build-out to determine the actual number of new trips. If there is a substantial amount of trips above the TIS projections, then additional analysis will be required to determine if phasing/timing adjustments are warranted at the new intersection and Welsh Road intersections from Jarrettown Road to Twining Road.
- 9) If Upper Dublin Township and neighboring municipalities are successful in obtaining an award through the PennDOT Green Light Go 2016 Program for Welsh Road Corridor Fiber Optic and Signal Upgrades from PA 309 to PA 611, then the items noted in Commitment #4 and #5 will be converted to a cash contribution of \$235,000 to be used expressly for the local match requirement. The cost estimating method is consistent with the method utilized in the Green Light Go application and will be transmitted separately for concurrence.

Please note, items 1 through 5 will ultimately be reviewed and approved by PennDOT through the Highway Occupancy Permit process. It is also noted that the Dreshertown Road improvements to soften the curve and install left turn lanes will be completed in Phase 1 of development for the 115 age-restricted residential units. The remaining items will be completed in Phase 2.

Please feel free to contact me should you have any questions or require additional information.

Sincerely,


Jack Smyth, Jr., P.E.

cc: Paul Leonard, Upper Dublin Township

Issues Raised at Planning Commission Meetings

Issue: Residents are concerned about increased traffic congestion resulting from the project.

Response: See Section 3. Contrary to the concern, post-development, traffic improvements proposed by the project will mitigate all additional traffic volumes such that the intersections will perform at the same level or at an improved level as existed prior to the development, with the exception of the intersection of Welsh Road and Dryden Road.

Issue: Residents are concerned that the apartments will overburden the schools with additional children.

Response: See Section 2. Real time data provided in the Fiscal Impact Analysis, the Township Analysis and the School District all concur that the project will generate between 27 and 41 public school children and the net positive revenues to the school district will be between \$1,654,941 and \$1,842,828.

Issue: Residents are concerned that the Redstone Grill will be a nuisance to the neighborhood and is just a bar.

Response: See Section 1. Redstone Grill is a high-end restaurant with an average dinner check price of \$42 per person and average lunch check of \$27 per person and low alcohol sales that represent only 15% of total sales. They will comply with all noise ordinances to insure that sound will not emanate beyond the property as a result of their operation. The Redstone manager is willing to meet with the Township to discuss any concerns.

Issue: Residents are concerned about increase in cut through traffic for Dawesfield.

Response: McMahon & Associates studied this issue and showed reduction in cut through traffic as a result of the Welsh Road improvements previously installed between 1999 and 2016. The cut through traffic should further diminish with the Applicants improvements to Welsh Road.

Issue: Residents are concerned about morning backup on Dreshertown Road from the Dresher Triangle.

Response: Applicant has agreed to fund a \$61,000 study as to how the Dresher Triangle situation can be improved.

Ritter, Deb

From: Leonard, Paul
Sent: Thursday, November 10, 2016 4:09 PM
To: Ritter, Deb
Cc: Commissioners; Bleemer, Jonathan; Barton, Rick
Subject: FW: Promenade Development

Importance: High

Please include this correspondence along with the referenced studies in the BOC packet for the public hearing of 11/22/16.

Paul A. Leonard, Township Manager

From: Deborah Wheeler [<mailto:dwheeler@udsd.org>]
Sent: Thursday, November 10, 2016 3:49 PM
To: Leonard, Paul
Cc: Brenda Bray
Subject: RE: Promenade Development
Importance: High

Paul,
In reference to your request for a review of potential enrollment and net fiscal impact to the District of the proposed BET Promenade-Mixed Use development, I share the following conclusions. These conclusions are based on two analytical approaches provided through a report dated October 24, 2016 from Urban Partners and through the Enrollment Projections report submitted to the District in August 2014 from the Montgomery County Planning Commission. The projected enrollment as provided by Urban Partners is 35-41 students and this appears to be a reasonable and expected range. This is reinforced by the data provided in the Montco report on the impact of housing on enrollment, which indicate that from 259 new two bedroom units we should anticipate 39 new enrollments. These enrollment projections are within the District's ability to accommodate students in our existing buildings. The net fiscal impact to the District may fluctuate somewhat based on the distribution of students among the grade levels, should additional teachers and transportation services be required.

Given the fiscal impact analysis prepared for BET by David C. Babbitt, AICP, dated March 8, 2016 the proposed development should generate increased revenue of approximately \$1.8 million for the District. Even if the assumptions used to generate these estimates of market value are overly optimistic, and the net increased revenues are lower than projected, the estimated revenues should exceed any future costs associated with additional enrollment in our schools. This would provide a valuable source of additional annual revenue for the District. Please let me know if you require any additional input from the District.

Deborah S. Wheeler, Ed.D.

Superintendent of Schools
School District of Upper Dublin
1580 Fort Washington Avenue
Maple Glen, PA 19002
215-643-8802
215-643-8808 Fax
www.udsd.org
@UDSDSupt.

All students can and will learn through equitable opportunities.

From: Leonard, Paul [mailto:pleonard@upperdublin.net]

Sent: Thursday, November 03, 2016 3:04 PM

To: Deborah Wheeler

Cc: Brenda Bray (bbray@udsd.org)

Subject: Promenade Development

Deb,

Following up on our phone call, I would ask for an administrative review by the School District of the economic impact student enrollment studies provided for BET Investments for the Promenade development. The Township has independently had these reviewed and updated by Urban Partners/Jim Hartling and if you need additional information as part of your review, please don't hesitate to contact me or Mr. Hartling directly.

It is understood that the Township is not seeking an affirmative statement from staff regarding the proposed zoning change, rather just your review of the technical assumptions within these reports.

Thank you for your assistance.

Regards,

Paul A. Leonard
Township Manager
Upper Dublin Township
801 Loch Alsh Avenue
Fort Washington, PA 19034
215-643-1600 x3219

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URBAN PARTNERS

325 Chestnut St., Suite 506
Philadelphia, PA 19106
215 829-1902
Fax: 215 829-1908
e-mail:
jhartling@urbanpartners.us

October 24, 2016

Mr. Paul Leonard, Township Manager
Upper Dublin Township
801 Loch Alsh Avenue
Ft. Washington, PA 19034

Dear Mr. Leonard:

You have asked for comment on the likely impact of the proposed BET-Promenade—Mixed Use development on attendance at Upper Dublin schools. The proposed program provides for 433 apartments, with a commitment that at least 40% of these apartments (174) will be one-bedroom units and the remainder (no more than 259) will have two bedrooms.

Here, we will assess the potential increase in population and school attendance using two approaches. The first uses the Pennsylvania “Resident Demographic Multipliers” produced by David Listokin et al of the Center for Urban Policy Research at Rutgers University. Applying the Rutgers factors to this proposed development results in the following on-site population estimates:

- Total Population 690 persons
- School Age Children 32 children
- Public School Attendance 25 students.

The Rutgers analysis, however, provides an analytical approach based on statewide factors. For a community with especially attractive schools, such as Upper Dublin, there may be more significant impacts from incremental housing development. Based on census data for Upper Dublin, we estimate 1.71 persons per apartment for this mix of one- and two-bedroom units. Regarding the extent to which children reside in new housing developments, we need to consider the type of housing units provided. For instance, subdivisions with a large percentage of three-, four-, and five-bedroom homes will likely house a significant number of school-age children. On the other hand, a complex of one-bedroom apartments will house very few children—it is almost always true that no children sleep in the first bedroom in any housing unit. Based on these relationships, the strongest predictor of school-aged children in a new housing development is the number of bedrooms *after the first bedroom*.

The 2010 census reported that Upper Dublin had 9,625 housing units with 5,182 school age children (age 5-17). Utilizing ratios for bedroom counts derived from the 2007-11 American Community Survey, we estimate that these 9,625 housing units contained 32,940 bedrooms, or 23,315 bedrooms after the first bedroom. As a result the ratio of school age children to bedrooms beyond the first bedroom was 0.222 (5,182 divided by 23,315). During the 2009-2010 school year, approximately 4,250 children attended Upper Dublin schools. That is, the ratio of public school students to children ages 5 through 17 was 0.820. Applying these factors to the Promenade development yields these estimated impacts:

- Total Population 740 persons
- School Age Children 57 children
- Public School Attendance 47 students.

Focusing on Public School Attendance only, the range of expected attendance increase from the two approaches is 25 students to 47 students. We believe that the Rutgers model likely understates the school impact since Upper Dublin provides especially attractive schools. On the other hand, the location and density of the proposed development is likely to be less attractive to households with school age children than the average Upper Dublin multi-family development with this unit count.

Taking these factors into account, we estimate the **likely impact of this development on Upper Dublin School District attendance at 35 to 41 students.**

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JODY L. HOLTON, AICP
EXECUTIVE DIRECTOR

November 16, 2016

Mr. Richard D. Barton, AICP
Community Planner and Zoning Officer
Upper Dublin Township
801 Loch Alsh Avenue
Fort Washington, PA 19034

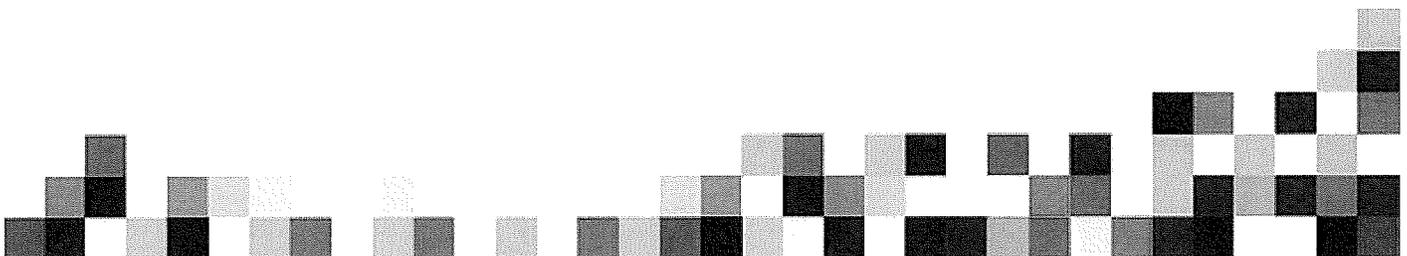
Re: MCPC 16-0208-004
Mixed Use Development/OC Office Center District
Upper Dublin Township

Dear Mr. Barton:

We have reviewed the above-referenced zoning text amendment in accordance with Section 609 of Act 247, "The Pennsylvania Municipalities Planning Code," as you requested on October 20, 2016. We forward this letter as a report of our review.

BACKGROUND

The applicant, BT Dreshertown, LP, has resubmitted a zoning text amendment to Upper Dublin's OC (Office Center) District. This is the third submission of this zoning text amendment. The purpose of this submission is to add a Mixed Use Development option to the OC District. This submission has made revisions to signage and parking standards. Please see previous review letters (attached) for further background and recommendations. The applicant has made great effort to incorporate the recommendations made throughout the review process into its multiple submissions. We commend the applicant for making strides to incorporate our comments and feel it will strengthen any mixed-use development that is approved in the future.



RECOMMENDATION

The Montgomery County Planning Commission (MCPC) generally supports the applicant's proposal, however, in the course of our review we have identified one issue that we believe should be considered prior to zoning amendment adoption. We have also included our previous recommendations that have been incorporated by the applicant in this submission. Please see the following comments.

REVIEW COMMENTS

COUNTY RECOMMENDATIONS

- A. The applicant made several changes to the ordinance based on the County's previous recommendations. We wish to point out these revisions in relation to the comments made by the County in September of this year. These changes are outlined below:
 1. Parking—We recommended that two parking spaces be required per dwelling unit, provided that 25% of the requirement is held in reserve until it is deemed necessary. We commend the applicant for incorporating this recommendation into this submission.
 2. Signage—We recommended a reduction in the size of freestanding signs. The total permitted square footage of freestanding signs was reduced from 300 to 200 square feet and the height was reduced from 35 to 25 feet. We feel that this reduction will help to ensure that the size of signage remains consistent with a mixed-use development.

DRIVE-THRUS

- A. We recommended at the first submission of this amendment that drive-thrus be removed as an accessory use. The applicant has increased the maximum permitted number of drive-thrus to a total of 2. Drive-thrus can detract from the more walkable and upscale appearance of the site, as well as detract from internal pedestrian circulation. The applicant should consider this when determining if the number and placement of drive-thrus should be limited any further. This should be determined by the applicant and the Township.

CONCLUSION

We wish to reiterate that MCPC generally supports the applicant's proposal, but we believe that our suggested revision will better achieve Upper Dublin's planning objectives for development. We wish to once again commend the applicant on incorporating nearly all of the County's recommendations into this submission of the zoning amendment. These recommendations will contribute to the construction of high-quality mixed-use developments in Upper Dublin Township.

**MONTGOMERY COUNTY
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JODY L. HOLTON, AICP
EXECUTIVE DIRECTOR

May 2, 2016

Mr. Richard D. Barton, AICP
Community Planner and Zoning Officer
Upper Dublin Township
801 Loch Alsh Avenue
Fort Washington, PA 19034

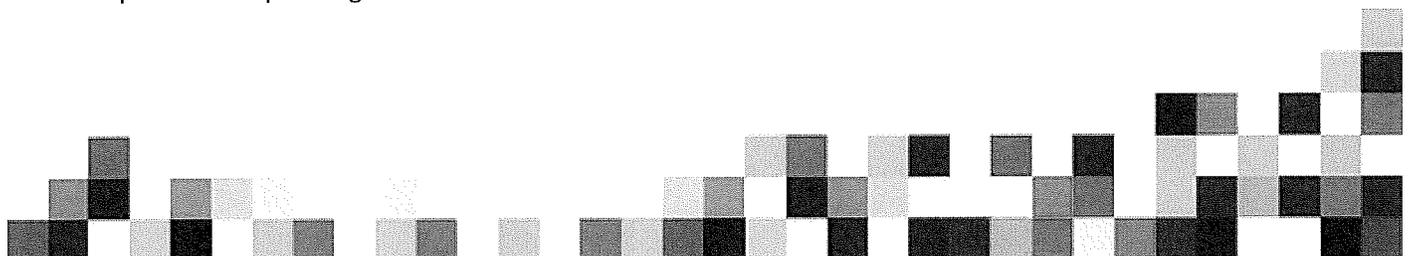
Re: MCPC 16-0208-002 Amended (ref. 08-0244-005)
Plan Name: BT Dreshertown, LP – Zoning Amendment
Situates: Dreshertown Road (E)/Welsh Road (S)
Upper Dublin Township

Dear Mr. Barton:

We have reviewed the above-referenced zoning text amendment in accordance with Section 609 of Act 247, "The Pennsylvania Municipalities Planning Code," as you requested on April 7, 2016. We forward this letter as a report of our review.

BACKGROUND

The applicant, BT Dreshertown, LP, proposes a zoning text amendment to Upper Dublin's OC (Office Center) District. This amendment would add a Mixed Use Development option to the district as a permitted use. This amendment is being proposed to apply to a 25 acre tract located on the southeast corner of Dreshertown and Welsh Roads. The option requires a mix of at least two use types, with no one use taking up greater than 80% of total building floor area. A minimum of 5% of the gross area of the lot is required to be reserved or developed as green space, parks, and plazas. The Mixed Use Development may have a maximum permitted density of 25 dwelling units per gross acre of the lot. Overall, this amendment would increase permitted density, decrease required open space, and decrease front, side, rear, and parking setbacks. In addition to the zoning amendment, the applicant provided a potential site plan for the Promenade at Upper Dublin, a development rendering from the perspective of the corner of Dreshertown Road and Welsh Road, a transportation impact study, a fiscal impact study, and letter of opinion from a professional planning consultant.



RECOMMENDATION

The Montgomery County Planning Commission (MCPC) generally supports the applicant's proposal, however, in the course of our review we have identified a number of key issues that we believe should be resolved prior to zoning amendment adoption. Our comments are as follows:

REVIEW COMMENTS

CONDITIONAL USE

- A. Because of the increase in permitted maximum impervious cover and density, we recommend that this Mixed Use Development option be permitted via conditional use in the OC District with the following condition:
 - 1. Cross County Trail Connection – Linkages to the county trail system be provided on the property and be 12 feet wide, with 2-4 feet of buffers on each side of the trail. These should be accessible to the public and maintained by the county.

COMMON AREA SPACE (§255-61A.C.(5))

- A. Public Access – Public access to the site could provide an amenity to the Township and its residents. We recommend that common area space be made accessible to the public. This change could be included in §255-61a.C.(5): Common Area Space.
- B. Minimum Area – We recommend that common area space be a minimum of 15% of the gross area of the lot. This is an increase from the proposed 5% gross lot area. This change could also be included in §255-61a.C.(5): Common Area Space.

PARKING

- A. Parking Setbacks – In §255-61a.D, we recommend that parking setbacks be increased from the proposed 20 feet to 50 feet. This will ensure that the character and layout of the Mixed Use Development is consistent with adjacent parcels and the surrounding area.
- B. Buffers – We recommend that where parking is located along a street frontage, a buffer be required. This may be done through the use of a low wall, fencing, and/or landscaping. This requirement may be added to §255-61a.C.(7).

ACCESSORY USES (§255-61A.B.(3)(C))

- A. Drive-thru Service – We recommend the removal of drive-thru service as an accessory use. Drive-thrus are not consistent with the character of the development, which seeks to provide for a variety of uses while maintaining a pedestrian-friendly environment.

DESIGN STANDARDS

A. Building Design (§255-61a.E.(1))

1. **Walls and Windows:** The requirements for the proposed Mixed Use Development option should include additional regulations for walls and windows under (b) and (c) (Primary and Secondary Façade). In order to develop under this option, the site must be located on two public road frontages with access on both. Because of this, all sides of a building must be treated and no walls may be blank. Requirements regarding appropriate ratios for windows and walls should also be included. This addition may read as follows: Blank walls shall not be permitted along any exterior wall facing a street. Walls in these locations shall comprise a minimum 35% window area and 75% maximum window area, with windows interspersed across the façade. Walls or portions of walls where windows are not provided shall have architectural treatments designed to break up the bulk of the wall.
2. **Horizontal Articulation:** We recommend that an additional subsection in **§255-61a.E.(1)** be added that specifies that for all buildings greater than 4 stories tall, the façade of the building must step back a minimum of 3 feet after the first floor.
3. **Balconies:** To prepare for various forms of development that may be proposed, we recommend that minimum requirements for balconies be included as an additional subsection in **§255-61a.E.(1)**.

LANDSCAPE AND STREETScape STANDARDS (§255-61A.E.(2))

- A. Sidewalks We recommend that the construction of sidewalks along all street frontages be a requirement under the Mixed Development option to a minimum width of 5 feet. This could be added into the Landscape and Streetscape Standards section within the proposed amendment.

TRANSIT FACILITIES

- A. We recommend that the potential for SEPTA bus service to the site be explored. Transit facilities and shelters should be constructed based on design standards established by SEPTA.

CONCLUSION

We wish to reiterate that MCPC generally supports the applicant's proposal, but we believe that our suggested revisions will better achieve Upper Dublin's planning objectives for development.

Please note that the review comments and recommendations contained in this report are advisory to the municipality and final disposition for the approval of any proposal will be made by the municipality.

Should the governing body adopt this proposed zoning ordinance amendment, Section 602 of the Municipalities Planning Code requires that we be sent an official copy within 30 days.

Sincerely,



Jamie Magaziner, Community Planner
JMagazin@montcopa.org
610-278-3738

c: BET Investments, Inc., Applicant
Gilmore & Associates, Inc., Applicant's Representative
Paul A. Leonard, Township Manager
Jeffrey Albert, Co-Chairman, Township Planning Commission
Michael Cover, Co-Chairman, Township Planning Commission
Jeffrey A. Wert, PE, PLS, Township Engineer

Attachments: 1. Aerial View of Potential Development Site
 2. Reduced Copy of Potential Development Site Plan



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JODY L. HOLTON, AICP
EXECUTIVE DIRECTOR

September 29, 2016

Mr. Richard D. Barton, AICP
Community Planner and Zoning Officer
Upper Dublin Township
801 Loch Alsh Avenue
Fort Washington, PA 19034

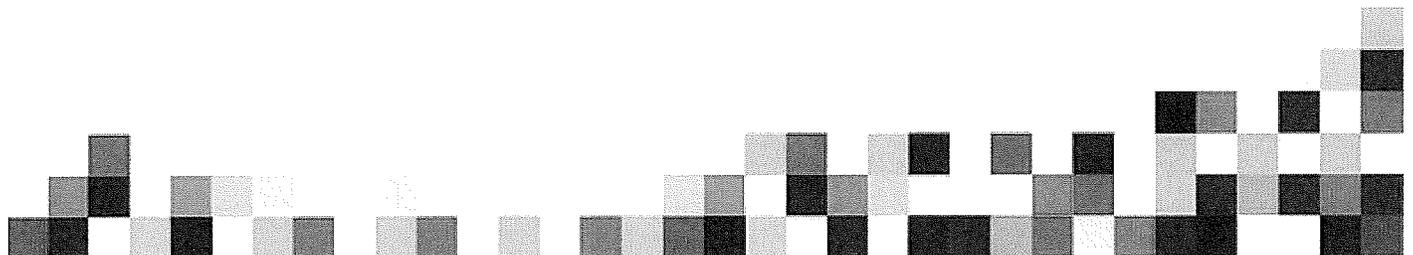
Re: MCPC 16-0208-003 Amended (ref. 08-0244-007)
Plan Name: Zoning Map Amendment Promenade at Upper Dublin – Prudential Tract
Situate: Dreshertown Road (E)/Dryden Road (N & S)
Upper Dublin Township

Dear Mr. Barton:

We have reviewed the above-referenced zoning text amendment in accordance with Section 609 of Act 247, "The Pennsylvania Municipalities Planning Code," as you requested on September 12, 2016. We forward this letter as a report of our review.

BACKGROUND

The applicant, BT Dreshertown, LP, has resubmitted a zoning text amendment to Upper Dublin's OC (Office Center) District. This amendment would add a Mixed-Use Development option to the OC District. This amendment is being proposed to apply to a 25-acre tract located on the southeast corner of Dreshertown and Welsh Roads. The option requires a mix of at least two use types, with no one use taking up greater than 80% of total building floor area. The County reviewed the first submission of this amendment in April of 2016. The applicant made great effort to incorporate the recommendations made at that time into this submission. We commend the applicant for making strides to incorporate our comments and feel it will strengthen any mixed-use development that is approved in the future.



RECOMMENDATION

The Montgomery County Planning Commission (MCPC) generally supports the applicant's proposal, however, in the course of our review we have identified a number of comments that we believe should be resolved prior to zoning amendment adoption. While we do have a few additional recommendations, the applicant should be praised for the changes made to the proposed ordinance. Our comments are as follows:

REVIEW COMMENTS

COUNTY RECOMMENDATIONS

- A. The applicant made several changes to the ordinance based on the County's recommendations. We wish to highlight these revisions in relation to the comments made by the County in April of this year. These changes are outlined below:
- (1) Sidewalks and Trails – We recommended that a Cross County Trail Connection be required as a condition of permitting a Mixed-Use Development in the OC District. This was because the Township identified the site the amendment would apply to in the District as a future trail connection and existing missing link in the network. The applicant has amended the ordinance to include a requirement for sidewalks on all street frontages in a mixed-use development, as well as adding trails or walkway connections to Neighborhood Open Space areas. As a component of the 'Neighborhood Open Space' requirement, a public easement will be granted to the Township for the purposes of providing public access to trails and open space within the development. The applicant also added a minimum width requirement for all sidewalks and trails. The minimum width for sidewalks is 6 feet and the minimum width for trails is 10 feet. These numbers are consistent with guidelines set out by the County in the Walk Montco study.
 - (2) Parking – The County recommended that the parking buffer be increased from the proposed 20 feet. The applicant has increased the buffer from 20 to 25 feet. We also recommended an increase in parking setbacks from the street. The applicant also increased this from 20 to 25 feet.
 - (3) Residential Density – The applicant reduced the permitted residential density from 25 units per gross acre to 15. A developer may increase up to 20 units per gross acre if green building techniques are implemented based on the table provided in the ordinance under §255-61a.C.(8) Permitted Density. These bonus-qualified techniques include: preserving excess Neighborhood Open Space, using structured parking, and the installation of a green roof.
 - (4) Building Design – We recommended that horizontal articulation be required in all buildings in a mixed-use development. The applicant added that for buildings greater than 4 stories, the façade must step back a minimum of 3 feet above the first floor. We also recommended that requirements for balconies be added for all apartment units. The applicant has now required that balconies or Juliette-style balconies be provided for all units.

- (5) Transit Facilities – We recommended that the potential for SEPTA bus service to the mixed-use development site be explored. The applicant added a requirement to the proposed ordinance that transit facilities and shelters shall be constructed where appropriate, in accordance with SEPTA design standards.

PARKING

- A. The applicant has proposed an increase in the required parking for residential units. We recommend two potential options to use in the place of increasing the required parking per unit from 1.5 to 2 spaces:
- (1) Require 1.5 spaces for 1 bedroom units and require 2 spaces per unit for 2 bedroom units and hold 10% of the total parking in reserve until it is deemed necessary.
 - (2) Require 2 parking spaces per dwelling unit, but hold 25% of the total parking in reserve until additional parking is deemed necessary.

SIGNAGE

- B. Freestanding Signs – The proposed signage regulations for freestanding signs are over 3 times the size of existing signage regulations in Upper Dublin's Shopping Center and Commercial/Retail Districts. We understand that a mixed-use development will have signs of greater proportion due to increases in building height and density, but feel it is important that the scale is consistent with the style and form of a mixed-use development as well as the style of development surrounding the OC District.
- C. Residential Identification and Project Identification Signs – It is our understanding that neither of these sign types is defined within any Township ordinance. These should be defined in order to determine whether the proposed sizes are appropriate for the mixed-use development option in the OC District.

CONCLUSION

We wish to reiterate that MCPC generally supports the applicant's proposal, but we believe that our suggested revisions will better achieve Upper Dublin's planning objectives for development. We wish to commend the applicant on incorporating nearly all of the County's recommendations into this submission of the zoning amendment. These recommendations will contribute to the construction of high-quality mixed-use developments in Upper Dublin Township.

Please note that the review comments and recommendations contained in this report are advisory to the municipality and final disposition for the approval of any proposal will be made by the municipality.

Should the governing body adopt this proposed zoning ordinance amendment, Section 602 of the Municipalities Planning Code requires that we be sent an official copy within 30 days.

Sincerely,

A handwritten signature in black ink that reads "Jamie Magaziner". The signature is written in a cursive, flowing style.

Jamie Magaziner, Community Planner
JMagazin@montcopa.org
610-278-3738

c: BT Dreshertown, LP c/o BET Investments, Inc., Applicant
Paul A. Leonard, Township Manager
Jeffrey Albert, Co-Chairman, Township Planning Commission
Michael Cover, Co-Chairman, Township Planning Commission
Thomas Fountain, PE, Township Engineer

**COMMISSIONERS OF UPPER DUBLIN TOWNSHIP
COMMUNITY PLANNING AND ZONING**

To: Board of Commissioners, Planning Commission, Gilbert High, Paul Leonard, Tom Fountain, Derek Dureka, Don Stiteler (Horsham Twp.), Michael Markman, Nearby property owners

From: Richard D. Barton, Community Planner and Zoning Officer 

Date: September 22, 2016

Subject: Zoning text amendment
OC – Office Center district, mixed use
UD #16-04

BT Dreshertown, L.P. proposes an amendment to the regulations of the OC – Office Center zoning district to allow a Mixed Use Development as a permitted use. The current standards for the OC District are found in Sections 255-58 through 255-62 of the Zoning Code.

It is proposed to utilize the zoning text amendment on a 25 acre tract at the southeast corner of Dreshertown Road and Welsh Road. To illustrate the amendment, a sketch plan depicts 433 apartment units over structured parking, a restaurant, coffee shop, and approximately 128,000 sq.ft. of retail space among six buildings. Twenty-five percent of the site is “green” area, including a park adjacent to Dreshertown Road.

This proposal was recently added to the agenda for the next Planning Commission meeting on Tuesday, September 27 at 7:00 pm. The amendment will be considered again during the October 18 Planning Commission meeting for a possible recommendation to the Board of Commissioners. A public hearing before the Board is scheduled for Wednesday, November 9 at 6:30 pm.

A copy of the proposed text amendment and accompanying documents are available for inspection at the Code Enforcement Department weekdays between 8:00 AM and 4:00 PM. You can also view the documents online; see the homepage at www.upperdublin.net, under “Happenings”.

Again, the proposed zoning text amendment will be reviewed during the following public meetings at the Township Building, 801 Loch Alsh Avenue, Fort Washington:

- Planning Commission – Tuesday, September 27 at 7:00 pm
- Planning Commission – Tuesday, October 18 at 7:00 pm
- Board of Commissioners public hearing – Wednesday, November 9 at 6:30 pm



Boles, Smyth Associates, Inc.
Consulting Civil Engineers Since 1972

September 21, 2016

Upper Dublin Township
801 Loch Alsh Avenue
Fort Washington, PA 19034

Attn: Mr. Richard D. Barton
Community Planner and Zoning Officer

Subject: Traffic Improvement Commitments - BET Promenade
Welsh Road and Dreshertown Road

Dear Mr. Barton:

Boles, Smyth Associates, Inc. has performed a review of the Transportation Impact Study and proposed transportation improvements for the proposed *The Promenade at Upper Dublin* BET Investments, Inc. development prepared by McMahon Associates. We recommend the Township request traffic improvement commitments from BET Investments for the following:

- 1) Access
 - a. Full Welsh Road access via the existing signal at Dryden Road
 - b. Right In - Right Out access from a new driveway on Welsh Road between Dryden Road and Dreshertown Road
 - c. Full Dreshertown Road access across from the new Toll Brothers development driveway with a new traffic signal
- 2) Welsh Road Improvements
 - a. Widen Welsh Road and extend the second eastbound through lane from its current termination point east of Jarrettown Road to accommodate the 95% queue distance west of Jarrettown Road.
 - b. Extend the eastbound Welsh Road right turn lane at Dreshertown Road to provide the maximum storage capacity available with no impact to the trail system being installed by Toll Brothers.
 - c. Reconfigure the southwest corner of the Welsh Road and Dreshertown Road intersection to accommodate a WB-50 truck turn with a standard stop bar configuration on Dreshertown Road (ie. four feet from crosswalk).
- 3) Dreshertown Road Improvements
 - a. Install a new traffic signal at the driveway location with a southbound left turn lane and northbound right turn lane on Dreshertown Road. The length of the turn lanes should accommodate the 95% queue distance.
 - b. Soften the curve between St Georges Road and Tuckerstown Road to comply with a minimum Design Speed of 40 MPH per PennDOT standards. This includes design elements for lane width, horizontal radius, vertical sight distance and superelevation. Ensure the pavement section is adequate for the traffic loads identified in the Transportation Impact Study for the 2023 Development Condition.

- c. Install 75 foot minimum left turn lanes on Dreshertown Road for access to St Georges Road and Tuckerstown Road in accordance with PennDOT design standards.

4) Traffic Signal Improvements

a. Welsh Road & Jarrettown Road

- i. Replace signal equipment and ADA ramps as required for the widening of Welsh Road.
- ii. Re-establish Volume Density loops and install ground wire loop detection to replace video detection shown on the Traffic Signal Permit Plan.
- iii. Replace existing pole mounted controller with a ground mounted controller cabinet and Econolite ASC/3-2100 controller and battery back-up. (See Item 9)
- iv. Update signal timings, clearance intervals and pedestrian timing.
- v. Re-establish the Signal Ahead warning system located west of Jarrettown Road with a new mast arm and equipment to operate in accordance with the current Traffic Signal Permit. Replace the Fail-Safe device located on the existing mast arm.

b. Welsh Road & Dresher Road

- i. Replace existing controller in the existing ground mounted cabinet with an Econolite ASC/3-2100 controller and battery back-up. (See Item 9)
- ii. Update signal timings, clearance intervals and pedestrian timing. Do not decrease the amount of green time provided to Dresher Road.

c. Welsh Road & Dreshertown Road

- i. Replace signal equipment and ADA ramps as required for the widening of Welsh Road.
- ii. Replace ground wire detection loops on Dreshertown Road to reflect the new stop bar locations.
- iii. Update signal timings, clearance intervals and pedestrian timing.

d. Welsh Road & Dryden Road

- i. Install ADA compliant ramps and add pedestrian countdown timers and LED pushbuttons as determined through the PennDOT Highway Occupancy Permit process.
- ii. Determine if a protected left turn phase is warranted. If necessary, replace the existing 35 foot mast arm on the northwest corner to allow for the phase.
- iii. Add ground wire loop detection on the Welsh Road turn lanes and re-establish loops as necessary for the side street stop bar locations.
- iv. Update signal timings, clearance intervals and pedestrian timing.

e. Welsh Road & Blair Mill, Computer and Twining Roads

- i. Update signal timings, clearance intervals and pedestrian timing.

f. New signal at Dreshertown Road & Driveway

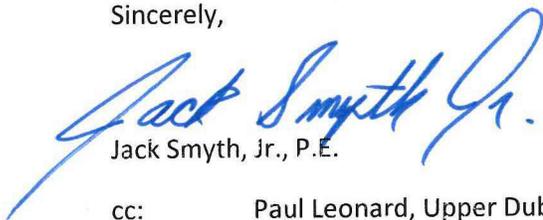
- i. Ensure the cabinet is ground mounted with an Econolite ASC/3-2100 controller and battery backup. Provide LED signals, countdown timers and pedestrian push buttons along with emergency pre-emption.

- ii. Install traffic adaptive software with video detection. Supplement the video detection zones with ground wire loop detection on side streets and turn lanes.
 - iii. Determine if a Queue Detector is required for the southbound approach in consultation with PennDOT, as well as Dilemma Zone detection.
 - iv. Incorporate this signal into the Welsh Road Interconnect System, I-0998. Provide a 12 strand aerial fiber optic connection from the 72 strand backbone.
- 5) Fiber Optic Installation (See Item 9)
 - a. Install a 72 strand aerial fiber optic line along Welsh Road from Jarrettown Road to Blair Mill Road as part of the existing signal interconnection system. This includes termination connections, software integration and ethernet switches at Jarrettown, Dresher, Dreshertown and Dryden Roads.
- 6) Trail System along the Dreshertown Road and Welsh Road perimeter
 - a. Provide a minimum trail width of 10 feet for the perimeter trails shown on the Land Development Plan to allow for the possibility of incorporating into a regional trail.
- 7) Transit Service - It is noted that Septa provides two routes along Welsh Road (Route 80 and 310) and provides stops at Blair Mill Road and Dryden Road. Coordinate with Septa to determine if additional stops or service would be appropriate based on the opening of the development.
- 8) Perform an After Study Traffic Analysis of the driveways six months after full build-out to determine the actual number of new trips. If there is a substantial amount of trips above the TIS projections, then additional analysis will be required to determine if phasing/timing adjustments are warranted at the new intersection and Welsh Road intersections from Jarrettown Road to Twining Road.
- 9) If Upper Dublin Township and neighboring municipalities are successful in obtaining an award through the PennDOT Green Light Go 2016 Program for Welsh Road Corridor Fiber Optic and Signal Upgrades from PA 309 to PA 611, then the items noted in Commitment #4 and #5 will be converted to a cash contribution of \$235,000 to be used expressly for the local match requirement. The cost estimating method is consistent with the method utilized in the Green Light Go application and will be transmitted separately for concurrence.

Please note, items 1 through 5 will ultimately be reviewed and approved by PennDOT through the Highway Occupancy Permit process. It is also noted that the Dreshertown Road improvements to soften the curve and install left turn lanes will be completed in Phase 1 of development for the 115 age-restricted residential units. The remaining items will be completed in Phase 2.

Please feel free to contact me should you have any questions or require additional information.

Sincerely,



Jack Smyth, Jr., P.E.

cc: Paul Leonard, Upper Dublin Township

Barton, Rick

From: Jack Smyth Jr. <jsmythjr@bolessmyth.com>
Sent: Tuesday, August 23, 2016 9:32 AM
To: Barton, Rick; Leonard, Paul
Cc: jsmythjr@bolessmyth.com
Subject: BET Promenade Bullet Point Comments for 8/23/16 Meeting
Attachments: DVRPC-PA63-AADT-2040-Projections.pdf

Hi Rick,

Below are bullet point comments for your meeting today with BET Promenade. As discussed on the phone, they are rough and not complete but I would suggest a meeting with BET and McMahon at their earliest convenience.

1. Per your indication from the most recent Planning Commission meeting, there is a concern from residents with access on Dreshertown Road regarding increased traffic from the site and the ability to exit from St Georges and Tuckertown with the development built as planned. A question was raised as to whether the site's access at Dreshertown may be eliminated. It is my opinion that the access at Dreshertown Road is needed for the following reasons:
 - a. From McMahon's gravity model study, 20% of the site's traffic is destined to locations west (or south) towards the Dresher Triangle. This seems reasonable based on the access to the PA Turnpike West at Virginia Drive, the Fort Washington Office Park and the locations along Susquehanna Road & Limekiln Pike which emanate from the Dresher Triangle.
 - b. There are limited parallel routes to these areas. There is Jarrettown Road and Twining Road. Jarrettown Road has the same residential component and traffic should not be encouraged to select this route. Twining Road is too far from the sphere of influence with multiple Welsh Road traffic signals to traverse.
 - c. Therefore, whether there is an access point directly onto Dreshertown Road or not, a percentage of drivers will use Dreshertown Road to get to their ultimate destination. If the direct access is eliminated, these drivers are forced to access the development from Welsh Road. Increasing the amount of vehicles turning left from Welsh Road onto Dreshertown Road which will have adverse affects on the signal operations and the Welsh Road corridor.
 - d. So as not to promote traffic by making the direct access an attractive alternative, signal timing could be proposed to limit the amount of green time afforded to the site.
2. Recognizing the curve on Dreshertown Road is being reconstructed, I received a draft concept on 8/11/16 from McMahon Associates. While the proposed design eliminates the substandard curves, there may be the opportunity to reconfigure the design such that more of the existing cartway is maintained and left turn lanes may be introduced on Dreshertown Road to access Tuckerstown Road and St Georges Road. The current eastbound (or northbound) alignment does not allow for vehicles to get around left turning traffic. However, the roadway width in these areas may allow for minor widening/re-stripping to allow for the left turn condition. This may be a mitigation effort to respond to the residential development access concerns. Access into the residential developments will be safer, while vehicles behind them will continue moving. This will provide more gaps in the northbound Dreshertown Road direction to allow for exiting the developments. In the eastbound (southbound) direction gaps will be created by the traffic signal.
3. In reviewing the Synchro traffic simulation files, westbound Welsh Road's lane drop between Dresher Road and Jarrettown Road is not coded into the existing or proposed models. When entered, there are issues in the westbound Welsh Road direction approaching Dresher, through Dreshertown and through Dryden. I would suggest a meeting with BET/McMahon which would include a presentation of the revised Synchro models.
4. McMahon Associates sent a 7/28/16 response letter to our original comments and indicated DVRPC did not forecast traffic for the Welsh Road corridor as part of the PA Turnpike Corridor Reinvestment Study. Please see the attached figure which provides Existing 2014 conditions (Scenario 1) and No Build 2040 conditions (Scenario 2).

Sincerely,

Jack Smyth Jr., PE
Vice President
Boles, Smyth Associates, Inc.
2400 Chestnut Street
Philadelphia, PA 19103
215-561-2644

Montgomery County Turnpike Re-Investment Study - Average Weekday Traffic Forecasts

Facility	From Limit	To Limit	Counted Daily Volume	2040 Scenario 2			2040 Scenario 3			2040 Scenario 4			2040 Scenario 5			2040 Scenario 6		
				Daily Volume	Current to 2040 Abs.	Pct.	Daily Volume	Scenario 2 to 3 Difference Abs.	Pct.	Daily Volume	Scenario 2 to 4 Difference Abs.	Pct.	Daily Volume	Scenario 2 to 5 Difference Abs.	Pct.	Daily Volume	Scenario 2 to 6 Difference Abs.	Pct.
Horsham / Willow Grove Area																		
PA 63 Moreland Rd	Center Ave	to Fitzwatertown Rd	27,100	28,100	1,000	3.7%	28,600	500	1.8%	31,900	3,800	13.5%	32,100	4,000	14.2%	32,200	4,100	14.6%
PA 63 Welsh Rd	Twining Rd	to Blair Mill Rd	29,100	31,200	2,100	7.2%	31,600	400	1.3%	27,500	-3,700	-11.9%	27,500	-3,700	-11.9%	27,500	-3,700	-11.9%
PA 63 Welsh Rd	Blair Mill Rd	to Dreshertown Rd	30,100	32,900	2,800	9.3%	33,400	500	1.5%	32,300	-600	-1.8%	33,000	100	0.3%	33,000	100	0.3%
PA 63 Welsh Rd	Dresher Rd	to Dillon Rd	20,000	20,900	900	4.5%	20,900	0	0.0%	21,500	600	2.9%	21,700	800	3.8%	21,900	1,000	4.8%
PA 611 Easton Rd	Fitzwatertown Rd	to I-276 PA Turnpike	30,900	32,900	2,000	6.5%	33,000	100	0.3%	32,600	-300	-0.9%	33,200	300	0.9%	33,600	700	2.1%
PA 611 Easton Rd	I-276 PA Turnpike	to Mill Rd	49,800	51,500	1,700	3.4%	52,000	500	1.0%	54,300	2,800	5.4%	54,900	3,400	6.6%	55,200	3,700	7.2%
PA 611 Easton Rd	Mill Rd	to Blair Mill Rd	42,600	43,700	1,100	2.6%	43,900	200	0.5%	44,300	600	1.4%	45,100	1,400	3.2%	45,200	1,500	3.4%
PA 263 Old York Rd	Cedar Ave	to Fitzwatertown Rd	15,100	15,900	800	5.3%	15,900	0	0.0%	15,900	0	0.0%	15,900	0	0.0%	15,900	0	0.0%
PA 263 Old York Rd	Fitzwatertown Rd	to West Mill Rd	22,900	24,100	1,200	5.2%	24,200	100	0.4%	23,700	-400	-1.7%	24,000	-100	-0.4%	24,000	-100	-0.4%
PA 263 Old York Rd	West Mill Rd	to Horsham Rd	18,100	18,800	700	3.9%	18,900	100	0.5%	18,900	100	0.5%	19,300	500	2.7%	19,300	500	2.7%
Dresher Rd	PA 63 Welsh Rd	to Witmer Rd	14,400	15,300	900	6.3%	15,700	400	2.6%	15,700	400	2.6%	15,900	600	3.9%	15,900	600	3.9%
Dreshertown Rd	PA 152 Limekiln Pike	to PA 63 Welsh Rd	14,300	16,200	1,900	13.3%	16,300	100	0.6%	14,800	-1,400	-8.6%	14,700	-1,500	-9.3%	14,700	-1,500	-9.3%
Blair Mill Rd	PA 63 Welsh Rd	to Witmer Rd /Commerce Ave	17,200	20,400	3,200	18.6%	21,300	900	4.4%	21,600	1,200	5.9%	21,900	1,500	7.4%	22,500	2,100	10.3%
Computer Ave	PA 63 Welsh Rd	to Commerce Ave	10,100	11,000	900	8.9%	11,900	900	8.2%	9,200	-1,800	-16.4%	9,200	-1,800	-16.4%	9,200	-1,800	-16.4%
Maryland Rd	Commerce Ave	to PA 611 Easton Rd	17,600	19,200	1,600	9.1%	19,900	700	3.6%	16,100	-3,100	-16.1%	16,600	-2,600	-13.5%	16,800	-2,400	-12.5%
Twining Rd	Susquehanna Rd	to PA 63 Welsh Rd	9,300	10,900	1,600	17.2%	11,200	300	2.8%	10,800	-100	-0.9%	11,000	100	0.9%	11,100	200	1.8%
Fitzwatertown Rd	PA 63 Welsh Rd	to PA 611 Easton Rd	13,900	14,700	800	5.8%	14,500	-200	-1.4%	13,800	-900	-6.1%	14,100	-600	-4.1%	14,100	-600	-4.1%
Fitzwatertown Rd	PA 611 Easton Rd	to PA 263 Old York Rd	18,000	19,000	1,000	5.6%	18,900	-100	-0.5%	19,200	200	1.1%	19,500	500	2.6%	19,500	500	2.6%
Terwood Rd	PA 263 Old York Rd	to Davisville Rd	16,500	17,400	900	5.5%	17,500	100	0.6%	17,700	300	1.7%	17,700	300	1.7%	17,700	300	1.7%
Davisville Rd	Terwood Rd	to I-276 PA Turnpike	17,400	18,200	800	4.6%	18,200	0	0.0%	18,400	200	1.1%	18,300	100	0.5%	18,400	200	1.1%
Mill Rd	PA 611 Easton Rd	to PA 263 Old York Rd	12,100	13,700	1,600	13.2%	13,400	-300	-2.2%	13,100	-600	-4.4%	13,000	-700	-5.1%	13,100	-600	-4.4%
Warmminster Rd	PA 263 Old York Rd	to Byberry Rd	15,000	17,100	2,100	14.0%	17,000	-100	-0.6%	17,300	300	1.2%	17,200	100	0.6%	17,200	100	0.6%
Horsham Area																		
Sawyers Way	Dresher Rd	to Norristown Rd	2,100	2,600	500	23.8%	2,800	200	7.7%	2,700	100	3.8%	2,900	300	11.5%	2,900	300	11.5%
PA 463 Horsham Rd	PA 611 Easton Rd	to Dresher Rd	16,100	17,700	1,600	9.9%	18,000	300	1.7%	17,600	-100	-0.6%	18,200	500	2.8%	18,200	500	2.8%
PA 463 Horsham Rd	Dresher Rd	to Norristown Rd	30,000	32,500	2,500	8.3%	33,400	900	2.8%	32,400	-100	-0.3%	32,800	300	0.9%	32,900	400	1.2%
PA 463 Horsham Rd	Norristown Rd	to Babylon Rd	21,800	24,800	3,000	13.8%	25,200	400	1.6%	24,700	-100	-0.4%	25,600	800	3.2%	25,600	800	3.2%
PA 463 Horsham Rd	Babylon Rd	to PA 152 Limekiln Pike	18,900	21,500	2,600	13.8%	22,200	700	3.3%	21,500	0	0.0%	22,200	700	3.3%	22,200	700	3.3%
PA 611 Easton Rd	Blair Mill Rd	to PA 463 Horsham Rd	33,300	35,800	2,500	7.5%	36,700	900	2.5%	36,200	400	1.1%	37,200	1,400	3.9%	37,300	1,500	4.2%
PA 611 Easton Rd	Meetinghouse Rd	to Maple Ave	32,700	35,100	2,400	7.3%	37,100	2,000	5.7%	35,900	800	2.3%	36,400	1,300	3.7%	36,800	1,700	4.8%
PA 611 Easton Rd	Moreland Ave	to County Line Rd	35,100	40,400	5,300	15.1%	42,100	1,700	4.2%	41,000	600	1.5%	41,400	1,000	2.5%	42,000	1,600	4.0%
PA 611 Easton Rd	County Line Rd	to PA 132 Street Rd	34,800	31,300	-3,500	-10.1%	31,900	600	1.9%	31,200	-100	-0.3%	32,000	700	2.2%	32,800	1,500	4.8%
County Line Rd	Delmont Ave	to Valley Rd	14,400	21,000	6,600	45.8%	21,600	600	2.9%	21,000	0	0.0%	21,900	900	4.3%	21,900	900	4.3%
County Line Rd	PA 611 Easton Rd	to Keith Valley Rd	18,700	34,200	15,500	82.9%	35,300	1,100	3.2%	34,500	300	0.9%	34,900	700	2.0%	35,200	1,000	2.9%
Keith Valley Rd	PA 463 Horsham Rd	to County Line Rd	7,400	8,700	1,300	17.6%	9,500	800	9.2%	8,800	100	1.1%	9,200	500	5.7%	9,600	900	10.3%
Babylon Rd	PA 152 Limekiln Pike	to PA 463 Horsham Rd	7,700	10,200	2,500	32.5%	10,300	100	1.0%	10,100	-100	-1.0%	10,300	100	1.0%	10,300	100	1.0%
Valley Rd	County Line Rd	to PA 132 Street Rd	4,500	5,000	500	11.1%	5,300	300	6.0%	5,300	300	6.0%	5,500	500	10.0%	5,500	500	10.0%
Norristown Rd	Witmer Rd	to PA 463 Horsham Rd	12,800	14,800	2,000	15.6%	14,700	-100	-0.7%	14,800	0	0.0%	14,700	-100	-0.7%	14,700	-100	-0.7%
Maple Ave	PA 611 Easton Rd	to PA 463 Horsham Rd	11,800	13,800	2,000	16.9%	19,500	5,700	41.3%	15,900	2,100	15.2%	21,600	7,800	56.5%	21,600	7,800	56.5%



McMAHON ASSOCIATES, INC.
425 Commerce Drive, Suite 200
Fort Washington, PA 19034
p 215-283-9444 | f 215-283-9446

July 28, 2016

Mr. Richard D. Barton, AICP
Community Planner/Zoning Officer
Upper Dublin Township
801 Loch Alsh Avenue
Fort Washington, PA 19034

PRINCIPALS
Joseph W. McMahon, P.E.
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John S. DePalma
William T. Steffens
Casey A. Moore, P.E.
Gary R. McNaughton, P.E., PTOE
ASSOCIATES
John J. Mitchell, P.E.
Christopher J. Williams, P.E.
R. Trent Ebersole, P.E.
Matthew M. Kozsuch, P.E.
Maureen Chlebek, P.E., PTOE
Dean A. Carr, P.E.

RE: **Response to Comments**
The Promenade at Upper Dublin
Upper Dublin Township, Montgomery County
McMahon Project No. 815367.11

Dear Rick:

On behalf of BET Investments, Inc., McMahon Associates, Inc. offers the following responses to the July 18, 2016 review letter prepared by Jack Smyth, Jr., P.E., of Boles, Smyth Associates, Inc., related to the proposed Promenade at Upper Dublin mixed-use development to be located to the southeast of the intersection of Welsh Road (SR 0063) and Dreshertown Road (SR 2024) in Upper Dublin Township, Montgomery County, PA.

Comment #1: Study Area -The TIS study area consists of the Welsh Road signalized intersections at Jarrettown Road, Dresher Road, Dreshertown Road and Dryden Road. Please add the intersections at Blair Mill Road, Computer Avenue and Twining Road. Trips generated from the new phased developments will directly impact these intersections. Please coordinate with Boles, Smyth to obtain traffic data which was generated in the PA 611 Study.

Response: The applicant will commit to coordinating these three intersections with the intersections studied within the submitted traffic impact study.

Comment #2: Future traffic growth -Note DVRPC has provided Design Year 2040 traffic projections for Welsh Road as part of the PA Turnpike Corridor Reinvestment Study. Boles, Smyth will provide these projections under separate cover. Please compare growth rates from the DVRPC projections to the annual growth rate calculated in Appendix F.

Response: The Montgomery County Planning Commission publication, *Turnpike Corridor Re-Investment Project*, does not provide any current traffic volumes for the Welsh Road corridor so it is not possible to determine a traffic growth rate for Welsh Road in the vicinity of the site. The publication does provide specific information for the Willow Grove interchange and the Virginia Drive slip ramp interchange, which are the two



closest Turnpike interchanges to the site. With no Turnpike interchange improvements and no zoning changes at both interchanges, The Willow Grove interchange is expected to have a 0.14% per year growth from 2013 to 2040 while the Virginia Drive slip ramp interchange is expected to have a 0.60% per year growth from 2013 to 2040. Therefore, the growth rate of 0.64% per year, as recommended by PennDOT's Bureau of Planning and Research in their table, *Growth Factors for August 2015 to July 2016*, and utilized in the submitted traffic impact study, is appropriate for the study area.

Comment #3: Transit Service - It is noted that Septa provides two routes along Welsh Road (Route 80 and 310) and provides stops at Blair Mill Road and Dryden Road. As the project moves forward, please coordinate with Septa to determine if additional stops or service would be appropriate based on the opening of the development.

Response: Will comply.

Comment #4: Trip Generation - Trip generation volumes have been prepared for Age-Restricted Housing, Apartment, Townhouses, Restaurant, Coffee Shop with Drive and Retail. As noted in ITE Trip Generation Manual, 9th Edition, please provide more information for:

- a. Number of bedrooms for the Apartment Use (i.e. 100 one bedroom, 300 two bedroom, etc...)*
to determine if there is potential for additional trips.
- b. Conditions of age-restricted housing as ITE Section 951 cautions there is a wide variety of studies ranging from very active, working residents to older, retired residents.*
- c. Whether the High-Turnover Restaurant is known and if the restaurant traditionally serves breakfast in the AM peak hour.*
- d. Whether the Retail will be a Shopping Center or a single occupant building.*

Response: The applicant proposes approximately 260 one-bedroom apartments and approximately 173 two-bedroom apartments. We do note that ITE data on traffic generation for apartment buildings is based on number of units, persons, or vehicles, not the number of bedrooms. We also note that the proposed apartment building is proposed to contain multiple levels and, as such should be considered a mid-rise apartment building according to the ITE, Trip Generation Manual, which is an apartment building proposed to consist of three to ten levels. Use of the mid-rise apartment land use code (223) would result in fewer trips than projected in the study, which was based on a general apartment building land use code (220), a decrease of 60 trips or more during the weekday peak hours. As a result, we believe the methodology utilized in the submitted traffic study provides a conservative assessment of the traffic generation of the site.

Regarding the traffic generation of the age-restricted portion of the development, we do note the caution provided in the ITE Trip Generation Manual. We also note that the data is based on multiple studies, a total of 23 during the weekday morning peak hour

and 24 during the weekday afternoon peak hour and therefore appropriate to utilize. This data is also consistent with studies completed by McMahon at similar local facilities.

The proposed restaurant is not proposing to serve breakfast. However, the traffic study does conservatively assume traffic generation of the restaurant during the weekday morning peak hour.

The retail portion of the site will be a multi-tenant retail center so the use of LU 820 (Shopping Center) is appropriate for the retail portion of the site.

Comment #5: Internal Trips - It is noted that the Applicant has provided additional information upon request and it is being reviewed.

Response: So noted.

Comment #6: Due to the level of development and the percentage of trips which are claimed as pass-by and internal, there is an approximate 40% decrease in "New" trips in the AM peak, 45% decrease in the PM peak and over 30% decrease in Saturday midday. While the ITE Manual provides guidance to calculate these values, please provide a Sensitivity Analysis with Synchro files to show what traffic impacts may be expected with a 25% decrease in "New" trips.

Response: We have provided details in the traffic study on the methodology utilized to determine the projected traffic generation of the site. As stated above, we have also provided additional information at the request of Boles Smyth to supplement that. We believe that we have projected the total traffic generation of the site in accordance with the ITE methodology. Given the location of the development adjacent to two heavily-traveled roadways, we believe there will be a high level of pass-by traffic for the retail portion of the development and given the mixed-use nature of the development, we also believe there will be a high level of interaction with traffic visiting this site for more than one purpose on one visit. As a result, we do believe the traffic generation projections are accurate. However, as requested, we have conducted sensitivity analysis for the 2023 future with development conditions assuming only a 25 percent total reduction in new trips. This reflects a reduction for pass-by traffic, but not interaction, which we believe is unrealistic. Therefore, the sensitivity analysis should be considered very conservative. According to this analysis, the study intersections will still operate similar to what is shown in the submitted study in terms of level of service, delay and maximum queue lengths. The Synchro analysis worksheets are provided as **Attachment A** of this letter.

Comment #7: Please provide further justification as to the trip distribution for concurrence.

Response: Attached with this letter is a gravity model that was completed for the proposed development based on populations from area municipalities. The percentages shown in this gravity model are consistent with the existing traffic patterns in the area and we therefore believe they are appropriate to be used for this site. It should also be noted that the trip distribution percentages used in the study are similar to the trip distributions used in previous studies completed for this site that have been reviewed and approved by Upper Dublin Township. The gravity model is provided in **Attachment B** to this letter.

Comment #8: *It is noted the previous driveway access onto Dreshertown Road has been moved south to align with the new driveway from the Toll Brothers development (previously Zieger Roses). This location is preferable in comparison with the previous location to provide more distance with the adjacent intersection at Welsh Road. This new signal should be integrated into the Welsh Road corridor Interconnection Plan and will be reviewed based on the above comments for adequacy.*

Response: Will comply.

Comment #9: *With the Phase 1 residential and Phase 2 Mixed-Use proposed, trail, sidewalk and ADA compliance is critical. The preliminary plan provides a high level of pedestrian/bike amenities. A separate review of trail connectivity will be done in moving forward which takes into account local trails (i.e. along Welsh Road with the Toll Brothers development) and planned regional trails (i.e. Montgomery County Cross County Trail and/or Power Line Trail) to confirm the most effective locations.*

Response: So noted.

Comment #10: *At this time, eastbound Welsh Road widening is proposed to extend the two through lanes before the Jarrettown Road intersection. It is noted through previous coordination with McMahon Associates, an analysis to extend the second westbound Welsh Road through lane past Jarrettown Road is ongoing which will focus on traffic operations and documented safety crashes at the current lane drop location.*

Response: Crash data was obtained from PennDOT for the vicinity of the westbound lane drop area of Welsh Road between Jarrettown Road and Dresher Road. PennDOT considers a crash occurrence of five reportable, correctable crashes over a continuous twelve month period during the past five years to be a threshold value, above which the roadway design should be reviewed to examine if corrective measures can be taken to enhance safety. We have reviewed crash data at this location, and according to crash data provided by PennDOT for the years 2011-2015, there were a total of two crashes specifically near the current lane drop location along westbound Welsh Road between Jarrettown Road and Dresher Road over the five year period. Additionally, there were three different crashes that occurred in that vicinity that could not be specifically

attributed to the lane drop, resulting in a maximum of five crashes over the five year period that had the merge as a contributing factor. Since this is much less than the five per year PennDOT threshold, there is not a crash issue at this merge location and therefore, is not a safety issue. With this and the highly acceptable operation of the westbound Welsh Road approach to Jarrettown Road, we do not believe that additional improvements are needed at this intersection beyond that proposed in the traffic impact study. The improvements currently proposed are more than adequate to mitigate the impact of the development at this location.

Comment #11: The Welsh Road corridor Interconnection system has fiber optic cable connections from Blair Mill Road to Kimball Road but has time-based coordination between Jarrettown Road and Blair Mill Road. It is recommended to install fiber optic cable in the missing section.

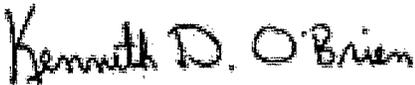
Response: As part of this project, fiber optic cable will be installed along Welsh Road between Jarrettown Road and Blair Mill Road.

Comment #12: It is recommended to perform an After Study Traffic Analysis of the driveways six months after full build-out to determine the actual number of "New" trips. If there is a substantial amount of trips above the TIS projections, then additional analysis should be conducted to determine if phasing/timing adjustments are warranted at the new intersection and Welsh Road intersections from Jarrettown Road to Twining Road.

Response: Will comply.

We trust that these responses address your comments. Please feel free to contact me with any questions.

Sincerely,



Kenneth D. O'Brien, P.E.
Senior Project Manager

KDO/lsw
Enclosures

cc: Jack Smyth, Jr., P.E., Boles, Smyth Associates, Inc.
Michael Markman, BET Investments
Peter J. Clelland, BET Investments



Boles, Smyth Associates, Inc.
Consulting Civil Engineers Since 1972



July 18, 2016

Upper Dublin Township
801 Loch Alsh Avenue
Fort Washington, PA 19034

Attn: Mr. Richard D. Barton
Community Planner and Zoning Officer

Subject: Conditional Use Plans Review - BET Promenade
Welsh Road and Dreshertown Road

Dear Mr. Barton:

Boles, Smyth Associates, Inc. has performed a preliminary review of the Transportation Impact Study for the proposed *The Promenade at Upper Dublin* BET Investments, Inc. development prepared by McMahon Associates, dated March, 2016. The Applicant is proposing development of Lots 3, 4 and 5 of the Montgomery Corporate Center in two phases. Phase 1 will consist of 115 age-restricted units and Phase 2 will construct a mixed-use development consisting of 433 apartment units, a 6,500 high turnover sit down restaurant with outdoor seating, a 2,000 square foot coffee shop with drive through and approximately 130,000 square feet of non-residential/commercial space. Primary Phase 1 site access is proposed at the existing Welsh Road and Dryden Road traffic signal and at a new unsignalized intersection with Dreshertown Road. Phase 2 site access proposes to signalize and improve the turn lanes at the Dreshertown Road intersection and will construct a right-in/right-out driveway to Welsh Road.

This review is limited to access-related items for consideration at the Planning Commission meeting. We offer the following items for your consideration:

- 1) Study Area - The TIS study area consists of the Welsh Road signalized intersections at Jarrettown Road, Dresher Road, Dreshertown Road and Dryden Road. Please add the intersections at Blair Mill Road, Computer Avenue and Twining Road. Trips generated from the new phased developments will directly impact these intersections. Please coordinate with Boles, Smyth to obtain traffic data which was generated in the PA 611 Study.
- 2) Future traffic growth - Note DVRPC has provided Design Year 2040 traffic projections for Welsh Road as part of the PA Turnpike Corridor Reinvestment Study. Boles, Smyth will provide these projections under separate cover. Please compare growth rates from the DVRPC projections to the annual growth rate calculated in Appendix F.
- 3) Transit Service - It is noted that Septa provides two routes along Welsh Road (Route 80 and 310) and provides stops at Blair Mill Road and Dryden Road. As the project moves forward, please coordinate with Septa to determine if additional stops or service would be appropriate based on the opening of the development.

- 4) Trip Generation - Trip generation volumes have been prepared for Age-Restricted Housing, Apartment, Townhouses, Restaurant, Coffee Shop with Drive and Retail. As noted in ITE Trip Generation Manual, 9th Edition, please provide more information for:
 - a. Number of bedrooms for the Apartment Use (ie. 100 one bedroom, 300 two bedroom, etc...) to determine if there is potential for additional trips.
 - b. Conditions of age-restricted housing as ITE Section 951 cautions there is a wide variety of studies ranging from very active, working residents to older, retired residents.
 - c. Whether the High-Turnover Restaurant is known and if the restaurant traditionally serves breakfast in the AM peak hour.
 - d. Whether the Retail will be a Shopping Center or a single occupant building.
- 5) Internal Trips - It is noted that the Applicant has provided additional information upon request and it is being reviewed.
- 6) Due to the level of development and the percentage of trips which are claimed as pass-by and internal, there is an approximate 40% decrease in "New" trips in the AM peak, 45% decrease in the PM peak and over 30% decrease in Saturday midday. While the ITE Manual provides guidance to calculate these values, please provide a Sensitivity Analysis with Synchro files to show what traffic impacts may be expected with a 25% decrease in "New" trips.
- 7) Please provide further justification as to the trip distribution for concurrence.
- 8) It is noted the previous driveway access onto Dreshertown Road has been moved south to align with the new driveway from the Toll Brothers development (previously Zieger Roses). This location is preferable in comparison with the previous location to provide more distance with the adjacent intersection at Welsh Road. This new signal should be integrated into the Welsh Road corridor Interconnection Plan and will be reviewed based on the above comments for adequacy.
- 9) With the Phase 1 residential and Phase 2 Mixed-Use proposed, trail, sidewalk and ADA compliance is critical. The preliminary plan provides a high level of pedestrian/bike amenities. A separate review of trail connectivity will be done in moving forward which takes into account local trails (ie. along Welsh Road with the Toll Brothers development) and planned regional trails (ie. Montgomery County Cross County Trail and/or Power Line Trail) to confirm the most effective locations.
- 10) At this time, eastbound Welsh Road widening is proposed to extend the two through lanes before the Jarrettown Road intersection. It is noted through previous coordination with McMahon Associates, an analysis to extend the second westbound Welsh Road through lane past Jarrettown Road is ongoing which will focus on traffic operations and documented safety crashes at the current lane drop location.
- 11) The Welsh Road corridor Interconnection system has fiber optic cable connections from Blair Mill Road to Kimball Road but has time-based coordination between Jarrettown Road and Blair Mill Road. It is recommended to install fiber optic cable in the missing section.
- 12) It is recommended to perform an After Study Traffic Analysis of the driveways six months after full build-out to determine the actual number of "New" trips. If there is a substantial amount of

Mr. Richard Barton

July 18, 2016

Page 3

trips above the TIS projections, then additional analysis should be conducted to determine if phasing/timing adjustments are warranted at the new intersection and Welsh Road intersections from Jarrettown Road to Twining Road.

Please feel free to contact me should you have any questions or require additional information.

Sincerely,

A handwritten signature in black ink that reads "Jack Smyth Jr." with a stylized flourish at the end.

Jack Smyth, Jr., P.E.

cc: Paul Leonard, Upper Dublin Township ✓

**COMMISSIONERS OF UPPER DUBLIN TOWNSHIP
CODE ENFORCEMENT DEPARTMENT**

To: Planning Commission members, Tom Fountain, Paul Leonard
From: Richard D. Barton, Community Planner and Zoning Officer *RB*
Date: July 15, 2016
Subject: Zoning text amendment
OC – Office Center district, mixed use
BT Dreshertown LP
UD #16-04

BT Dreshertown, L.P. proposes an amendment to the zoning regulations of the OC – Office Center district to allow a Mixed Use Development as a permitted use. The standards for the OC District are found in Sections 255-58 through 255-62 of the Zoning Code. It is proposed to apply the amendment to a 25 acre tract at the southeast corner of Dreshertown Road and Welsh Road.

Commissioner Scarpello of Ward 3, which contains the subject property, has asked us to identify sustainable and green solutions for buildings and development within the Township, and the subject tract may provide an opportunity. Examples of three mixed-use ordinances were provided by MCPC, which were distributed at the June 21 Planning Commission meeting:

- Lower Pottsgrove Gateway Mixed Use (GMU) District (2014)
- Upper Merion King of Prussia Mixed-Use District (KPMU) (2014)
- Lansdale Downtown Business Overlay District (2009)

In reading through the ordinances and the County's review letter of May 2, these are some options for consideration.

- A. Lower Pottsgrove GMU District: applicable to the Sanatoga Interchange area adjacent to Route 422.
1. Both maximum building coverage and impervious coverage are based on developable acreage, not gross acreage. This helps prevent the over-development of a site. Developable acreage in Upper Dublin is defined to be all land "except land area located within existing ultimate right-of-way lines, noncontiguous land; 100% of floodplain, wetlands, ponds and lakes; 50% of slopes from 15% to 25%; 85% of slopes over 25%; and 50% of existing utility rights-of-way." (Zoning Code, Section 255-7)

COB
Gay Scarpello
- File
- Dave Bruma

2. The density for residential units is 12 du/developable acre or 10 du/gross acre, whichever is less. The BT ordinance proposes a maximum of 25 units per gross acre. By comparison, the Township's Apartment House Special (AHS) District allows 20 units per acre, with an increase of one unit per acre for every two enclosed parking spaces (Section 255-81.B).
3. At least 10% of the gross tract area shall consist of open space, public space or civic space that can be used by residents for passive recreation. The BT ordinance proposes 5% and Montgomery County recommends 15% minimum open space.

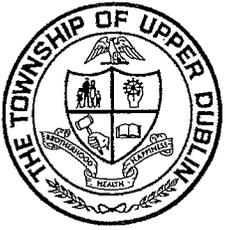
B. Upper Merion KPMU District

1. A goal of the ordinance is to "incorporate high-quality sustainable building materials and energy and resource conservation into new development." The district allows increases in building height with incorporation of LEED construction standards.
2. As with Lower Pottsgrove, there are design standards for parking structures. Within 300 feet of the roadway, at least 75% of the exterior (Lower Pottsgrove ordinance) must be "wrapped" by active uses (retail, offices). For exposed areas, façade standards are applied to make these areas more visually appealing, especially for pedestrians.

C. Lansdale Downtown Business Overlay District

1. Although this district is not a good fit with the subject parcel, it does contain useful conservation incentives whereby building heights may be increased. While building height incentives may not be applicable to the BT site, which proposes a 65 foot height limit, same as the OC District, perhaps incentives could be linked to the density of residential units.
 - A 5 foot height bonus is given for each element: sustainable stormwater management; permeable surfaces; roof rainwater collection systems; and bioretention/rain gardens.
 - A 20 foot bonus is given when a green roof is included, to cover at least 70% of the net area of the roof.
 - A 20 foot bonus when the development includes a solar/wind/or geothermal power generating facility to provide at least 15% of the expected annual energy use for a given building.
 - A 20 foot bonus is given for LEED certification.

Paal, FYI



Memorandum

To: Planning Commission members; Tom Fountain, P.E.
From: Richard D. Barton *rbarton@upperdublin.net* *TJB*
Date: May 13, 2016
Re: UD #16-04: Zoning text amendment to the OC – Office Center District

BT Dreshertown, L.P. proposes an amendment to the zoning regulations of the OC – Office Center district to allow a Mixed Use Development as a permitted use. The standards for the OC District are found in Sections 255-58 through 255-62 of the Zoning Code. It is proposed to apply the amendment to a 25 acre tract at the southeast corner of Dreshertown Road and Welsh Road.

Background

The Office Center District encompasses what has been known for years as the “Prudential Tract”. A master plan for office buildings received preliminary plan approval in 1999 (est.). Only one of the proposed buildings was constructed, on Dryden Road. In the last year, BET Investments has purchased 75 vacant acres on the tract. Fifty acres on Dreshertown Road was rezoned this year to ‘A’ Residential to permit the construction of an age-restricted community.

Although this proposal does not change the Zoning Map, it does mark a significant change in the scope of uses permitted in the OC District. The OC District was established “to encourage the logical and timely development of land for office purposes ... ; to discourage any land use which would interfere with the use of the District as an employment and service center and to assure suitable design to protect the residential environment of adjacent and nearby neighborhoods.” (Zoning Code, Section 255-58.A)

As the zoning district currently stands, the permitted uses are office buildings; personal service and/or convenience-type shops, including restaurants; accessory uses associated with office buildings, such as parking structures and recreational facilities; and a “personal use heliport”. (Section 255-60). (Note that the current regulations for personal service and retail shops are intended to serve employees and visitors to the office development, and only incidentally to the general public.)

The proposed text amendment would allow a Mixed Use Development on a property at least 20 acres in area, with the following permitted uses:

1. General retail and commercial establishments, including restaurants, personal fitness center, banks, personal care, day care, and other uses.

2. Apartment Buildings and other Multiple Dwellings
3. Accessory Uses (including parking garage, clubhouse, drive-thru, etc.)

Planning Considerations

Pages 96 and 97 of the 2010 Comprehensive Plan reference the Prudential Tract. Under Land Use / Economic Recommendations, the Plan states that development options were discussed at several community workshops. Most of the participants felt that the area should be reserved for “high-value commercial development”. The Plan recommends that the Township “preserve this site for commercial uses, specifically office development, consistent with the current zoning for the site and the approved development plan.”

As indicated above, the office plan never came to fruition, and shortly after the Comprehensive Plan recommendations were being formulated, the office market in the Philadelphia region and throughout the nation experienced a severe downturn. This change in circumstances has resulted in a different direction for the Prudential Tract, as evidenced in the Board’s rezoning of 50 acres for residential development in 2016.

Some questions for the Planning Commission to consider as they review the ordinance:

- Is the permitted density of 25 dwelling units per gross acre acceptable?
- Are the buffers sufficient to protect the adjacent residential development?
- What would be reasonable limits for building height?

PAUL

**UPPER DUBLIN TOWNSHIP
PUBLIC WORKS DEPT.**

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.

C. OK
BOC

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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PO Box 175
Mainland, PA 19451
tel 215-513-1720
fax 215-513-1721
www.Landplan.com

April 6, 2016

Planning Analysis:

The Promenade at Upper Dublin (a portion of the Prudential Site)
Upper Dublin Township, Montgomery County PA

Proposed by: BET Investments

Background:

The site consists of 25.4 acres at the southern corner of Dreshertown and Welsh Roads in Upper Dublin Township. The site is an undeveloped portion of the Prudential property, and is zoned OC-Office Center. This district allows a variety of office uses such as insurance, real estate, professional and medical. The district also permits private, vocational, business and professional schools (except those of an industrial character). Personal service and convenience commercial uses are allowed provided they are primarily used by the employees and visitors. The proposed zoning amendment would create a new development option in the OC district which would permit a mixed use development.

Analysis:

There are numerous advantages to supporting mixed use development for the Prudential site. From a regional planning perspective, the newly adopted county comprehensive plan, "Montco 2040: A Shared Vision," identifies the site as a business area and immediately across Welsh Road is a county-designated "Community Mixed Use (CMU) area in Horsham. While this CMU is located in another township, the county plan encourages concentrated nodes of mixed use development along major transportation corridors. The Prudential site also has the road and utility infrastructure in place to support the kind of development the county recommends.

At the township level, the 2010 Upper Dublin Township (UDT) Comprehensive Plan targets mixed use to redevelopment opportunities in the township, including older existing shopping centers and the Fort Washington Office Park. At the time the UDT plan was drafted, the Prudential site was approved for office development consistent with the existing OC District zoning. Since then, however, demand for traditional office uses has declined and current market trends favor mixed use development. In addition, the redevelopment of the Fort Washington Office Park has been hampered by environmental and other issues. The Prudential site is unencumbered with direct access to a major transportation route.

Moreover, the Land Use Element of the UDT Comprehensive Plan has three main priorities: preserving open space; leveraging economic opportunities and enhancing community character. A mixed-use development on the Prudential site would help implement these goals by:

- Preserving the significant economic potential offered by the Prudential campus.
- Providing community-serving businesses and small to medium-scale retail uses along with residential development.
- Creating pedestrian links between shopping areas and surrounding neighborhoods.

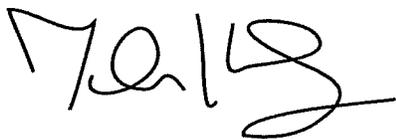
- Improving streetscapes and community character with design standards for architecture, landscaping, lighting, signage and other enhancements.
- Incorporating public green spaces and plazas in an area of the township that is lacking such amenities.

The mixed use development proposed for the Prudential site in particular would provide a number of community benefits.

- The development would be an economic generator for the township, the school district and local businesses. The project will create tax revenues and attract residents with disposable income. A fiscal analysis with greater detail has been provided.
- The project would establish a higher-quality architecture and help create a more cohesive community character.
- The mixed use project would increase pedestrian traffic and reduce local vehicle trips. A detailed traffic study has been provided.
- The development includes a significant new trail system with links to surrounding neighborhoods, creating a recreational amenity for existing and future residents. The proposed linkages would implement the trail master plan for this area of the township.
- Mixed use projects are able to share parking, which helps decrease stormwater run-off by reducing overall impervious coverage. A shared parking analysis with greater detail has been provided.

The proposed ordinance amendment creates a mixed-use development option as a permitted use in the OC Office Center District. In my opinion, the proposed ordinance and development for the Prudential site are consistent with Montgomery County and Upper Dublin comprehensive plans, as well as current market trends.

Respectfully,

A handwritten signature in black ink, appearing to read 'John H. Kennedy', written in a cursive style.

John H. Kennedy, AICP
President

FISCAL IMPACT ANALYSIS
Proposed Promenade at Upper Dublin Development
Upper Dublin Township, Montgomery County

March 16, 2016

Prepared for:
BET Investments
200 Witmer Road, Suite 200
Horsham, PA 19044

Prepared by:
David C. Babbitt, AICP
David C. Babbitt & Associates, LLC
P.O. Box 922
Frazer, PA 19355-0922
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www.babbittplanning.com
david@babbittplanning.com

Fiscal Impact Analysis
Proposed Promenade at Upper Dublin Development
Upper Dublin Township
Montgomery County
 March 16, 2016

This report examines the annual fiscal impact to Upper Dublin Township, the Upper Dublin School District (UDSD), and Montgomery County of the Promenade at Upper Dublin development project proposed by BET Investments for the Prudential Site. The report examines the fiscal impact to the Township, School District and County during any given year after the completion of the proposed project and full occupancy, based on 2016 levels of revenue, expenditures, and taxation.

The proposed mixed use project consists of the following elements:

- 173 one bedroom apartment units, to be rented for an average of approximately \$2,000 per month.
- 260 two bedroom apartment units, to be rented for an average of approximately \$2,200 per month.
- 7,700 square feet of retail commercial development, in two pad sites along Dreshertown Road.
- 122,300 square feet of retail commercial development, on the ground floor of the apartment buildings.
- 513 structured parking spaces. The remainder of the parking will be surface parking.

In all, the proposed development includes 433 multifamily apartment units, 130,000 square feet of retail development, and a 513 car parking garage. This proposed development scenario will be measured against the approved plan for a by right office building of 262,500 square feet with surface parking.

The table below shows the annual net fiscal impact (revenue minus expenditures) to the Township, School District and County of each proposed use and dwelling type. Below the table are sections on assessments and demographics, Township expenditures and revenue, School District expenditures and revenue, and County expenditures and revenue. At the end of this report are the spreadsheets for the Township, School District and County impact, which show the major expenditure and revenue categories for each entity. All cell addresses in the text refer to these spreadsheets.

Proposed Use	Number of Units/SF/ Spaces	Annual Net Township Impact	Annual Net School District Impact	Annual Net County Impact	Annual Net Combined Impact	Annual Net Combined Impact per Unit/1K SF/Space
1 BR Apartments	173	\$58,630	\$473,575	\$38,376	\$570,581	\$3,298
2 BR Apartments	260	\$56,158	\$620,289	\$51,842	\$728,288	\$2,801
Retail Pad Sites	7,700	\$10,424	\$50,584	\$5,336	\$66,344	\$8,616
In-Line Retail	122,300	\$93,807	\$595,844	\$61,898	\$751,549	\$6,145
Struct. Parking	513	\$27,193	\$153,185	\$16,954	\$197,332	\$385
Total Proposed	433 / 130,000 / 513	\$246,212	\$1,893,476	\$174,406	\$2,314,094	--
By Right Office	262,500	\$238,979	\$750,836	\$80,927	\$1,070,742	\$4,079

The annual net fiscal impact of the proposed project is projected to be favorable for the Township, School District and County, creating annual surpluses for each entity. **The annual net combined fiscal impact for the proposed Promenade at Upper Dublin development is projected to total positive (or surplus) \$2,314,094.** The annual combined revenue is projected to exceed the annual combined expenditures by 221.6 percent. The annual net combined fiscal impact for the by right office building is projected to total positive \$1,070,742. By comparison, the existing site is assessed at \$2,415,000, which generates \$13,439 in annual real estate tax revenue to the Township, \$75,855 in annual real estate tax revenue to the School District, and \$8,353 in annual real estate tax to the County, for a total of \$97,648.

There are three important reasons for the positive annual net fiscal impacts projected here:

- First, the proposed development is comprised of smaller apartment units, which house fewer persons and fewer school age children than four bedroom single family detached dwellings, the predominant dwelling type in the Township. The lower number of persons and school age children result in lower expenditures for the Township, School District and County, which lead to annual surpluses for each entity.
- Second, the proposed apartments are high end, which generates higher revenue in the real estate tax and earned income tax categories.
- Third, the proposed pad sites, in-line retail commercial development and structured parking create considerable assessed value and therefore real estate tax revenue, but generate limited Township and County expenditures and no School District expenditures at all, resulting in surpluses for each entity.

The proposed Promenade at Upper Dublin development results in an annual net Township surplus (\$246,212) roughly equal to that of the by right office building (\$238,979). For the School District, the proposed development results in an annual net surplus that is more than \$1.1 million greater than that of the by right office building, despite the fact that the proposed development generates some School District expenditures while the by right office building does not.

However, this is a false choice between these two development scenarios. The proposed mixed use development is a legitimate option, put forward by the owner of the property. The by right office building has been approved for many years, but has not been built because the market has determined that the subject site is not appropriate for a large scale office development. When the Township considered a different alternative proposal in 2006-2008 involving age restricted development, it was widely assumed that the office building would be completed within a few years; obviously this has not happened. Therefore, to view the by right office building as a reasonable alternative is unrealistic.

Projected Assessments

The projected assessed value of the proposed rental apartments is based on comparable high end apartment complexes recently constructed in eastern and central Montgomery County, shown in the table below, with data from the County Board of Assessment database.

Name	Municipality	Built	Units	Assessment	Per Unit
Regatta	Plymouth	2004	32	\$3,106,220	\$97,069
Avenel	Montgomery	2004	256	\$28,213,000	\$110,207
Station Square	Upper Gwynedd	2005	346	\$35,504,000	\$102,613
Glen at Lafayette Hill	Whitemarsh	1999	139	\$13,631,000	\$98,065
Amberley at Blue Bell	Whitpain	2006	120	\$7,693,680	\$64,114
Londonbury	Conshohocken	2010	309	\$24,715,640	\$79,986

Name	Municipality	Built	Units	Assessment	Per Unit
Riverwalk	Conshohocken	2005	375	\$43,125,000	\$115,000
Bridgeview	Towamencin	2013	180	\$20,700,000	\$115,000
TOTAL			1,757	\$176,688,540	\$100,563

Please note that the Regatta Apartments shown in this table are the units in Plymouth Township only (the units in Norristown Borough are assessed separately). The projected assessed values for the apartment units in the proposed Promenade at Upper Dublin development are \$3,000 below the average for the one bedroom units (or \$97,563, cell C6), and \$3,000 above the average for the two bedroom units (or \$103,563, cell C7).

The assessed value of the proposed retail pad sites is projected to be \$209 per square foot (cell C8), which is the same as the assessment per square foot for the Bank of America across Welsh Road in Horsham Township, and the Starbucks on Easton Road in Upper Moreland Township. Both are recently constructed (2009 and 2003, respectively), and are comparable to the proposed pad sites. The assessed value of the proposed in-line retail development is projected to be \$155 per square foot (cell C9), which is the same as the assessment per square foot of the Horsham Gate shopping center across Welsh Road in Horsham Township, constructed in 2009 (totaling \$10,080,600 of assessed value in 64,805 square feet).

The assessed value of the structured parking is projected to be \$9,500 per space (cell C10), which is slightly higher than the \$9,231 per space assessment of the existing structured parking garage in Norristown built in 2008 and owned by SEPTA.

The assessed value of the by right office building is projected to be \$91 per square foot, based on the following comparable office buildings in central Montgomery County. All of these buildings are recently constructed, are multistory, and have surface parking only (structured parking increases the overall assessed value, but decreases the assessed value per square foot).

Name	Address	Municipality	Built	SF	Assessment	Per SF
GI Realty Trust	101 Tournament Drive	Horsham	1998	368,495	\$38,720,780	\$105
Liberty	5 Walnut Grove Drive	Horsham	2000	102,474	\$8,078,400	\$79
Liberty	4 Walnut Grove Drive	Horsham	1998	114,300	\$9,076,000	\$79
URS	335 Commerce Drive	Upper Dublin	2004	75,370	\$5,873,200	\$78
Blue Bell Exec.	470 Norristown Road	Whitpain	1999	153,544	\$13,970,000	\$91
Hillcrest	721-751 Arbor Way	Whitpain	2012	476,392	\$39,870,260	\$84
Metro Plex	4000 Chemical Road	Plymouth	2007	120,501	\$12,585,770	\$104
TOTALS				1,411,076	\$128,174,410	\$91

The total projected assessed value of the entire proposed project is determined by multiplying the number of units, square feet and parking spaces (cells B6-B12) by the assessment per unit, square foot or space (cells C6-C12). The assessed value of the proposed development at buildout is projected to total \$69,243,919 (cells D6-D11 and D47-D52). This \$69,243,919 in projected assessed value represents 2.8 percent of the entire assessed value of Upper Dublin Township (\$2,443,744,658). The assessed value of the by right office building is projected to total \$23,887,500 (cells D12 and D53). Please note that the Montgomery County Board of Assessment Appeals will determine the actual assessments only when the proposed development is constructed and inspected.

Demographics

The number of persons per unit is projected to be 1.36 for all one bedroom units and 1.75 for all two bedroom units (cells E6-E7). These figures are from *Residential Demographic Multipliers – Estimates of the Occupants of New Housing*, by Robert W. Burchell, David Listokin, and William Dolphin of the Rutgers University Center for Urban Policy Research (CUPR), published in June, 2006 (available at <http://www.dataplace.org>, under “data available”). These multipliers are based on the U.S. Bureau of the Census 2000 Public Use Microdata Sample, and are specific to this dwelling type, size, rent and state. The Rutgers CUPR examined housing built between 1990 and 2000 specifically in Pennsylvania, and determined the demographic multipliers for a variety of dwelling types (detached, attached, multifamily, etc.), size (in number of bedrooms), and value or monthly rent.

The number of persons projected to reside in the proposed development is determined by multiplying the number of units (cells B6-B7) by the number of persons per unit for each dwelling type (cells E6-E7). The number of persons projected to reside in the proposed development at buildout and full occupancy totals 690 (cells F6-F7).

The number of workers per thousand square feet to be generated by the proposed nonresidential development is projected to be 4.00 for the pad sites, 2.00 for the in-line retail, and 3.25 for the by right office building (cells E8-E12). These figures are based on *Who Lives in New Jersey Housing? New Jersey Demographic Multipliers*, by the CUPR, published in November, 2006 (available at <http://www.njmeadowlands.gov/eg/housing/intro.html>). In addition to the residential demographic multipliers specific to New Jersey (which were not used in this analysis – see above for the source of the Pennsylvania multipliers used in this analysis), this document also includes nonresidential multipliers from nationwide studies. No workers are projected for the proposed parking garage.

The number of workers projected to work in the nonresidential uses is determined by multiplying the number of square feet (cells B8-B12) by the number of workers per thousand square feet (cells E8-E12). The number of workers projected to work in the proposed retail commercial development at buildout and full occupancy totals 275 (cells F8-F10). The number of workers projected to work in the by right office building at buildout and full occupancy totals 853 (cell F12). Please note that these figures represent the number of full time equivalent positions, not the number of employees. Given part time positions and turnover within positions, the number of employees for each use is likely to be higher.

The number of school age children per unit is projected to be 0.05 for all one bedroom units and 0.09 for all two bedroom units (cells E47-E48 of the School District spreadsheet). These multipliers are also from the same document by the CUPR that contains the multipliers for number of persons per unit in Pennsylvania housing, referenced above. The number of public school children is determined by multiplying the number of units (cells B47-B48) by the number of school age children per unit for each dwelling type (cells E47-E48), and by 82.6 percent (cell D77), to account for those children who will attend private schools or be schooled at home. The figure of 82.6 percent is from the 2013 American Community Survey, a function of the U.S. Census, specifically for Upper Dublin Township, which reported 4,157 public school students out of 5,034 school age children (ages 5-18). The number of UDSD students projected to reside in the proposed development at buildout and full occupancy totals 26 (cells F47-F48). The 26 UDSD students are projected to be distributed evenly throughout all 13 grades in the public school system. No public school students are projected to be generated by the proposed retail commercial development or structured parking, or the by right office building (cells F49-F53).

Please note that the residential demographic multipliers in the CUPR study are comparable to a similar study prepared by the Montgomery County Planning Commission, called *Characteristics of the Population in New and Existing Housing Units* (January, 2012). The MCPC study examined the 28,000 units built in the County between 2000 and 2010, and differentiated by dwelling type only (and not number of

bedrooms, tenure or value). The demographic multipliers for new multifamily housing were 1.67 persons per unit and 0.04 school age children per unit. Using these multipliers, the number of residents of the proposed development is projected to total 723, the number of school age children is projected to total 17, and the number of public school students is projected to total 14. This fiscal impact analysis uses the CUPR demographic multipliers because they differentiate not only by dwelling type (like the MCPC study), but also by dwelling size, tenure and value or rent. In particular, please note that the MCPC figures include multifamily dwellings with three or more bedrooms, while the proposed development has only one and two bedroom units.

Also, please note that the number of public school students in the 2012-2013 school year generated by the 375 apartment units at the Riverwalk development in Conshohocken Borough (a comparable, high end multifamily development) was only three, for a multiplier of 0.008 public school students per unit.

Annual Upper Dublin Township Expenditures

The Upper Dublin Township budget includes the following funds, shown in the table below with their respective 2016 expenditure totals:

Fund	Budgeted Expenditure
General Fund	\$17,684,203
Parks and Recreation Fund	\$2,119,429
Library Fund	\$1,164,735
Internal Services Fund	\$2,085,263
Debt Service Fund	\$2,808,897
Fire Protection Fund	\$522,344
Non-Expendable Trust Fund	\$5,800
Capital Projects Fund	\$1,137,309
Open Space Projects Fund	\$83,200
Fire Capital Fund	\$1,947,550
Stormwater Management Fund	\$430,000
Economic Development Fund	\$1,770,000
TOTAL 2016 EXPENDITURES	\$31,758,730

The total Township budgeted expenditures in 2016 are \$31,758,730, which includes all twelve Township funds. In order to find a more accurate measure of the average annual expenditures for the proposed development, this analysis focuses on the regular, ongoing operating expenditures of the Township. Such operations are quantified in the following five funds, shown in the table below with their respective sums in the 2016 budget.

Operating Fund	Budgeted Expenditure
General Fund	\$17,684,203
Parks and Recreation Fund	\$2,119,429
Library Fund	\$1,164,735
Debt Service Fund	\$2,808,897

Operating Fund	Budgeted Expenditure
Fire Protection Fund	\$522,344
TOTAL 2016 EXPENDITURES	\$24,299,608

The five operating funds total \$24,299,608 in expenditures for 2016 (cell D36). These five funds cover nearly all Township expenditures, including administration and finance, tax collection, police protection, code enforcement, sanitation, engineering, road maintenance, emergency services, parks and recreation, library, fire protection, and debt service.

The following funds, shown below with their respective sums in the 2016 budget, are excluded because they are capital funds which fluctuate significantly year to year, represent transfers between funds (and therefore double counting), and/or are not associated with ongoing operations:

- Internal Services Fund (\$2,085,263), which includes charges to other departments to pay for vehicle operations, maintenance and replacement. The charges for vehicle operations and maintenance are counted in the five operating funds.
- Non-Expendable Trust Fund (\$5,800), which is a fund used to track the five trusts maintained by the Township.
- Capital Projects Fund (\$1,137,309), which is a capital fund using the annual liquid fuels grant from Harrisburg (which is a pure pass-through fund) as well as other sources.
- Open Space Projects Fund (\$83,200), which is also a capital fund using revenue generated by the Township’s fee in lieu of open space and grant revenue.
- Fire Capital Fund (\$1,947,550), which is also a capital fund using excess revenue from the Fire Protection Fund (the Fire Protection Fund operating expenditures are included in the analysis) plus a bond issue, in order to fund capital expenditures such as apparatus purchases and fire house renovations.
- Storm Water Management Reserve Fund (\$430,000), which is also a capital fund using revenue from various bond issues (the debt service for which is included in this analysis), to pay for stormwater management projects.
- Economic Development Fund (\$1,770,000), which is a capital fund using revenue from a bond issue, state grants, and a dedicated millage (0.096 mills), to pay for improvements to the Fort Washington Office Park and not Township-wide.

In order to find a more accurate measure of the average annual expenditures for future residents of the proposed development, four categories of funds are subtracted from the total 2016 operating expenditures of \$24,299,608 (cell D36):

1. Pass-Through Funds. Pass-through funds are excluded because the proposed development will have no net impact on these funds, since revenue always equals expenditures. Pass-through funds that are excluded are as follows, shown in the table below with their respective sums in the Township’s 2016 budget.

Source	Fund	Budgeted Amount
Rent from NHCC	General	\$18,500

Source	Fund	Budgeted Amount
Other Rent	General	\$175,000
Public Utility Realty Tax	General	\$25,000
State/Federal Grants	General	\$110,000
Beverage License Tax	General	\$4,200
Casualty Insurance Premium Tax	General	\$520,984
Fire Insurance Premium Tax	General	\$252,881
Fire Marshal Reports	General	\$13,500
Special Police Services	General	\$40,000
Crossing Guard Services	General	\$72,500
Finance Department Services	General	\$1,000
Police Report Fees	General	\$45,000
Contracted Snow Removal	General	\$147,000
Cart Fees	General	\$2,500
Benefit Contributions	General	\$71,000
State Grants	Parks & Recreation	\$56,541
Employee Contributions	Parks & Recreation	\$7,750
General Trips	Parks & Recreation	\$36,775
Park Rental	Parks & Recreation	\$36,600
Donations	Parks & Recreation	\$34,194
North Hills Summer Camp	Parks & Recreation	\$3,000
Summer Programs	Parks & Recreation	\$267,401
Other Programs	Parks & Recreation	\$81,353
Special Events	Parks & Recreation	\$11,360
Pool Rental	Parks & Recreation	\$26,750
State Grants	Library	\$82,526
Fines	Library	\$32,000
Book Charges	Library	\$2,750
Employee Contributions	Library	\$6,750
Copy/Printing	Library	\$1,300
TOTAL		\$2,186,115

2. Development Related Funds. The other pass-through category is charges related to the processing and administration of proposed subdivisions and land developments in the Township, shown in the table below with their respective sums in the Township's 2016 budget (all are in the General Fund). Such charges for services and departmental earnings are excluded because they are in essence one-time pass-through funds for specific functions normally associated with new development. For example, the Township is budgeted to receive \$452,000 in building permit fees, which will be expended on the building inspections and the administration of those permits while a development is under construction, not on other functions associated with the time after a development is completed. Once a

development is completed, the revenue and expenditures for such permits and application fees decreases significantly, but not completely.

Source	Budgeted Amount
Zoning/Development Fees	\$9,000
Zoning Hearing Board Fees	\$25,000
Sale of Maps and Documents	\$1,500
Street Opening Permits	\$52,000
Building Permits	\$452,000
Electrical Permits	\$94,500
Plumbing Permits	\$98,000
Sewage Permits	\$500
TOTAL	\$732,500

Ninety percent of the development related pass-through funds of \$732,500 (or \$659,250) is excluded from the total expenditures. Only 90 percent of the development related funds is excluded from the expenditure analysis, in acknowledgment that there will still be some expenditures on subdivisions and land developments once they are complete, for things like building renovations and inspections for violations. Please note that in the revenue analysis, below, only 10 percent of the revenue from development related funds (or \$73,250) is included in the category of miscellaneous revenue.

3. Sanitation Expenditures. Sanitation and leaf collection expenditures are excluded, since the proposed development will not require any such Township services. The 2016 Township expenditures of \$2,419,899 for sanitation and \$147,150 are excluded. Please note that the revenue from sanitation services (\$25,000) and recycling (\$5,000) are two pass through funds which have not been subtracted above, since their associated expenditures have been excluded here.
4. Transfers. Certain transfers are excluded, in order to avoid double counting the same funds, and in order to exclude payments to capital funds for future capital expenditures. Transfers include \$542,000 from the Fire Protection Fund to the Fire Capital Fund (a capital fund), and \$306,859 from the Fire Protection Fund to the Debt Service Fund (already counted as Debt Service Fund expenditures), for a total of \$848,859. Please note that the transfers from the General Fund and the Parks and Recreation Fund to the Pension Fund (which total \$1,332,297) have not been excluded since they are required annual payments to fiduciary funds to pay for future retirement, medical, or insurance expenses.

The excluded pass-through, development related, sanitation, and transfer funds total \$6,261,273 (cell D37). The 2016 net Township operating expenditures (minus pass-through, development related, sanitation expenditures and transfer funds) are \$18,038,335 (cell D38). Please note that just as the expenditures for the above funds are not included in the expenditure calculations of this section, the revenue from these sources is also not included in the revenue analysis, below.

Then, the Township expenditures associated with existing nonresidential development are subtracted from the net expenditures using the "proportional valuation method" of *The New Practitioner's Guide to Fiscal Impact Analysis*. First, a portion of the total Township expenditures is assigned to existing nonresidential development, based on the average value of property. According to the Montgomery County Board of Assessment as of December, 2015, the total assessed value of the 9,637 properties in Upper Dublin Township was \$2,443,744,658, yielding an average assessed value of \$253,579. Of those properties, 439 were nonresidential (commercial, industrial, institutional, utility, etc., whether taxable or exempt), with a

total assessed value of \$613,383,563 (representing 25.1 percent of the Township total), and an average assessed value of \$1,397,229. The proportion of average nonresidential assessed value to average Township assessed value (residential and nonresidential combined) is 5.51, which is then used to determine the refinement coefficient of 1.07 from a graph in the *New Practitioner's Guide*. The refinement coefficient is based on empirical research by the Rutgers University CUPR, and is necessary to adjust the costs of existing nonresidential development in communities without extensive nonresidential development of very high average assessed value, such as Upper Dublin Township. By comparison, in communities where the ratio between the average nonresidential assessment and the average overall assessment is above 6, an economy of scale reduces the nonresidential expenditures on a per square foot basis, and the refinement coefficient is below 1.00.

The proportion of Township assessed value in nonresidential uses (25.1 percent) is then multiplied by the refinement coefficient of 1.07, and by the 2016 net Township operating expenditures of \$18,038,335 (cell D38). The result of this calculation is that \$4,844,584 of the net Township operating expenditures (representing 26.9 percent) is attributable to existing nonresidential development (cell D39). This sum is subtracted from the 2016 net Township operating expenditures \$18,038,335 (cell D38), and the remainder (\$13,193,751 in expenditures attributable to existing residential development) is divided by the estimated number of Township residents in 2016, which is 26,279 (cell I36). The estimated number of Township residents is determined by taking the U.S. Census estimate for 2014 (the most recent estimate available) of 26,042, and adding two year's worth of the average annual increase between 2010 and 2014 (473 over those four years, or 118.25 additional residents per year and 237 over two years, as a result of rounding) to find the current estimate of 26,279.

The per capita Township operating expenditures attributable to existing residential development are \$502.07 (cell D40). This figure is then applied to the projected number of residents of the proposed development at buildout and full occupancy (totaling 690, cells F6-F7) to find the annual projected Township operating expenditures for the proposed apartments totaling \$346,572 (cells G6-G7).

The Township expenditures associated with the proposed nonresidential development (including the retail pad sites, in-line retail, and structured parking garage) are also determined using the proportional valuation method. The proposed nonresidential development has a projected assessed value totaling \$25,439,300 (cells D8-D10) which is 4.1 percent of the assessed value of all 439 existing nonresidential properties in the Township (which is \$613,383,563). The ratio of the projected assessed value of the proposed nonresidential development (\$25,439,300) to the average assessed value of existing nonresidential properties in the Township (\$1,397,229) is 18.2, which is used to determine a refinement coefficient of 0.27 from the same graph in the *Guide*. Then, the proportion of proposed assessed value to existing nonresidential assessed value (4.1 percent) is multiplied by the refinement coefficient of 0.27 and by the 2016 Township operating expenditures attributable to existing nonresidential development (\$4,844,584, cell D39). The result of this calculation is that the proposed nonresidential development is projected to generate \$54,249 in Township expenditures each year (cells G8-G10). This annual expenditure is apportioned among the pad sites and in-line retail development according to their respective square foot totals, with \$3,213 attributed to the pad sites (5.9 percent) and \$51,036 to the in-line retail (94.1 percent). The proposed structured parking garage is projected to generate no Township expenditures directly; instead, the Township expenditures are attributed to the primary uses associated with the parking (either the apartments or the retail commercial development).

The annual Township expenditures for the by right office building are also determined using the proportional valuation method. The by right office building has a projected assessed value of \$23,887,500 (cell D12) which is 3.9 percent of the assessed value of all existing nonresidential properties in the Township (\$613,383,563). The ratio of the projected assessed value of the proposed nonresidential development (\$23,887,500) to the average assessed value of existing nonresidential properties in the Township (\$1,397,229) is 17.1, which is used to determine a refinement coefficient of 0.28 from the same

graph in the *Guide*. Then, the proportion of proposed assessed value to existing nonresidential assessed value (3.9 percent) is multiplied by the refinement coefficient of 0.28 and by the 2016 Township operating expenditures attributable to existing nonresidential development (\$4,844,584, cell D39). The result of this calculation is that the by right office building is projected to generate \$52,827 in Township expenditures each year (cell G12).

The annual Township expenditures for the entire proposed Promenade at Upper Dublin development are projected to total \$400,821 (cells G6-G11). Annual Township expenditures per unit are projected to be \$683 for the proposed one bedroom units and \$879 for the proposed two bedroom units (cells H6-H7). Annual Township expenditures are projected to be \$417 per 1,000 square feet of the proposed nonresidential development (cells H8-H9), and \$201 per 1,000 square feet of the by right office building (cell H12).

Annual Upper Dublin Township Revenue

The annual Township revenue is determined by adding the following sources:

- Real estate tax revenue, based on the Township tax rate of 5.565 mills (cell I37) applied to the projected assessed value of the proposed development (totaling \$69,243,919, cells D6-D11) and the projected assessed value of the by right office building (\$23,887,500, cell D12). The 2016 millage rates of the five operating funds are shown below.

Fund	Millage Rates
General Fund	2.762
Parks and Recreation Fund	0.713
Library Fund	0.479
Debt Service Fund	1.000
Fire Protection Fund	0.611
TOTAL	5.565

The annual real estate tax revenue is projected to total \$385,342 for the proposed development (cells B17-B22) and \$132,934 for the by right office building (cell B23). Please note that for the proposed development, the projected real estate tax revenue very nearly offsets the annual Township expenditures (\$400,821, cells G6-G11). For the by right office building, the projected real estate tax revenue is two and one-half times the annual Township expenditures (\$52,827, cell G12).

- Earned income tax revenue, determined in two ways. The earned income tax revenue for the apartment units is based on the tax rate of 0.5 percent applied to the household income of residents. Household income is calculated by multiplying the monthly rent for each dwelling type (averaging \$2,000 for the one bedroom units and \$2,200 for the two bedroom units, see the introduction, above) by twelve months and dividing by 25 percent, which is the industry standard for maximum percentage of household income used for rent for prospective tenants of a proposed multifamily development. The minimum annual household income for each unit is projected to be \$96,000 for the one bedroom units and \$105,600 for the two bedroom units. These minimum annual income levels are then multiplied by the number of units in each category (cells B6-B7) and by the tax rate of 0.5 percent, to determine the tax revenue. The revenue is then reduced by 17.6 percent to account for those residents who will work in the City of Philadelphia, and therefore pay the City's wage tax instead of Upper Dublin Township's earned income tax. The 2014 American Community Survey of the U. S. Census Bureau reports 2,285 resident workers living in the Township and working in the City out of a total of 13,002 resident workers, or 17.6 percent.

The annual earned income tax revenue from the proposed apartments is projected to total \$181,600 (cells C17-C18). The earned income tax revenue for the nonresident workers at the proposed pad sites and in-line retail commercial development is determined by multiplying the number of workers (totaling 275, cells F8-F9) by the average annual wage per retail job of \$45,460 (cell I38) and by the nonresident worker tax rate of 0.1 percent. This figure is then reduced by 80 percent to account for those workers who live in municipalities that charge the earned income tax. Upper Dublin Township is projected to retain only 20 percent of the earned income tax revenue it collects from the nonresident workers, and the remaining 80 percent is forwarded to the municipalities where these nonresident workers live. The annual earned income tax revenue from the proposed pad sites and in-line retail commercial development is projected to total \$25,039 (cells C19-C20). No earned income tax revenue is projected from the proposed parking garages. The annual earned income tax revenue from the proposed development is projected to total \$206,640 (cells C17-C22). The annual earned income tax revenue for the nonresident workers at the by right office building is determined by multiplying the number of workers (totaling 853, cell F12) by the average annual wage per office job of \$61,655 (cell I39) and by the nonresident worker tax rate of 0.1 percent. This figure is then reduced by 80 percent to account for those workers who live in municipalities that charge the earned income tax. The annual earned income tax revenue from the by right office building is projected to total \$105,199 (cell C23). The source for these average annual earnings is the Bureau of Labor Statistics, U. S. Department of Labor, average mean labor wages for the Philadelphia Metropolitan Statistical Area, May, 2014 (the most recent data available).

- Local services tax revenue, determined by applying the tax rate of \$52 per worker per year to the projected number of workers in the proposed development (totaling 275, cells F8-F9) and the by right office building (totaling 853, cell F12). The annual local services tax revenue is projected to total \$14,321 for the proposed development (cells D17-D22) and \$44,363 for the by right office building (cell D23). No local services tax revenue is projected from the proposed apartments or parking garage.
- Annual housing permit fee revenue, determined by applying the fee (\$25 every two years, or \$12.50 per year) to the number of units in the proposed development (totaling 433, cells B6-B7), and adding the \$50 per apartment building per year (assuming two buildings). The annual housing permit fee revenue is projected to total \$5,513 (cells E17-E22). No housing permit fee revenue is projected from the proposed nonresidential development, parking garage or by right office building.
- Franchise fees and miscellaneous revenue, based on the Township's budgeted revenue from these sources (\$688,250 comprised of \$615,000 in franchise fee revenue and \$73,250 in development related revenue, representing 10 percent of the total revenue in this category associated with existing and not new development, which is \$732,500; see the expenditure analysis, above) divided by the estimated number of units in the Township (9,877, cell I40), and that per unit revenue of \$69.68 is applied to the units in the proposed development (totaling 433, cells B6-B7). The annual franchise fee and miscellaneous revenue for the proposed apartment units is projected to total \$30,172 (cells F17-F18). The annual franchise fee and miscellaneous revenue from the proposed retail commercial development is determined by multiplying the same per unit revenue of \$69.68 to the number square feet of proposed retail development divided by 2,000. In other words, each 2,000 square feet of retail commercial development is projected to generate the same franchise fee and miscellaneous revenue as one home. The annual franchise fee and miscellaneous revenue from the proposed retail commercial development is projected to total \$4,529 (cells F19-F20). The proposed parking garage is projected to generate only miscellaneous revenue, and no franchise fee revenue. The annual miscellaneous revenue is determined by dividing the annual Township revenue from this source (\$73,250) by the estimated number of housing units in the Township (9,877, cell I40) and multiplying that per unit revenue of \$7.42 by the number of parking spaces in the proposed garages divided by 100. In other words, each 100 structured parking spaces are projected to generate the same miscellaneous revenue as one home. The annual miscellaneous revenue for the proposed parking garages is projected to total \$38 (cell F21). The annual

franchise fee and miscellaneous revenue for the proposed development is projected to total \$34,740 (cells F17-F22). The annual franchise fee and miscellaneous revenue for the by right office building is determined by multiplying the per unit revenue of \$69.68 by the number square feet of the by right office building, divided by 2,000. Annual franchise fee and miscellaneous revenue for the by right office building is projected to total \$9,146 (cell F23). The estimated number of 9,877 units in the Township (cell I40) is from the Montgomery County Planning Commission estimate of 2014, based on the 2010 Census total of 9,649 plus 228 units built since 2010.

- Interest earnings, based on the projected assessed value of the proposed development (totaling \$69,243,919, cells D6-D11) divided by the Township's total assessed value (\$2,443,744,658, according to the Board of Assessment as of December, 2015), and multiplying by the Township's projected revenue from interest earnings in the 2016 budget, totaling \$16,850 and shown in the table below:

Fund	Interest Earnings
General Fund	\$12,000
Parks and Recreation Fund	\$1,100
Library Fund	\$500
Debt Service Fund	\$2,500
Fire Protection Fund	\$750
TOTAL	\$16,850

The annual interest earnings are projected to total \$477 for the proposed development (cells G17-G22) and \$165 for the by right office building (cell G23).

The annual Township revenue from all sources is projected to total \$647,033 for the proposed development (cells H17-H22) and \$291,806 for the by right office building (cell H23). The annual Township revenue is projected to be \$1,022 for each one bedroom unit, \$1,095 for each two bedroom unit, \$1,771 per 1,000 square feet of retail pad sites, \$1,184 per 1,000 square feet of in-line retail commercial development, \$53 per structured parking space, and \$1,112 per 1,000 square feet of by right office building (cells I17-I23).

The annual net Township impact (revenue minus expenditures) is projected to total positive \$246,212 for the proposed development (cells B27-B32) and \$238,979 for the by right office building (cell B33). The annual net Township revenue is projected to be \$339 for each one bedroom unit, \$216 for each two bedroom unit, \$1,354 per 1,000 square feet of retail pad sites, \$767 per 1,000 square feet of in-line retail commercial development, \$53 per structured parking space, and \$910 per 1,000 square feet of by right office building (cells C27-C33).

Annual revenue is projected to exceed annual expenditures by 49.6 percent for the one bedroom units, 24.6 percent for the two bedroom units, 324.4 percent for the retail pad sites, 183.8 percent for the in-line retail commercial development, and 61.4 percent overall (cells D27-D32). Since the structured parking garage has no Township expenditures associated directly with it, all \$27,193 of annual revenue becomes surplus. Annual revenue is projected to exceed annual expenditures by 452.4 percent for the by right office building (cell D33).

Annual Upper Dublin School District Expenditures

The number of units, square feet of nonresidential development, and parking spaces, as well as the projected assessment per unit/square foot/space and the total projected assessment are the same as for the Township impact, above.

The Upper Dublin School District General Fund budgeted expenditures total \$90,925,485 for the 2015-2016 year (cell D78 of the School District spreadsheet). The following pass-through funds are subtracted from this total:

Pass-Through Fund	Budgeted Amount
Revenue from Intermediary Sources	\$501,500
Rentals	\$90,000
Tuition from Patrons	\$890,000
Revenue from District Activities	\$112,500
Services Provided by Other LEA's	\$35,000
Revenue from Community Service Activities	\$275,000
TOTAL	\$1,904,000

In addition, the budgetary reserve of \$250,000 is subtracted, representing funds not projected to be expended during the school year. The pass-through funds and budgetary reserve total \$2,154,000 (cell D79), with the remaining net School District expenditures totaling \$88,771,485 (cell D80). This figure is then divided by the current 2015-2016 District-wide enrollment of 4,187 students (cell I78) to find the 2015-2016 UDSD net expenditure of \$21,202 per student (cell I77). This per student expenditure is applied to the 26 students from the proposed development projected to attend public schools (cells F47-F52) to determine the annual projected School District expenditures of \$561,132 (cells G47-G52). The annual School District expenditure per unit is projected to be \$875 for the one bedroom units and \$1,576 for the two bedroom units (cells H47-H48). The proposed pad sites, in-line retail commercial development and parking garage, as well as the by right office building, are projected to generate no school district students and therefore no annual school district expenditures (cells H49-H53).

Annual Upper Dublin School District Revenue

The annual School District revenue is determined by adding the following sources:

- Real estate tax revenue, based on the School District's tax rate of 31.4099 mills (cell I79) applied to the projected assessed value of the proposed development (totaling \$69,243,919, cells D47-D52) and by right office building (\$23,887,500, cell D53). The annual real estate tax revenue is projected to total \$2,174,945 for the proposed development (cells B58-B63), and \$750,304 for the by right office building (cell B64). Please note that this one revenue source is nearly four times greater than the projected annual School District expenditures of \$561,132 for the proposed development (cells G47-G52).
- Earned income tax revenue, determined using the same method as was used for the Township impact, above, except that the proposed pad sites, in-line retail commercial development, parking garage and by right office building are projected to generate no earned income tax revenue for the School District. The annual earned income tax revenue is projected to total \$181,600 (cells C58-C63).
- State and Federal revenue, based on the 2015-2016 UDSD budgeted revenue from those sources totaling

\$15,269,554 divided by the current UDSD enrollment of 4,187 (cell I78), or \$3,647 per public school student (cell I80), applied to the projected number of students from the proposed development (totaling 26, cells F47-F52). The annual state and federal revenue is projected to total \$96,520 (cells D58-D63). No state and federal revenue is projected from the proposed pad sites, in-line retail commercial development, structured parking garage, or by right office building.

- Interest on investments, based on the projected assessed value of the proposed development (totaling \$69,243,919, cells D47-D52) and the by right office building (\$23,887,500, cell D53) divided by the School District's total assessed value (\$2,243,121,348, according to the 2015-2016 UDSD budget), and multiplying by the School District's projected revenue from interest on investments in the budget (\$50,000). The annual interest on investments is projected to total \$1,543 for the proposed development (cells E58-E63) and \$532 for the by right office building (cell E64).

The annual School District revenue from all sources is projected to total \$2,454,609 for the proposed development (cells F58-F63) and \$750,836 for the by right office building (cell F64). The annual School District revenue is projected to be \$3,613 for each one bedroom unit, \$3,961 for each two bedroom unit, \$6,569 per 1,000 square feet of retail pad sites, \$4,872 per 1,000 square feet of in-line retail commercial development, \$299 per structured parking space, and \$2,860 per 1,000 square feet of by right office building (cells G58-G64).

The annual net School District impact (revenue minus expenditures) is projected to total positive \$1,893,476 for the proposed development (cells B68-B73) and positive \$750,836 for the by right office building (cell B74). The annual net School District revenue is projected to be positive \$2,737 for each one bedroom unit, positive \$2,386 for each two bedroom unit, positive \$6,569 per 1,000 square feet of retail pad sites, positive \$4,872 per 1,000 square feet of in-line retail commercial development, positive \$299 per structured parking space, and positive \$2,860 per 1,000 square feet of by right office building (cells C68-C74).

Annual revenue is projected to exceed annual expenditures by 312.7 percent for the one bedroom units, 151.4 percent for the two bedroom units, and 337.4 percent overall (cells D68-D73). Since the retail pad sites, in-line retail commercial development, structured parking garage, and by right office building have no School District expenditures associated with them, every dollar of annual revenue becomes surplus.

Annual Montgomery County Expenditures

The proposed number of units, square feet of retail commercial development, structured parking spaces, as well as the average assessment per unit/square foot/space, total assessment, persons per unit, and number of persons, are the same as for the Township impact, above. Also similar to the Township impact, the annual County expenditures attributable to the proposed development are determined using the per capita multiplier method for the proposed residential development, and the proportional valuation method for the proposed nonresidential development, as follows:

The Montgomery County General Fund includes most ongoing, annual expenditures, such as administration (commissioners, assets and infrastructure, assessment appeals, controller, human resources, information technology, planning commission, public defender, purchasing, recorder of deeds, tax collection, treasurer and voter services), judicial (clerk of courts, coroner, courts, district attorney, district justices, domestic relations, jury board, law library, prothonotary, register of wills, sheriff and central processing), corrections (adult probation, juvenile probation, child care delinquent, correction facility, and youth detention center), general welfare (drug and alcohol programs, behavioral health programs, health department and community connections), adult welfare (aging and adult services, Parkhouse Center and assisted living), child welfare (youth center, children and youth administration, child care dependent and day care), public safety, and other expenditures (veterans affairs, insurance, debt service, tax refunds, professional fees, etc.).

The total expenditures in the 2016 budget are \$389,722,974 (cell D117). Subtracted from this total are pass-through grant revenue funds of \$136,439,383 and recoverable expenditures of \$1,500,000, for a total of \$137,939,383 (cell D118). Also subtracted are several expenditures that former Montgomery County Finance Director Jon B. Ganser believed are largely unrelated to new development. In this category are 95 percent of the following expenditures: district attorney, courts, clerk of courts, prison, sheriff, prothonotary, central processing, juvenile probation, adult probation, youth detention, Parkhouse and human services center; 90 percent of the district justice office expenditures; and 80 percent of the expenditures for children and youth administration, child care dependent, and health department. These excluded expenditures (minus any pass-through grant revenue already subtracted) total \$103,466,097 in the 2016 budget (cell D119), and are also subtracted from the total expenditures to determine the net 2016 County expenditures of \$148,317,494 (cell D120).

Then, the County expenditures associated with existing nonresidential development are determined using the proportional valuation method of *The New Practitioner's Guide*. According to the Montgomery County Board of Assessment computer records as of December, 2015, the total assessed value of the 299,676 properties in the County is \$66,708,106,101, yielding an average assessed value of \$222,601. Of those properties, 22,546 are nonresidential (commercial, industrial, institutional, utility, etc., regardless of whether they are taxable or exempt), with a total assessed value of \$20,149,233,890 (representing 30.2 percent of the County total), and an average assessed value of \$893,694.

The proportion of average nonresidential assessed value to average County assessed value (residential and nonresidential combined) is 4.01, which is then used to determine the refinement coefficient of 1.27 from a graph in the *New Practitioner's Guide*. Again, the refinement coefficient is based on empirical research by the Rutgers University Center for Urban Policy Research, and is necessary to adjust the expenditures of existing nonresidential development in communities without extensive nonresidential development of very high average assessed value, such as Montgomery County. The ratio of nonresidential assessed value to total County assessed value (30.2 percent) is then multiplied by the refinement coefficient of 1.27, and by the 2016 net County general fund expenditures (\$148,317,494, cell D120). The result of this calculation is that \$56,895,252 of the net County expenditures (representing 38.4 percent) is attributable to existing nonresidential development (cell D121). This figure is subtracted from the 2016 net County general fund expenditures (\$148,317,494, cell D120) and the remainder (expenditures attributable to existing residential

development) is divided by the estimated number of County residents in 2016, which is 825,349 (cell I117). The estimated number of County residents is determined by taking the U.S. Census estimate for July, 2014 of 816,857, and adding two year's worth of the increase between 2010 and 2014 (16,983 additional residents over those four years, or 4,246 per year) to find the 2016 estimate of 825,349 (cell I117).

The 2016 per capita County General Fund expenditures attributable to existing residential development are \$110.77 (cell I118). This figure is then applied to the projected number of residents of the proposed development at buildout and full occupancy (totaling 690, cells F87-F88) to find the annual projected County expenditures of \$76,461 (cells G87-G88). Annual County expenditures per unit are projected to be \$151 for the one bedroom units and \$194 for the two bedroom units (cells H87-H88).

The annual County expenditures for the proposed nonresidential development are determined using the proportional valuation method, based on the projected assessed value of the development, including another refinement coefficient, and apportioned between the various uses according to the distribution of square feet of development. The proposed nonresidential development has a projected assessed value totaling \$25,439,300 (cells D89-D91) which is 0.13 percent of the assessed value of all 22,546 existing nonresidential properties in the County (which is \$20,149,233,890). The ratio of the projected assessed value of the proposed nonresidential development (\$25,439,300) to the average assessed value of existing nonresidential properties in the County (\$222,601) is 114.3, which is used to determine a refinement coefficient of 0.08 from the same graph in the *Guide*. Then, the proportion of proposed assessed value to existing nonresidential assessed value (0.13 percent) is multiplied by the refinement coefficient of 0.08 and by the 2016 County operating expenditures attributable to existing nonresidential development (\$56,895,252, cell D121). The result of this calculation is that the proposed nonresidential development is projected to generate \$5,747 in County expenditures each year (cells G8-G10). This annual expenditure is apportioned among the pad sites and in-line retail development according to their respective square foot totals, with \$340 attributed to the pad sites (5.9 percent) and \$5,406 to the in-line retail (94.1 percent). The proposed structured parking garage is projected to generate no County expenditures directly; instead, the County expenditures are attributed to the primary uses associated with the parking (either the apartments or the retail commercial development).

The annual County expenditures for the by right office building are also determined using the proportional valuation method. The by right office building has a projected assessed value of \$23,887,500 (cell D93) which is 0.12 percent of the assessed value of all existing nonresidential properties in the County (\$20,149,233,890). The ratio of the projected assessed value of the proposed nonresidential development (\$23,887,500) to the average assessed value of existing nonresidential properties in the County (\$222,601) is 107.3, which is used to determine a refinement coefficient of 0.08 from the same graph in the *Guide*. Then, the proportion of proposed assessed value to existing nonresidential assessed value (0.12 percent) is multiplied by the refinement coefficient of 0.08 and by the 2016 County operating expenditures attributable to existing nonresidential development (\$56,895,252 cell D121). The result of this calculation is that the by right office building is projected to generate \$5,396 in County expenditures each year (cell G93).

The annual County expenditures for the entire proposed Promenade at Upper Dublin development are projected to total \$82,208 (cells G87-G92). Annual County expenditures per unit are projected to be \$151 for the proposed one bedroom units and \$194 for the proposed two bedroom units (cells H87-H88). Annual County expenditures are projected to be \$44 per 1,000 square feet of the proposed nonresidential development (cells H89-H90), and \$21 per 1,000 square feet of the by right office building (cell H93). The proposed structured parking is projected to generate no direct County expenditures.

Annual Montgomery County Revenue

The annual County revenue is determined by adding the following sources:

- Real estate tax revenue, based on the County millage rate of 3.459 (cell I119) applied to the projected assessed value of the proposed development (totaling \$69,243,919, cells D87-D92) and by right office building (\$23,887,500, cell D93). The annual real estate tax revenue is projected to total \$239,515 for the proposed development (cells B98-B103), and \$82,627 for the by right office building (cell B104). Please note that this one revenue source is nearly three times greater than the projected annual County expenditures of \$82,208 for the proposed development (cells G87-G92).
- Departmental revenue, determined by dividing the County's budgeted revenue from charges for services (\$49,352,389 minus \$20,583,200 in departmental revenue from the excluded departments, above, for a total of \$28,769,189, cell I120) by the estimated number of units in the County (337,309, cell I121), and applying that per unit revenue of \$85.29 to the number of units as well as to the number of square feet of nonresidential development (excluding parking) divided by 2,500 (i.e., the revenue from 2,500 SF of nonresidential development equals the revenue from one home). The same per unit revenue of \$85.29 is applied to the number of parking spaces divided by 200 (i.e., the revenue from 200 parking spaces equals the revenue from one home). The annual departmental revenue is projected to total \$16,995 for the proposed development (cells C98-C103) and \$3,660 for the by right office building (cell C104).
- Interest income, based on the projected assessed value of the proposed development (totaling \$69,243,919, cells D87-D92) and the by right office building (\$23,887,500, cell D93) divided by the County's total assessed value (\$66,708,106,101, according to the Board of Assessment), and multiplying by the County's projected revenue from interest income in the 2016 budget (\$100,000). The annual interest income is projected to total \$104 for the proposed development (cells D98-D103) and \$36 for the by right office building (cell D104).

The annual County revenue from all sources is projected to total \$256,614 for the proposed development (cells E98-E103) and \$86,323 for the by right office building (cell E104). The annual County revenue is projected to be \$372 for each one bedroom unit, \$393 for each two bedroom unit, \$737 per 1,000 square feet of retail pad sites, \$550 per 1,000 square feet of in-line retail commercial development, \$33 per structured parking space, and \$329 per 1,000 square feet of by right office building (cells F98-F104).

The annual net County impact (revenue minus expenditures) is projected to total positive \$174,406 for the proposed development (cells B108-B113) and positive \$80,927 for the by right office building (cell B114). The annual net County revenue is projected to be positive \$222 for each one bedroom unit, positive \$199 for each two bedroom unit, positive \$693 per 1,000 square feet of retail pad sites, positive \$506 per 1,000 square feet of in-line retail commercial development, positive \$33 per structured parking space, and positive \$308 per 1,000 square feet of by right office building (cells C108-C114).

Annual revenue is projected to exceed annual expenditures by 147.3 percent for the one bedroom units, 102.9 percent for the two bedroom units, 1,567.7 percent for the retail pad sites, 1,144.9 percent for the in-line retail commercial development, and 212.2 percent overall (cells D108-D113). Since the structured parking garage has no County expenditures associated directly with it, all \$16,954 of annual revenue becomes surplus. Annual revenue is projected to exceed annual expenditures by 1,499.7 percent for the by right office building (cell D114).

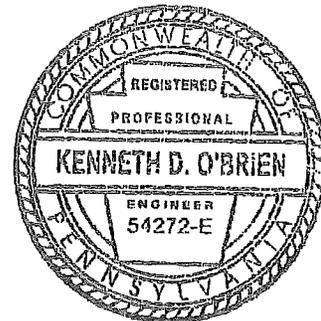
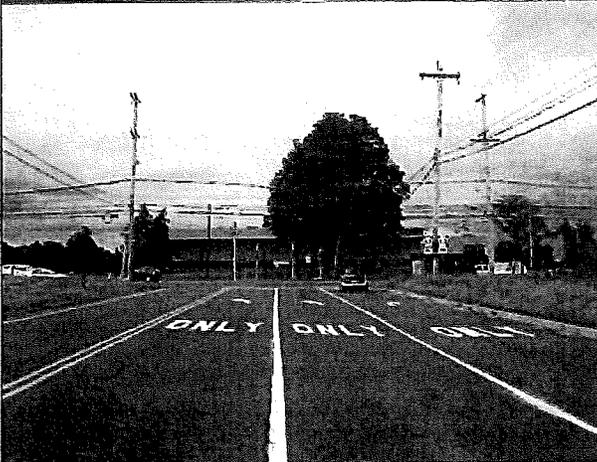
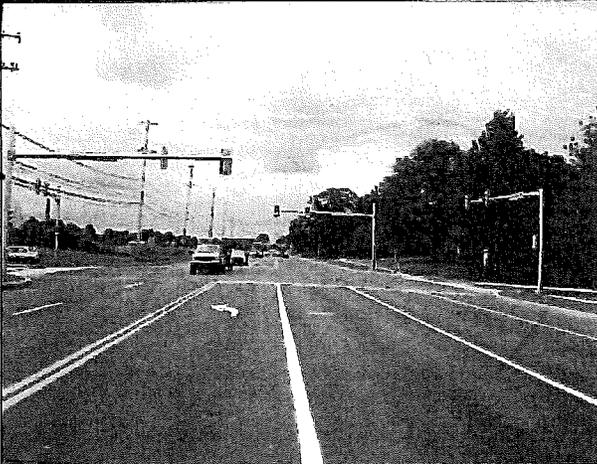
	A	B	C	D	E	F	G	H	I
1	ANALYSIS OF THE FISCAL IMPACT TO UPPER DUBLIN TOWNSHIP								
2	Of the Proposed Promenade at Upper Dublin Development						March 16, 2016		
3							Annual		
4	Proposed Use	Number of	Assessment per	Total	Persons per Unit/	Total Persons/	Township	Expenditures per	
5		Units/GSF/Spaces	Unit/GSF/Space	Assessed Value	Workers per 1K GSF	Workers	Expenditures	Unit/1K GSF/Space	
6	1 BR Apartments	173	\$97,563	\$16,878,335	1.36	235	\$118,128	\$683	
7	2 BR Apartments	260	\$103,563	\$26,926,284	1.75	455	\$228,444	\$879	
8	Retail Pad Sites	7,700	\$209	\$1,609,300	4.00	31	\$3,213	\$417	
9	In-Line Retail	122,300	\$155	\$18,956,500	2.00	245	\$51,036	\$417	
10	Structured Parking	513	\$9,500	\$4,873,500	0.00	0	\$0	\$0	
11	Total Proposed	433/130,000/513		\$69,243,919		690 / 275	\$400,821		
12	By Right Office	262,500	\$91	\$23,887,500	3.25	853	\$52,827	\$201	
13									
14	Annual Township Revenue								
15	Proposed Use	Real Estate	Earned Income	Local Services	Annual Housing	Franchise Fee &	Interest	Total Annual	Revenue per
16		Tax	Tax	Tax	Permit Fee	Misc. Revenue	Earnings	Revenue	Unit/1K GSF/Space
17	1 BR Apartments	\$93,928	\$68,446	\$0	\$2,213	\$12,055	\$116	\$176,758	\$1,022
18	2 BR Apartments	\$149,845	\$113,154	\$0	\$3,300	\$18,117	\$186	\$284,602	\$1,095
19	Retail Pad Sites	\$8,956	\$2,800	\$1,602	\$0	\$268	\$11	\$13,637	\$1,771
20	In-Line Retail	\$105,493	\$22,239	\$12,719	\$0	\$4,261	\$131	\$144,843	\$1,184
21	Structured Parking	\$27,121	\$0	\$0	\$0	\$38	\$34	\$27,193	\$53
22	Total Proposed	\$385,342	\$206,640	\$14,321	\$5,513	\$34,740	\$477	\$647,033	
23	By Right Office	\$132,934	\$105,199	\$44,363	\$0	\$9,146	\$165	\$291,806	\$1,112
24									
25	Proposed Use	Annual Net	Net Township Revenue	Revenue >					
26		Township Revenue	per Unit/1K GSF/Space	Expenditure					
27	1 BR Apartments	\$58,630	\$339	49.6%					
28	2 BR Apartments	\$56,158	\$216	24.6%					
29	Retail Pad Sites	\$10,424	\$1,354	324.4%					
30	In-Line Retail	\$93,807	\$767	183.8%					
31	Structured Parking	\$27,193	\$53	--					
32	Total Proposed	\$246,212		61.4%					
33	By Right Office	\$238,979	\$910	452.4%					
34									
35	<i>Notes</i>								
36	2016 Township Operating Expenditures (5 funds)			\$24,299,608		2016 Township Population Estimate			26,279
37	Minus 2016 Pass-Through and Excluded Expenditures			\$6,261,273		2016 Township Real Estate Tax Millage (5 funds)			5,565
38	2016 Net Township Operating Expenditures			\$18,038,335		Average Wage per Retail Job (BEA, 2011)			\$45,460
39	2016 Township Non-Residential Expenditures		26.9%	\$4,844,584		Average Wage per Office Job (BEA, 2011)			\$61,655
40	2016 Township per Capita Expenditure			\$502.07		2016 Township Housing Unit Estimate			9,877

	A	B	C	D	E	F	G	H	I
42	ANALYSIS OF THE FISCAL IMPACT TO THE UPPER DUBLIN SCHOOL DISTRICT								
43	Of the Proposed Promenade at Upper Dublin Development						March 16, 2016		
44							Annual		
45	Proposed Use	Number of	Assessment per	Total	School Age	Public School	Annual School District Expenditures	Expenditures per Unit/1K GSF/Space	
46		Units/GSF/Spaces	Unit/GSF/Space	Assessment	Children per Unit	Students			
47	1 BR Apartments	173	\$97,563	\$16,878,335	0.05	7	\$151,444	\$875	
48	2 BR Apartments	260	\$103,563	\$26,926,284	0.09	19	\$409,688	\$1,576	
49	Retail Pad Sites	7,700	\$209	\$1,609,300	0.00	0	\$0	\$0	
50	In-Line Retail	122,300	\$155	\$18,956,500	0.00	0	\$0	\$0	
51	Structured Parking	513	\$9,500	\$4,873,500	0.00	0	\$0	\$0	
52	Total Proposed	433/130,000/513		\$69,243,919		26	\$561,132		
53	By Right Office	262,500	\$91	\$23,887,500	0.00	0	\$0	\$0	
54									
55	Annual School District Revenue								
56	Proposed Use	Real Estate	Earned Income	State & Federal	Interest on	Total Annual	Revenue per Unit/1K GSF/Space		
57		Tax	Tax	Revenue	Investments	Revenue			
58	1 BR Apartments	\$530,147	\$68,446	\$26,050	\$376	\$625,019	\$3,613		
59	2 BR Apartments	\$845,752	\$113,154	\$70,470	\$600	\$1,029,976	\$3,961		
60	Retail Pad Sites	\$50,548	\$0	\$0	\$36	\$50,584	\$6,569		
61	In-Line Retail	\$595,422	\$0	\$0	\$423	\$595,844	\$4,872		
62	Structured Parking	\$153,076	\$0	\$0	\$109	\$153,185	\$299		
63	Total Proposed	\$2,174,945	\$181,600	\$96,520	\$1,543	\$2,454,609			
64	By Right Office	\$750,304	\$0	\$0	\$532	\$750,836	\$2,860		
65									
66	Proposed Use	Annual Net School	Net School Dist. Revenue	Revenue >					
67		District Revenue	per Unit/1K GSF/Space	Expenditure					
68	1 BR Apartments	\$473,575	\$2,737	312.7%					
69	2 BR Apartments	\$620,289	\$2,386	151.4%					
70	Retail Pad Sites	\$50,584	\$6,569	--					
71	In-Line Retail	\$595,844	\$4,872	--					
72	Structured Parking	\$153,185	\$299	--					
73	Total Proposed	\$1,893,476		337.4%					
74	By Right Office	\$750,836	\$2,860	--					
75									
76	NOTES:								
77	Percentage of School Age Children in Public Schools in Upper Dublin	82.6%			2015-2016 UDSD Net Expenditure per Student		\$21,202		
78	2015-2016 UDSD Total Expenditures	\$90,925,485			2015-2016 UDSD Current Student Enrollment		4,187		
79	Minus Pass-Through Expenditures & Budgetary Reserve	\$2,154,000			2015-2016 UDSD Real Estate Tax Millage		31.4099		
80	2015-2016 UDSD Net Expenditures	\$88,771,485			2015-2016 UDSD State/Federal Revenue per Student		\$3,647		

	A	B	C	D	E	F	G	H	I
82	ANALYSIS OF THE FISCAL IMPACT TO MONTGOMERY COUNTY								
83	Of the Proposed Promenade at Upper Dublin Development						March 16, 2016		
84									
85	Proposed Use	Number of	Assessment per	Total	Persons per Unit/	Total Persons/	Annual County	Expenditures per	
86		Units/GSF/Spaces	Unit/GSF/Space	Assessed Value	Workers per 1K GSF	Workers	Expenditures	Unit/1K GSF/Space	
87	1 BR Apartments	173	\$97,563	\$16,878,335	1.36	235	\$26,062	\$151	
88	2 BR Apartments	260	\$103,563	\$26,926,284	1.75	455	\$50,399	\$194	
89	Retail Pad Sites	7,700	\$209	\$1,609,300	4.00	31	\$340	\$44	
90	In-Line Retail	122,300	\$155	\$18,956,500	2.00	245	\$5,406	\$44	
91	Structured Parking	513	\$9,500	\$4,873,500	0.00	0	\$0	\$0	
92	Total Proposed	433/130,000/513		\$69,243,919		690 / 275	\$82,208		
93	By Right Office	262,500	\$91	\$23,887,500	3.25	853	\$5,396	\$21	
94									
95	Annual County Revenue								
96	Proposed Use	Real Estate	Departmental	Interest	Total Annual	Revenue per			
97		Tax	Revenue	Income	Revenue	Unit/1K GSF/Space			
98	1 BR Apartments	\$58,382	\$6,030	\$25	\$64,438	\$372			
99	2 BR Apartments	\$93,138	\$9,063	\$40	\$102,241	\$393			
100	Retail Pad Sites	\$5,567	\$107	\$2	\$5,676	\$737			
101	In-Line Retail	\$65,571	\$1,705	\$28	\$67,304	\$550			
102	Structured Parking	\$16,857	\$89	\$7	\$16,954	\$33			
103	Total Proposed	\$239,515	\$16,995	\$104	\$256,614				
104	By Right Office	\$82,627	\$3,660	\$36	\$86,323	\$329			
105									
106	Proposed Use	Annual Net	Annual Net County Revenue	Revenue >					
107		County Revenue	per Unit/1K GSF/Space	Expenditures					
108	1 BR Apartments	\$38,376	\$222	147.3%					
109	2 BR Apartments	\$51,842	\$199	102.9%					
110	Retail Pad Sites	\$5,336	\$693	1567.7%					
111	In-Line Retail	\$61,898	\$506	1144.9%					
112	Structured Parking	\$16,954	\$33	--					
113	Total Proposed	\$174,406	--	212.2%					
114	By Right Office	\$80,927	\$308	1499.7%					
115									
116	NOTES:								
117	2016 Total County General Fund Expenditures		\$389,722,974		2016 County Population Estimate		825,349		
118	Minus Grant Revenue, Recoverable Expenditures		\$137,939,383		2016 County per Capita Expenditure		\$110.77		
119	Minus Excluded Expenditures		\$103,466,097		2016 County General Fund Real Estate Tax Millage		3.459		
120	2016 Net County General Fund Expenditures		\$148,317,494		2016 County Net Departmental Revenue		\$28,769,189		
121	Existing County Non-Residential Expenditures		38.4%	\$56,895,252		2016 County Housing Unit Estimate		337,309	

Transportation Impact Study for The Promenade at Upper Dublin

Upper Dublin Township, Montgomery County, PA



A handwritten signature in black ink, appearing to read "K. O'Brien".

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Executive Summary

McMahon Associates, Inc. has completed a Traffic Impact Study for the proposed development to be located to the southeast of the intersection of Welsh Road (S.R. 0063) and Dreshertown Road (S.R. 2024) in Upper Dublin Township, Montgomery County, Pennsylvania. This development is proposed to be located on Lots 3, 4, and 5 of the Montgomery Corporate Center and will occur in two phases. Phase 1 will consist of 115 age-restricted units and Phase 2 will consist of a mixed-use development, including 433 apartment units, a 6,500 square foot high turnover sit down restaurant with outdoor seating, a 2,000 square foot coffee shop with drive through and approximately 130,000 square feet of non-residential/commercial space. These lots were previously approved for 692,000 square feet of office space. Phase 1 of the development is expected to be constructed by 2018 while Phase 2 of the development is expected to be constructed in 2019. Access to Phase 1 of this development will be provided via Dryden Road and its existing full-movement signalized intersection with Welsh Road (S.R. 0063) as well as a full-movement unsignalized driveway to Dreshertown Road (S.R. 2024). With development of Phase 2, the unsignalized Dreshertown Road (S.R. 2024) access will be signalized and improved with separate turn lanes provided on Dreshertown Road (S.R. 2024). Additionally, a right-in/right-out only driveway to Welsh Road (S.R. 0063) will be provided in Phase 2.

The purpose of this study is to determine the impact of traffic on the adjacent roadways and intersections due to the proposed development. This study focuses on the existing (2015) conditions along with the projected future opening year (2018) conditions and PennDOT design year (2023) conditions, which is five years beyond the opening in accordance with PennDOT criteria, at the following intersections:

- Welsh Road (S.R. 0063) and Jarrettown Road
- Welsh Road (S.R. 0063) and Dresher Road
- Welsh Road (S.R. 0063) and Dreshertown Road (S.R. 2024)
- Welsh Road (S.R. 0063) and Dryden Road

The evaluation of traffic conditions associated with the proposed development project reveals the following findings and conclusions:

- **Trip Generation** – Given the proposed Phase 1 use, age-restricted residential units, the traffic generation of Phase 1 is expected to be minimal. Based on trip generation data contained in the Institute of Transportation Engineers (ITE) publication entitled, *Trip Generation Manual, Ninth Edition*, Phase 1 the proposed development is expected to generate a total of approximately 50 new trips during the weekday morning peak hour, 50 new trips during the weekday afternoon peak hour, and 26 new trips during the Saturday midday peak hour. With full build of the site, the proposed development will generate approximately 460 new trips during the weekday morning peak hour, 699 new trips during the weekday afternoon peak hour, and 1,130 new trips during the Saturday midday peak hour.

It should be noted that Lots 3, 4 and 5 of the Montgomery Corporate Center were previously approved for 692,000 square feet of office space which would generate approximately 882 new trips during the weekday morning peak hour, 854 new trips during the weekday afternoon peak

hour, and approximately 298 new trips during the Saturday midday peak hour. The total proposed development will generate fewer new peak hour trips during the weekday morning and weekday afternoon peak hours when area traffic volumes peak and more new trips during the Saturday midday peak hour, when area traffic volumes are lower.

- **Capacity/Level-of-Service Results for Off-Site Intersections** – The study intersections were evaluated to determine the operational characteristics under existing and future without- and with-development conditions. A review of the levels-of-service indicates that the study intersections will operate at similar levels-of-service overall during the future build-out year (2018) and PennDOT design year (2023).
- **Site Access** – Access to the development will be provided via Dryden Road and its existing full-movement signalized intersection with Welsh Road (S.R. 0063), as well as a full-movement, unsignalized driveway to Dreshertown Road (S.R. 2024). The Dreshertown Road (S.R. 2024) access will be constructed as part of Phase 1 of the development. With the addition of the development proposed in Phase 2, it is expected that this intersection will be signalized. Additionally, Dreshertown Road (S.R. 2024) will be widened to provide a northbound right-turn lane and southbound left-turn lane at the access driveway. Additionally, as part of Phase 2 of the development, an additional right-in/right-out only driveway will be provided along Welsh Road (S.R. 0063).
- **Proposed Improvements** – The following improvements are proposed in conjunction with this development:

Phase 1

- Welsh Road (S.R. 0063) and Dreshertown Road (S.R. 2024) – traffic signal timing modifications.
- Dreshertown Road (S.R. 2024) Site Frontage – soften the existing horizontal and vertical curves along the site frontage of Dreshertown Road (S.R. 2024).

Phase 2

- Welsh Road (S.R. 0063) and Jarrettown Road – install an additional eastbound through lane on Welsh Road (S.R. 0063) and traffic signal timing modifications.
- Welsh Road (S.R. 0063) and Dreshertown Road (S.R. 2024) – traffic signal timing modifications.
- Welsh Road (S.R. 0063) and Dryden Road – traffic signal timing modifications.
- Dreshertown Road (S.R. 2024) and Site Access – install a southbound left-turn lane and northbound right-turn lane on Dreshertown Road (S.R. 2024) and install a traffic signal.

The traffic analyses contained herein reveals that safe and efficient access to and from the proposed development can be provided and that the adjacent roadways and intersections can accommodate the projected site-generated traffic. Level-of-service and queue matrix tables are provided in **Appendix A** for the study area intersections and/or site accesses.

Introduction

McMahon Associates, Inc. has completed a Traffic Impact Study for the proposed development to be located to the southeast of the intersection of Welsh Road (S.R. 0063) and Dreshertown Road (S.R. 2024) in Upper Dublin Township, Montgomery County, Pennsylvania (Figure 1). This development is proposed to be located on Lots 3, 4, and 5 of the Montgomery Corporate Center and will occur in two phases. Phase 1 will consist of 115 age-restricted units and Phase 2 will consist of a mixed-use development, including 433 apartment units, a 6,500 square foot high turnover sit down restaurant with outdoor seating, a 2,000 square foot coffee shop with drive through and approximately 130,000 square feet of non-residential/commercial space. These lots were previously approved for 692,000 square feet of office space. Phase 1 of the development is expected to be constructed by 2018 while Phase 2 of the development is expected to be constructed in 2019. Access to Phase 1 of this development will be provided via Dryden Road and its existing full-movement signalized intersection with Welsh Road (S.R. 0063) as well as a full-movement unsignalized driveway to Dreshertown Road (S.R. 2024). With development of Phase 2, the unsignalized Dreshertown Road (S.R. 2024) access will be signalized and improved with separate turn lanes provided on Dreshertown Road (S.R. 2024). Additionally, a right-in/right-out only driveway to Welsh Road (S.R. 0063) will be provided in Phase 2. A copy of the development site plans for Phase 1 and Phase 2 are provided in Figures 2 and 2A, respectively.

The purpose of this traffic study is to present an evaluation of the incremental traffic impacts of the phased proposed development within the study area in Upper Dublin Township, as well as to provide design recommendations regarding the site driveways in order to provide efficient access to the site.

Manual turning movement traffic counts were completed at the study intersections during the weekday morning peak period (7:00 AM to 9:00 AM), weekday afternoon peak period (4:00 PM to 6:00 PM), and Saturday midday peak period (11:00 AM to 2:00 PM). In order to assess the existing traffic conditions, these existing traffic volumes were subjected to detailed capacity/level-of-service analysis, in accordance with accepted methodologies, for the highest peak hour during each peak period, which serves as the basis for this evaluation.

Next, future traffic volumes without the development were projected utilizing an annual traffic growth rate to account for regional traffic growth, as well as known development projects in the area. The future traffic volumes were projected for the future opening year (2018) and PennDOT design year (2023), which is five years beyond the opening, in accordance with PennDOT criteria, at the study intersections. The future traffic volumes without the proposed development were then subjected to detailed capacity/level-of-service and queuing analysis.

Finally, the traffic generated by the proposed phases of the development was established based on accepted methodologies, and assigned to the roadway network and site accesses, as necessary. The site-generated traffic volumes were then added to the future without-development traffic volumes, and subjected to detailed capacity/level-of-service and queuing analysis to assess the future traffic conditions with development.

Existing Transportation Setting

The proposed development will be located in the southeast corner of Welsh Road (S.R. 0063) and Dreshertown Road (S.R. 2024) in Upper Dublin Township, Montgomery County, Pennsylvania. The existing roadways and intersections in the vicinity of the site, which comprise the study area roadway network, are described in this section.

Roadway Characteristics

The characteristics of the study roadways surrounding the development project are described below in Table 1.

Table 1 - Existing Roadway Characteristics

Roadway	Roadway Classification		Travel Lanes (per direction)	Speed Limit (mph)
	Smart Transportation ⁽¹⁾	PennDOT ⁽²⁾		
Welsh Road (S.R. 0063)	Suburban, Regional Arterial	Other, Principal Arterial	2	45
Dreshertown Road (S.R. 2024)	Suburban, Community Arterial	Minor Arterial	1	40
Dresher Road	Suburban, Community Arterial	Minor Arterial	2	35
Dryden Road	Suburban, Local	Local Road	1	25
Jarrettown Road	Suburban, Community Arterial	Minor Arterial	1	35

(1) Based on Table 5.1 – Roadway Categories in the PennDOT publication, *Smart Transportation Guidebook*.

(2) Based on the roadway classifications provided on PennDOT's internet Traffic Monitoring System (ITMS) website.

The following key intersections in the vicinity of the site comprise the study area:

- Welsh Road (S.R. 0063) and Jarrettown Road
- Welsh Road (S.R. 0063) and Dresher Road
- Welsh Road (S.R. 0063) and Dreshertown Road (S.R. 2024)
- Welsh Road (S.R. 0063) and Dryden Road

The existing characteristics of the study intersections, including field sketches, signal plans, and photographs are summarized in **Appendix B**.

Transit Services

SEPTA bus routes 80 and 310 provide stops along Welsh Road (S.R. 0063) at Blair Mill Road (S.R. 2026) and Dryden Road. There is no regional rail station provided along the roadways surrounding the proposed development.

Pedestrian Facilities

There is an existing sidewalk system provided from Electronic Drive eastward along the northern side of Welsh Road (S.R. 0063) and along the western side of Dreshertown Road (S.R. 2024) near the intersections with Tuckerstown Road and St. Georges Road. There is no sidewalk provided along the site side of Welsh Road (S.R. 0063) and Dreshertown Road (S.R. 2024) in the vicinity of the site.

Existing Traffic Conditions

This section provides a summary of the existing (2015) daily and peak hour traffic conditions on the study area roadways and intersections surrounding the proposed development.

Traffic Count Data

Manual turning movement traffic counts were conducted at the study intersections during the weekday morning peak period (7:00 AM to 9:00 AM), weekday afternoon peak period (4:00 PM to 6:00 PM), and Saturday midday peak period (11:00 AM to 2:00 PM). The results of these traffic counts are tabulated by 15-minute intervals in **Appendix C**. The four highest consecutive 15-minute peak intervals during these traffic count periods constitute the peak hours that are the basis of this traffic analysis. The resultant 2015 existing weekday morning, weekday afternoon, and Saturday midday peak hours are depicted in **Figure 3A**.

Capacity/Level of Service Analysis

The peak hour traffic volumes were analyzed to determine the existing and future operating conditions, both without and with the proposed development, in accordance with the standard techniques contained in the current *Highway Capacity Manual (2010)*. These standard capacity/level-of-service analysis techniques, which calculate total control delay, are more thoroughly described in **Appendix D** for both signalized and unsignalized intersections, as well as the correlation between average total control delay and the respective level-of-service (LOS) criteria for each intersection type.

The results of the capacity/level-of-service analyses are illustrated in **Figure 3B** for the existing peak hour traffic conditions, and detailed capacity/level-of-service analysis worksheets are contained in **Appendix E**. Specific details regarding the analysis results and traffic operations for each intersection are contained in the "Capacity/Level-of-Service Results" section of this study.

Site Characteristics

This section presents the details of the proposed site, including the incremental increase in traffic volumes generated by the development during the peak hours and distribution of this site traffic to the study area roadways, as well as the proposed site access configuration, and traffic control.

Trip Generation

Traffic volumes generated by the proposed development were prepared based on trip generation data compiled from numerous studies contained in the Institute of Transportation Engineers (ITE) publication, *Trip Generation, 9th Edition*. Table 2 present the anticipated vehicular trip generation for Phase 1 of the proposed development.

Table 2 - Vehicular Trip Generation (Phase 1) ⁽¹⁾

Land Use	Size	Weekday Morning			Weekday Afternoon			Saturday Midday		
		In	Out	Total	In	Out	Total	In	Out	Total
Age-Restricted Housing ⁽²⁾	115 units	18	32	50	31	19	50	12	14	26
Previously Approved Development ⁽³⁾	440,000 s.f.	430	59	489	84	409	493	102	87	189 ⁽⁴⁾
Difference		-412	-27	-439	-53	-390	-443	-90	-73	-163

(1) Based on ITE's *Trip Generation Manual, Ninth Edition*.

(2) Based on equations for ITE Land Use Code 251 – Senior Adult Housing Detached.

(3) From *Traffic Impact Study for the Montgomery Corporate Center* prepared by McMahon Associates, Inc. dated December 2010.

(4) Since not included in December 2010 traffic impact study, the rates for ITE Land Use Code 710 contained in ITE publication, *Trip Generation, 9th Edition, 2012* were utilized.

Table 2 also shows a comparison of Phase 1 of the proposed development to the previously approved office development on Lots 4 and 5 of the Montgomery Corporate Center. This comparison shows the proposed Phase 1 of this development is expected to generate significantly fewer trips than the approved Lots 4 and 5 office use, approximately 439 fewer total new trips during the weekday morning peak hour, approximately 443 fewer total new trips during the weekday afternoon peak hour, and approximately 163 fewer total new trips during the Saturday midday peak hour.

Table 3 presents the anticipated vehicular trip generation for Phases 1 and 2 of the proposed development.

Table 3 - Vehicular Trip Generation (Phases 1 and 2) ⁽¹⁾

Land Use	Size	Weekday Morning			Weekday Afternoon			Saturday Midday		
		In	Out	Total	In	Out	Total	In	Out	Total
Age-Restricted Housing ⁽²⁾	115 units	18	32	50	31	19	50	12	14	26
-Internalization ⁽³⁾		<u>-2</u>	<u>-12</u>	<u>-14</u>	<u>-16</u>	<u>-12</u>	<u>-28</u>	<u>-4</u>	<u>-4</u>	<u>-8</u>
"New" Trips		16	20	36	15	7	22	8	10	18
Apartment ⁽⁴⁾	433 units	43	173	216	166	90	256	99	98	197
-Internalization ⁽³⁾		<u>-5</u>	<u>-32</u>	<u>-37</u>	<u>-47</u>	<u>-31</u>	<u>-78</u>	<u>-10</u>	<u>-10</u>	<u>-20</u>
"New" Trips		38	141	179	119	59	178	89	88	177
Townhouses ⁽⁵⁾	36 units	4	19	23	17	9	26	9	8	17
-Internalization ⁽³⁾		<u>-0</u>	<u>-8</u>	<u>-8</u>	<u>-9</u>	<u>-6</u>	<u>-15</u>	<u>-4</u>	<u>-2</u>	<u>-6</u>
"New" Trips		4	11	15	8	3	11	5	6	11
Restaurant ⁽⁶⁾	8,000 s.f.	47	39	86	47	32	79	60	53	113
-Internalization ⁽³⁾		<u>-28</u>	<u>-8</u>	<u>-36</u>	<u>-22</u>	<u>-20</u>	<u>-42</u>	<u>-14</u>	<u>-13</u>	<u>-27</u>
-Pass-by ⁽⁷⁾		<u>-6</u>	<u>-11</u>	<u>-17</u>	<u>-11</u>	<u>-5</u>	<u>-16</u>	<u>-15</u>	<u>-13</u>	<u>-28</u>
"New" Trips		13	20	33	14	7	21	31	27	58
Coffee Shop W/Drive Through ⁽⁸⁾	2,000 s.f.	103	98	201	43	43	86	85	84	169
-Internalization ⁽³⁾		<u>-41</u>	<u>-13</u>	<u>-54</u>	<u>-21</u>	<u>-25</u>	<u>-46</u>	<u>-19</u>	<u>-19</u>	<u>-38</u>
-Pass-by ⁽⁹⁾		<u>-30</u>	<u>-42</u>	<u>-72</u>	<u>-11</u>	<u>-9</u>	<u>-20</u>	<u>-26</u>	<u>-26</u>	<u>-52</u>
"New" Trips		32	43	75	11	9	20	40	39	79
Retail ⁽¹⁰⁾	147,000 s.f.	122	75	197	372	404	776	584	539	1,123
-Internalization ⁽³⁾		<u>-17</u>	<u>-20</u>	<u>-37</u>	<u>-39</u>	<u>-60</u>	<u>-99</u>	<u>-28</u>	<u>-31</u>	<u>-59</u>
-Pass-by ⁽¹¹⁾		<u>-25</u>	<u>-13</u>	<u>-38</u>	<u>-113</u>	<u>-117</u>	<u>-230</u>	<u>-145</u>	<u>-132</u>	<u>-277</u>
"New" Trips		80	42	122	220	227	447	411	376	787
Total		337	436	773	676	597	1,273	849	796	1,645
-Internalization		-93	-93	-186	-154	-154	-308	-79	-79	-158
-Pass-by		-61	-66	-127	-135	-131	-266	-186	-171	-357
"New" Trips		183	277	460	387	312	699	584	546	1,130

- (1) Based on ITE's *Trip Generation Manual, Ninth Edition*.
- (2) Based on equations for ITE Land Use Code 251 – Senior Adult Housing Detached.
- (3) Based on rates contained in ITE publication, *Trip Generation Manual*.
- (4) Based on equations for ITE Land Use Code 220 – Apartment.
- (5) Based on equations for ITE Land Use Code 230 – Residential Condominium/Townhouse.
- (6) Based on rates for ITE Land Use Code 932 – High Turnover Sit-Down Restaurant, including an additional 1,500 square feet for outdoor seating.
- (7) According to *Trip Generation Manual* for Land Use Code 932, approximately 43% of total trips during the PM peak hour are pass-by trips. Assumed 33% for AM and SAT peak hours.
- (8) Based on rates for ITE Land Use Code 937 – Coffee Shop with Drive Through Window.
- (9) Used pass-by data for Land Use Code 934 since no pass-by data provided for Land Use Code 937. According to *Trip Generation Manual* for Land Use Code 934, approximately 49% and 50% of total trips during the AM and PM peak hours are pass-by trips, respectively. Assumed 40% for SAT peak hour.
- (10) Based on equations for ITE Land Use Code 820 – Shopping Center.
- (11) According to *Trip Generation Manual* for Land Use Code 820, approximately 34% and 26% of total trips during the PM and SAT peak hours are pass-by trips, respectively. Assumed 24% for AM peak hour.

It should be noted that some level of interaction or internalization is also expected on the site between the various uses of this development once Phase 2 is constructed, as drivers will, at times, visit more than one portion of the site on a given visit, such as a driver visiting the coffee shop and then going to a retail store. As a result, the total development traffic was reduced to account for this interaction based on methodologies contained in ITE's publication, *Trip Generation Manual*.

Phase 2 of the development will include pass-by traffic, which are vehicles that are already on the roadway network that will divert to the site as an interim stop on the way to their ultimate destination. Since pass-by traffic is already on the adjacent roadways, this portion of the total development traffic on the roadway/intersection network is part of future without-development traffic volumes, and does not represent additional traffic added to the roadway network. Therefore, the total traffic associated with Phase 2 of the development was reduced by the pass-by traffic to estimate the "new," or primary, site traffic generated by Phase 2 of the development, that traffic which will be added to the study area's streets and intersections, and is shown in Table 3.

Table 4 shows a comparison of the trip generation of Phases 1 and 2 of this development and the previously approved 692,000 square feet of office space on Lots 3, 4, and 5 of the Montgomery Corporate Center.

Table 4 - Vehicular Trip Generation Comparison

Land Use	Size	Weekday Morning			Weekday Afternoon			Saturday Midday		
		In	Out	Total	In	Out	Total	In	Out	Total
Total Development Phases 1 and 2 (New Trips)	---	183	277	460	387	312	699	584	546	1,130
Previously Approved Development ⁽¹⁾	692,000 s.f.	776	106	882	145	709	854	161	137	298 ⁽²⁾
Difference		-593	171	-422	242	-397	-155	423	409	832

(1) From *Traffic Impact Study* for the Montgomery Corporate Center prepared by McMahon Associates, Inc. dated December 2010.

(2) Since not included in December 2010 traffic impact study, the rates for ITE Land Use Code 710 contained in ITE publication, *Trip Generation, 9th Edition, 2012* were utilized.

A comparison of the proposed full build (Phases 1 and 2) of the development to the previously approved office development on Lots 3, 4 and 5 of the Montgomery Corporate Center shows the proposed development is expected to generate approximately 422 fewer total new trips during the weekday morning peak hour, approximately 155 fewer total new trips during the weekday afternoon peak hour, and approximately 832 more total new trips during the Saturday midday peak hour than the previously approved 692,000 square feet of office space on Lots 3, 4 and 5 of the Montgomery Corporate Center. It should be noted that while the proposed development will generate more total new trips during the Saturday midday peak hour than the previously approved use of the site, area traffic volumes during the Saturday midday peak hour are considerably lower than the weekday morning and weekday afternoon peak hours.

Trip Distribution and Assignment

Site-generated traffic will approach and depart the site via different routes depending on factors such as the existing traffic patterns, location of major roadways, and the location of the development's site accesses. The overall distribution percentages for the anticipated directions of approach and departure are illustrated in **Figures 4A and 4C** for the "new" site trips for Phase 1 and Phase 2 of the development, respectively. The net "new" trip assignment for the development is then illustrated in **Figures 4B and 4D** for the weekday morning, weekday afternoon, and Saturday midday peak hours. Phase 2 "pass-by trip" assignment for the three peak hours is illustrated in **Figure 4E**. The net total "new" and "pass-by" trip assignment for phases one and two is then illustrated in **Figure 4F**.

Site Access Configuration and Traffic Control

Access to Phase 1 of the development will be provided via Dryden Road and its existing full-movement signalized intersection with Welsh Road (S.R. 0063) as well as a full-movement unsignalized driveway to Dreshertown Road (S.R. 2024). It is recommended to maintain the existing lane configurations at the intersection of Welsh Road (S.R. 0063) and Dryden Road under both Phases 1 and 2 of this development.

Under Phase 2 of this development it is proposed to signalize the intersection of Dreshertown Road (S.R. 2024) and site access and provide a 225-foot northbound right-turn lane and 175-foot southbound left-turn lane on Dreshertown Road (S.R. 2024). Once this intersection is signalized, it is expected that Welsh Road (S.R. 0063) and Dreshertown Road (S.R. 2024) traffic will divert to this access to bypass the intersection of Welsh Road (S.R. 0063) and Dreshertown Road (S.R. 2024). In addition to the accesses provided in Phase 1 of this development, Phase 2 of the development will include an additional right-in/right-out only driveway to Welsh Road (S.R. 0063).

Since Welsh Road (S.R. 0063) and Dreshertown Road (S.R. 2024) are State roads, any modifications to the intersection of Welsh Road (S.R. 0063) and Dryden Road and the proposed site access to Dreshertown Road (S.R. 2024) will be subject to the review and approval of PennDOT for issuance of a Highway Occupancy Permit.

Future Build-Out Year (2018) and PennDOT Design Year (2023) Traffic Conditions

This section presents the future build-out year and PennDOT design year (five years after build-out) traffic conditions, both without and with the proposed development, which is anticipated to be complete by 2018. The future 2018 build-out year and PennDOT design year (2023) without-development traffic volumes were estimated by increasing the existing 2015 traffic volumes to account for regional and local growth, as described below. The incremental increase due to the anticipated trip generation for the site was then added, resulting in the 2018 and 2023 future build-out year with-development traffic volumes.

Regional Growth

According to the traffic growth rates compiled by PennDOT's Bureau of Planning and Research *Growth Factors for August 2015 to July 2016*, the anticipated growth for similar urban, non-interstate roadway in Montgomery County is 0.64 percent per year. To account for regional traffic growth, the existing (2015) peak hour traffic volumes were increased by the annual traffic growth rate of 0.64 percent per year, compounded for three years, or 1.93 percent total for the build-out year (2018) and for eight years, or 5.24 percent for the PennDOT design year (2023).

Local Growth

In addition to the regional growth, traffic volumes associated with the following proposed developments in the vicinity of the site were included:

- FW Triangle Development – proposed mixed-use development located along Susquehanna Road north of Dreshertown Road (S.R. 2024). The pharmacy portion of the development was open at the time of the counts so only the proposed 6,400 square foot office, 5,670 square foot restaurant, and 24 townhomes were included as background growth.
- Zieger Rose Farm Development – proposed residential development to be located on the southwestern corner of the intersection of Welsh Road (S.R. 0063) and Dreshertown Road (S.R. 2024). The development will consist of 105 age-restricted units.
- Horsham Retail Development – proposed retail development to be located on the northern side of Blair Mill Road to the west of New Road. The development will consist of a 5,585 square foot Wawa convenience store with 16 fueling positions, a 12,900 square foot pharmacy with drive through, and three high turnover sit down restaurants totaling 17,200 square feet.
- Residential Development – proposed residential development to be located along Witmer Road to the west of Dresher Road. The development will consist of 15 single family homes.
- Residential Development – proposed residential development to be located in the northeast corner of the intersection of Dresher Road and Witmer Road. The development will consist of 250 apartment units.

Information on these proposed area developments is provided in **Appendix F**.

Future without Development Traffic Volumes

The total background growth was then added to the existing 2015 traffic volumes along with the traffic anticipated for the five proposed developments noted above. The resultant future 2018 build-out year peak hour traffic volumes are illustrated in **Figure 5A** for the weekday morning, weekday afternoon, and Saturday midday peak hours. The resultant future 2023 PennDOT design year peak hour traffic volumes are illustrated in **Figure 6A** for the weekday morning, weekday afternoon, and Saturday midday peak hours.

Planned Roadway Improvements

Through discussions with the Township, three intersection improvements were identified as potentially being completed by other developments in the area which are expected to be constructed in the spring of 2016. These improvements include:

- An eastbound left-turn lane on Welsh Road (S.R. 0063) at its intersection with Dresher Road.
- An eastbound right-turn lane on Welsh Road (S.R. 0063) at its intersection with Dreshertown Road (S.R. 2024).
- A northbound right-turn lane on Jarrettown Road at its intersection with Welsh Road (S.R. 0063).

These improvements are proposed in conjunction with the proposed age-restricted residential development (Zieger Rose Farm) located on the southwestern corner of the intersection of Welsh Road (S.R. 0063) and Dreshertown Road (S.R. 2024).

Future with Development Traffic Volumes

The site generated traffic volumes, as shown in **Figure 4B**, were then added to the future 2018 without-development traffic volumes (**Figure 5A**). The resultant future 2018 with-development peak hour traffic volumes are illustrated in **Figure 5B** for the weekday morning, weekday afternoon, and Saturday midday peak hours. Detailed spreadsheets summarizing the traffic volumes are provided in **Appendix G**.

The site generated traffic volumes, as shown in **Figure 4F**, were also added to the future 2023 without-development traffic volumes (**Figure 6A**). The resultant future 2023 with-development peak hour traffic volumes are illustrated in **Figure 6B** for the weekday morning, weekday afternoon, and Saturday midday peak hours. Detailed spreadsheets summarizing the traffic volumes are provided in **Appendix G**.

The future 2018 peak hour traffic volumes for the build-out year, as illustrated in **Figures 5A** and **5B**, were then subjected to detailed capacity/level-of-service analysis. The results of the traffic analyses are illustrated in **Figures 5C** and **5D**, and the detailed capacity/level-of-service analysis worksheets are

provided in **Appendices H and I**. Specific details regarding the analysis results and traffic operations are provided later in this report.

The future 2023 peak hour traffic volumes for the build-out year, as illustrated in Figures 6A and 6B, were then subjected to detailed capacity/level-of-service analysis. The results of the traffic analyses are illustrated in **Figures 6C and 6D**, and the detailed capacity/level-of-service analysis worksheets are provided in **Appendices J and K**. Specific details regarding the analysis results and traffic operations are provided later in this report.

Capacity/Level-of-Service Results

This section presents a detailed summary of the traffic analysis results for the existing and future build-out year (2018) and PennDOT design year (2023) traffic conditions, both without and with the proposed development, for the peak hours at the study area intersections and site accesses.

According to PennDOT's *Policies and Procedures for Transportation Impact Studies Related to Highway Occupancy Permit Plans*, no mitigation requirements are required for an overall level-of-service drop from without- to with development conditions (i.e. LOS D to LOS E), if the increase in overall delay per vehicle is less than 10 seconds (i.e., 48.2 to 56.5 seconds per vehicle); however, PennDOT reserves the right to look at individual lane groups where level-of-service drops may occur.

Welsh Road (S.R. 0063) and Dresher Road

Under existing conditions, this signalized intersection operates at acceptable conditions overall (LOS D or better) with all of the lane groups also operating at acceptable conditions (LOS D or better) during all three peak hours with exception of the southbound Dresher Road left-turn lane (LOS F) during the weekday afternoon peak hour. Under future build-out year (2018) and future PennDOT design year (2023) without-development conditions, with the installation of an eastbound left-turn lane along Welsh Road (S.R. 0063), this signalized intersection will operate at acceptable conditions overall (LOS C or better) with all of the lane groups also operating at acceptable conditions (LOS D or better) during all three peak hours.

With development of the site, similar levels-of-service will exist at this intersection overall during all three peak hours as observed under without-development conditions.

Welsh Road (S.R. 0063) and Dreshertown Road (S.R. 2024)

Under existing conditions, this signalized intersection operates at overall LOS B during the weekday morning peak hour, overall LOS E during the weekday afternoon peak hour, and overall LOS A during the Saturday midday peak hour with the eastbound Welsh Road (S.R. 0063) approach operating at LOS F during the weekday afternoon peak hour. Under future build-out year (2018) and future PennDOT design year (2023) without-development conditions, and the installation of an eastbound right-turn lane along Welsh Road (S.R. 0063), this signalized intersection will operate at acceptable conditions overall (LOS C or better) with all of the lane groups also operating at acceptable conditions (LOS D or better) during all three peak hours with exception of the northbound Dreshertown Road (S.R. 2024) left-turn lane (LOS E) during the weekday afternoon peak hour under 2023 future without-development conditions.

With development of the site, similar levels-of-service will exist at this intersection overall and for each movement during all three peak hours as observed under without-development conditions.

Welsh Road (S.R. 0063) and Dryden Road

Under existing conditions, future build-out year (2018), and future PennDOT design year (2023) without-development conditions, this signalized intersection operates at highly acceptable conditions overall (LOS A) with all of the lane groups also operating at acceptable conditions (LOS D or better) during all three peak hours with exception of the northbound and southbound left-turn lanes (LOS E) during the weekday morning peak hour.

With development of the site, similar levels-of-service will exist at this intersection overall and for each movement during all three peak hours as observed under without-development conditions.

Welsh Road (S.R. 0063) and Jarrettown Road

Under existing conditions, this signalized intersection operates at acceptable conditions overall (LOS D or better) during all three peak hours with delay (LOS E and F) experienced on several movements during the weekday morning and weekday afternoon peak hours. Under future build-out year (2018) and future PennDOT design year (2023) without-development conditions, with the installation of a northbound right-turn lane along Jarrettown Road, this signalized intersection will operate at acceptable conditions overall (LOS D or better) with all of the lane groups also operating at acceptable conditions (LOS D or better) during all three peak hours.

With development of the site it is recommended to provide an additional eastbound through lane, extending the two eastbound through lanes that currently exist east of Jarrettown Road, further west. With this improvement, similar levels-of-service will exist at this intersection overall and for each movement during all three peak hours as observed under without-development conditions.

Dreshertown Road (S.R. 2024) and Site Access

Under 2018 future with-development conditions, this unsignalized intersection will operate at overall LOS A during the weekday morning, weekday afternoon, and Saturday midday peak hours with all movements operating at LOS D or better during all three peak hours.

Under 2023 future with-development conditions, this signalized intersection will operate at overall LOS B during the weekday morning, weekday afternoon, and Saturday midday peak hours with all movements operating at LOS D or better during all three peak hours.

Welsh Road (S.R. 0063) and Site Access

Under 2023 future with-development conditions, this unsignalized intersection will operate at overall LOS A during the weekday morning, weekday afternoon, and Saturday midday peak hours with all movements operating at LOS C during all three peak hours.

Proposed Roadway Improvements

The following improvements are recommended in conjunction with this development:

Phase 1

- Welsh Road (S.R. 0063) and Dreshertown Road (S.R. 2024) – traffic signal timing modifications.
- Dreshertown Road (S.R. 2024) Site Frontage - soften the existing horizontal and vertical curves along the site frontage of Dreshertown Road (S.R. 2024).

Phase 2

- Welsh Road (S.R. 0063) and Jarrettown Road – install an additional eastbound through lane on Welsh Road (S.R. 0063) and traffic signal timing modifications.
- Welsh Road (S.R. 0063) and Dreshertown Road (S.R. 2024) – traffic signal timing modifications.
- Welsh Road (S.R. 0063) and Dryden Road – traffic signal timing modifications.
- Dreshertown Road (S.R. 2024) and Site Access – install a southbound left-turn lane and northbound right-turn lane on Dreshertown Road (S.R. 2024) and install a traffic signal.

95th Percentile Queue Analysis

95th percentile queue analyses were conducted at the study intersections using Synchro 8 software. The queue analysis is summarized in Appendix A. Based on the analyses, in most cases the 2018 and 2023 future with-development queues are similar to the 2018 and 2023 future without-development queues increasing minimally with the proposed development.

Previously Approved Development

As stated previously, Lot 3 of the Montgomery Corporate Center development on the Prudential property was previously approved for 262,000 square feet of office space. As a comparison to the analysis provided earlier in the report, an additional analysis was completed to indicate the impact of the development of Lot 3 as the approved office use instead of the currently proposed mixed use development. The overall distribution percentages for the anticipated directions of approach and departure, net “new” trip assignment for the proposed age-restricted development and potential 262,000 square feet of office space on Lot 3, and detailed capacity/level-of-service analysis worksheets are provided in **Appendix L**. According to this analysis, the study intersections will operate at similar levels-of-service overall and for each movement during all three peak hours compared to the future conditions with the proposed development. All roadway improvements proposed in this report to mitigate the impact of the proposed mixed use development would be needed to mitigate the impact of the approved office use.

Summary and Conclusions

Access to Phase 1 of this development will be provided via Dryden Road and its existing full-movement signalized intersection with Welsh Road (S.R. 0063) as well as a full-movement unsignalized driveway to Dreshertown Road (S.R. 2024). With development of Phase 2, the unsignalized Dreshertown Road (S.R. 2024) access will be signalized and improved with separate turn lanes provided on Dreshertown Road (S.R. 2024). Additionally, a right-in/right-out only driveway to Welsh Road (S.R. 0063) will be provided in Phase 2. Since Welsh Road (S.R. 0063) and Dreshertown Road (S.R. 2024) are State roads, any modifications to the intersection of Welsh Road (S.R. 0063) and Dryden Road and the proposed site access to Dreshertown Road (S.R. 2024) will be subject to the review and approval of PennDOT for issuance of a Highway Occupancy Permit. In conjunction with this development, it is proposed to soften the existing horizontal and vertical curves along the site frontage of Dreshertown Road (S.R. 2024) as well as install an additional eastbound through lane on Welsh Road (S.R. 0063) at its intersection with Jarretstown Road.

The traffic analyses contained herein reveals that safe and efficient access to and from the proposed development can be provided and that the adjacent roadways and intersections can accommodate the projected site-generated traffic.

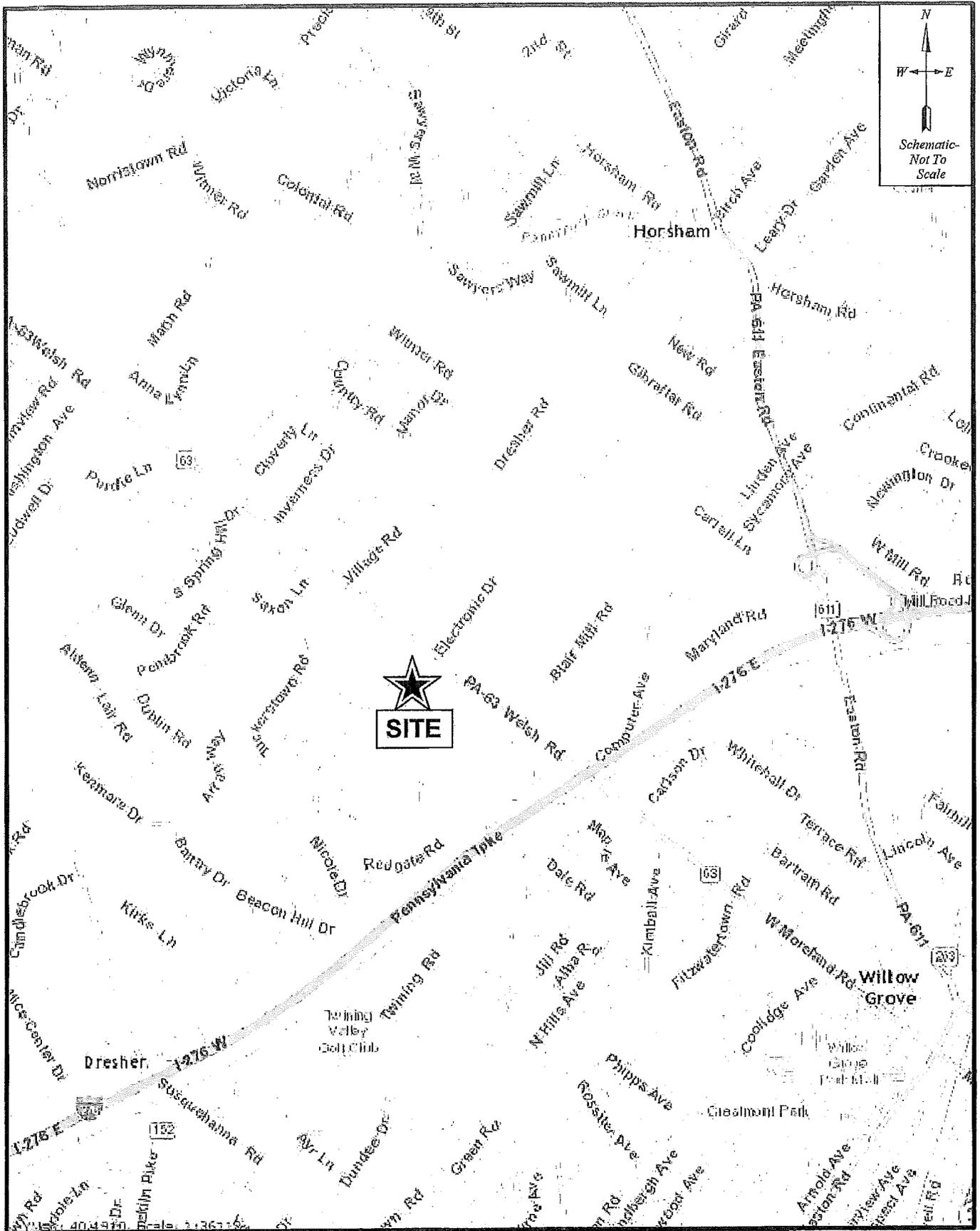


FIGURE 1
Site Location Map

THE PROMENADE AT UPPER DUBLIN
UPPER DUBLIN TOWNSHIP, MONTGOMERY COUNTY, PA



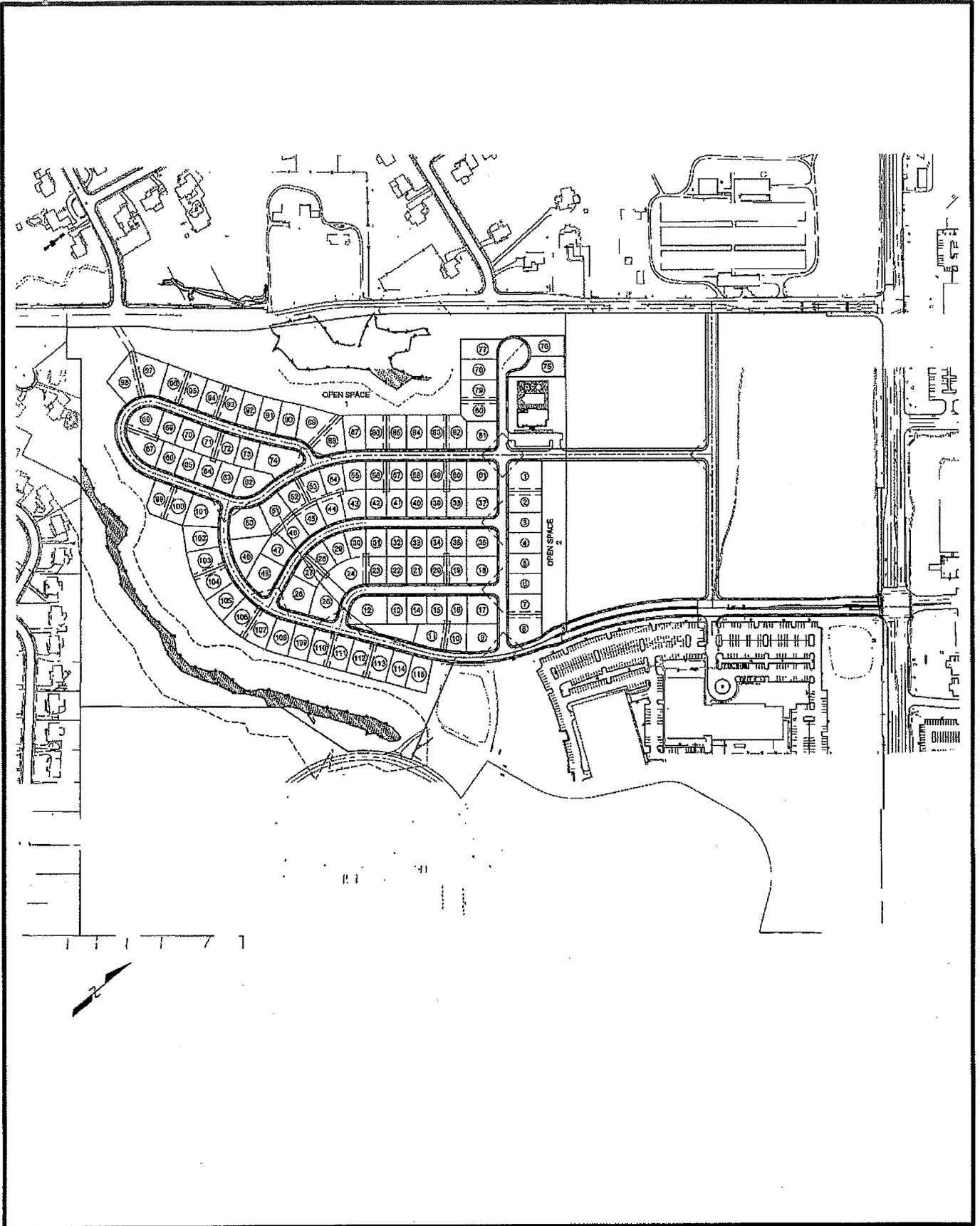


FIGURE 2

Site Plan - Phase 1 (prepared by Gilmore & Associates, Inc.)

THE PROMENADE AT UPPER DUBLIN

UPPER DUBLIN TOWNSHIP, MONTGOMERY COUNTY, PA



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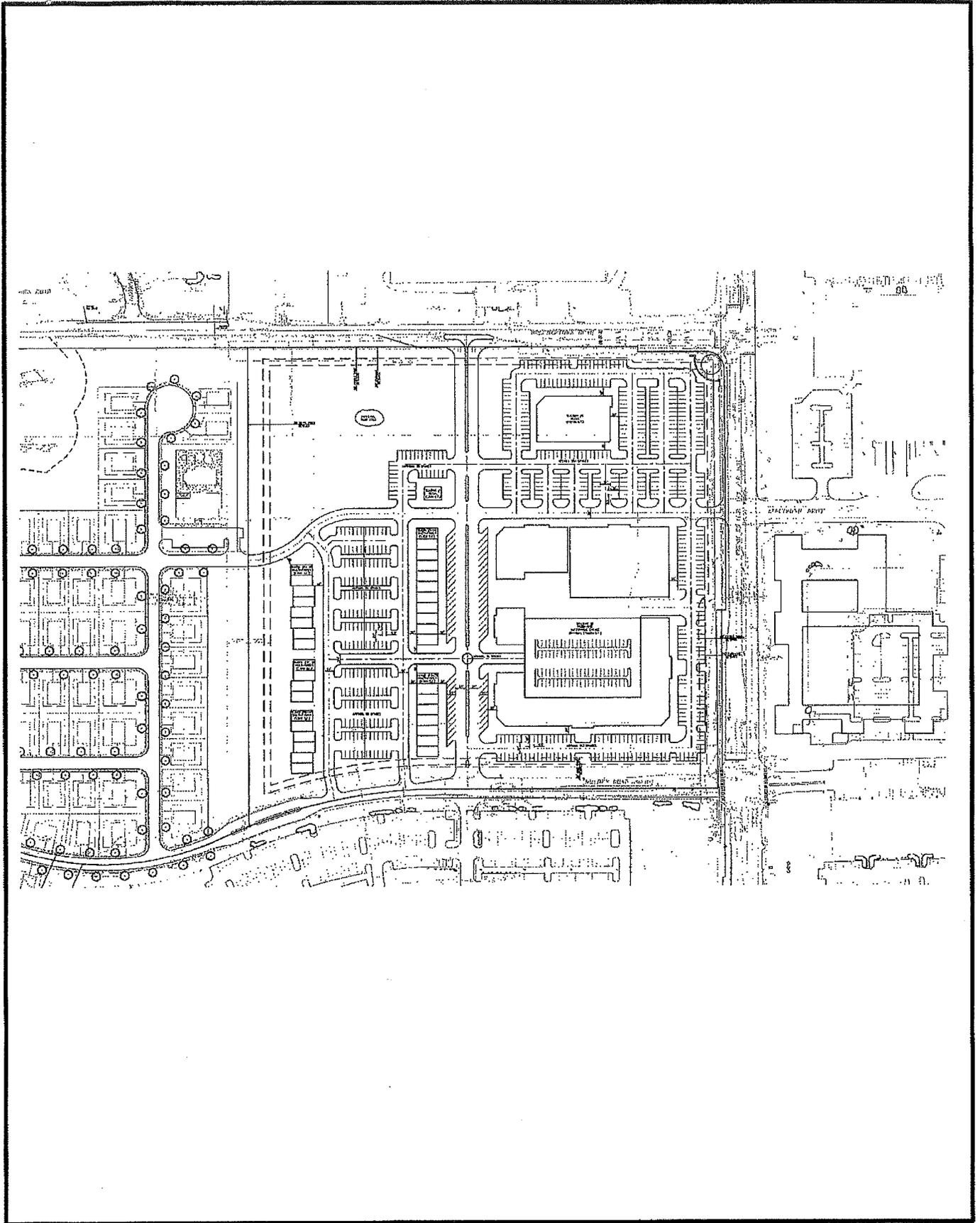


FIGURE 2A

Site Plan - Phase 1 & 2 (prepared by Gilmore & Associates, Inc.)

THE PROMENADE AT UPPER DUBLIN

UPPER DUBLIN TOWNSHIP, MONTGOMERY COUNTY, PA



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