



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

March 21, 2017

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 revised Transportation Impact Study (TIS) dated February, 2017 for the proposed *The Promenade at Upper Dublin* BET Investments, Inc. development prepared by McMahon Associates. We have also reviewed the Record Plan, Overall Development Plan and Vehicle Turning Plans from the Preliminary Land Development & Conditional Use Plan set dated February 10, 2017 for The Promenade at Upper Dublin development prepared by Gilmore & Associates, Inc.

Please note the Applicant had previously agreed to external roadway network improvements along Welsh Road and Dreshertown Road as listed in a 9/21/16 letter prepared by Boles, Smyth Associates and included as Appendix A in the revised TIS. Since both are State Routes, the Applicant is required to obtain a Highway Occupancy Permit (HOP) from PennDOT. A Pre-Application Meeting was held with the PennDOT Traffic Unit on 1/12/17 and each of the improvements were discussed. Therefore, this letter does not provide additional comment until the HOP plans are submitted.

This review concentrates on the revised TIS and the internal vehicle, bike, pedestrian and truck loading circulation. For the revised McMahon Associates TIS, the following comments are submitted for consideration:

1. It is noted the land uses have been revised since the last TIS submission which has resulted in an overall decrease in 55 morning peak New Trips, 57 afternoon peak New Trips and 109 Saturday mid-day New Trips. Specifically,
 - a. The amount of apartment units was reduced from 433 to 402,
 - b. The 36 townhomes were eliminated,
 - c. The amount of retail square footage was reduced from 140,000 to 127,728
 - d. The amount of coffee shop square footage was reduced from 2,000 to 1,200
 - e. The amount of restaurant square footage increased from 8,000 to 9,070, and
 - f. An office use was added at 2,094 square feet.
2. Please update the restaurant square footage in the TIS to be consistent with the Gilmore plan which shows a 7,570 indoor area and 2,586 outdoor seating area for a total of 10,156 square feet. This is an increase of 1,086 square feet over the 9,070 listed in the TIS.

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3. The amount of New Trips listed for the 2,094 square foot office use listed in Table 3 is three (3) trips. However, our calculations produce nine (9) New Trips.
4. In the Executive Summary, add the Welsh Road right turn lane will be lengthened and the radius with Dreshertown Road will be increased as part of the Phase 2 list of improvements.
5. Because the Existing Conditions counts are dated 2015, please provide an updated traffic count at the Welsh Road & Dreshertown Road intersection to determine if percentage adjustments should be made at the remaining TIS project area intersections. If updates are required, then please adjust the report and Synchro evaluations accordingly.
6. There are discussions throughout the main body of the TIS regarding the previously approved office development. While pertinent, please present this information as a separate appendix with one reference to the new appendix in the main body of the report.

For the Gilmore & Associate Land Development & Conditional Use Plans, the following comments are submitted for consideration:

1. Please provide a Pedestrian Connectivity Plan which would be separate from the Land Development Plan set. The TIS notes Internal Trips which are deducted from New Trips and the site is a Mixed Use development. Pedestrian walkways, crosswalks and ADA ramps are critical between the different uses, including the pedestrian walkways to the Neighborhood Open Space from the residential units.
2. Please provide a Bicycle Connectivity Plan which would be separate from the Land Development Plan set. With the provision of a Bike Sharing Program and bike racks for increased density and the mixed use nature of the site, it is critical to provide pavement markings and signage for bicycle amenities and residential access to the exterior trails. This includes access from the 115 age-restricted units and the 402 apartment units. This also includes access from the exterior trails to the retail and restaurant uses which will allow for better connections to existing trails (ie. Power Line Trail) and planned trails (ie. Cross County Trail).
3. The Drive-Thru and parking lot/driveway configuration for Restaurant #2 is problematic as proposed for both traffic operations and pedestrian connectivity to the Neighborhood Open Space. For the traffic operations, please provide more information on the anticipated queue lengths during the morning peak. For the pedestrian connection, it is recommended to provide pedestrian access from the residential units to the Neighborhood Open Space on the south side of Road B and to cross them at a mid-block crossing with a Rapid Flashing Beacon. The crossing is recommended between the Road B entrance to the 115 age-restricted units and the main boulevard, west of the proposed Drive-Thru access.
4. The 54 foot wide boulevard provides a long pedestrian crossing at the Dreshertown access road, Road B and Dryden Road intersections. For the segments of boulevard between the Dreshertown access road and Road B, as well as at the Dryden Road access, it is recommended to provide a narrower alignment or a median pedestrian refuge. Within the 18 foot wide median, it is recommended that a dedicated bicycle lane be evaluated.

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5. Vehicle Turn Plans were provided for the loading area associated with eastern building. Please provide plans for the west retail/residential building and Restaurant #1 such that delivery and moving trucks are accommodated.
6. The Vehicle Turning Plan (Sheet 25) for the east retail/residential/office building show trucks turning left into the site from Welsh Road at the right in/right out access. This access is prohibited.

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