



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

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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 cursive script that reads "Jack Smyth Jr." with a period at the end.

Jack Smyth, Jr., P.E.

cc: Paul Leonard, Upper Dublin Township