

December 11, 2022

SWATB 00125

Bill Webb, Borough Manager  
Swarthmore Borough  
121 Park Avenue  
Swarthmore, PA 19081

**RE: Preliminary/Final Land Development Plan Review  
110 Park Avenue Owner, LLC – 102 - 112 Park Avenue**

Dear Mr. Webb:

As requested, we have reviewed the following in connection with the referenced project:

- *“Preliminary/Final – 110 Park Avenue Owner, LLC, Land Development Plan”* (6 sheets) dated October 25, 2022, prepared by H. Gilroy Damon Associates, Inc.
- *“110 Park Avenue Landscape and Lighting Plan,”* (5 sheets) dated November 24, 2021, last revised October 25, 2022, prepared by Bernardon.
- *“Stormwater Management Report for 110 Park Avenue Owner, LLC,”* dated November 2021, revised October 2022, prepared by H. Gilroy Damon Associates, Inc.
- *“110 Park Avenue Redevelopment – Traffic Study,”* dated November 24, 2021, last revised October 25, 2022, prepared by Albert Federico Consulting, LLC.
- *“Impact Assessment for 110 Park Avenue Owner, LLC,”* dated March 2022, last revised October 2022, prepared by H. Gilroy Damon Associates, Inc.
- *“Building Renderings – 110 Park Investors, LLC ,”* dated November 28, 2022, prepared by Bernardon.

The applicant, 110 Park Avenue Owner, LLC, proposes to consolidate the existing parcels at 102 to 112 Park Avenue, partially demolish the building at 102 Park Ave, demolish the existing building on 110-112 Park Avenue, and redevelop the combined property with a mixed-use commercial and condominium development. The development will consist of ground level retail storefronts and 30 residential dwelling units on the top four floors of a new mixed-use building, retained storefronts and apartments at the existing 102 Park Ave building, install new street frontage amenities, and related side improvements. A stormwater management infiltration facility is proposed to serve the development along with a rainwater cistern for landscape irrigation. Thirty-two parking spaces are proposed on the ground level of the building accessed by a two-way driveway from Park Avenue. The 0.587-acre property (folio no. 43-00-00850-00, 43-00-00851-00, 43-00-00851-01, 43-00-00851-02, 43-00-00851-03, 43-00-00851-04) is located within the TC – *Town Center* Zoning District and is served by public water and sanitary sewer.

The applicant is requesting the following waivers:

- From §1286.06 to permit a combined preliminary/final land development application.
- From §1286.08(d)(2) to permit a traffic impact study with a scope less than 1/2 mile from the development site.

We offer the following comments:

### **Zoning**

1. While the Borough Zoning Officer will make the final determination of compliance of the proposed development, we note the following:

- a. The demolition of existing buildings in the Town Center requires Conditional Use approval granted by Borough Council (§1256.02(d)(1)) and the issuance of a Zoning Permit (§1256.06(c)).
- b. The intent of the Town Center zoning district is to encourage the retention of the Town Center streetscape, promote development that maintains the visual character and architectural scale of the neighborhood, encourages a walkable community with pedestrian oriented streets and buildings, provides a diverse mix of retail and residential uses, and provides parking that does not interfere with pedestrian traffic. (§1256.01) The applicant has submitted plans detailing the proposed pedestrian level site features, such as street trees, planting beds, benches, and other streetscape improvements, as well as the location of the proposed vehicle accommodations. The Borough should evaluate how the proposed improvements may further the goals of the Town Center zoning district.
- c. Per the Zoning Code, the development should build upon the positive qualities of the Borough's Town Center while maintaining and enhancing the Borough's traditional community character and pedestrian-oriented development. Buildings should complement the pattern of the existing landmark structures and have a building fabric that relates to their site and surroundings with a streetscape that is characterized by continuous street walls and multiple storefronts. (§1256.04)
- d. Per §1268.02, 0.75 parking spaces are required for each residential dwelling unit and 1 parking space is required for each 400 square feet of shops or stores. The zoning code also allows for a 30% reduction of the required parking for a mixed-use development in the Town Center. Per the parking calculations provided on the plans, 30 spaces are required for the proposed development, and 32 under-building spaces are proposed.

The applicant needs to provide additional details regarding the proposed use of the parking lot, such as whether there will be a dedicated parking space for each of the residential units, how the remaining spaces will be allotted including the two ADA-compliant spaces, and will the residents /tenants of the remaining portion of 102 Park Ave will have access to the garage. (§1288.14)

- e. The storage of refuse shall be provided inside of the building or within an outdoor enclosure; and for multi-occupant buildings, refuse receptacle storage shall be consolidated into a single area. (§1256.05(f)) Trash facilities are not identified for the

modified 102 Park Ave building which will contain a mix of residential and commercial space. Additionally, the plans indicate an internal trash room within the proposed mixed-use building; however, the plans are not clear on how the facility will be accessed by the residents and retail space, or serviced by the refuse hauler.

### **Subdivision and Land Development**

2. All existing and proposed utility lines, including but not limited to relocated facilities, building utility connections, and street light connections, shall be identified on the plan. (§1286.08(b)(2)(J))
3. The application calls for the removal of two (2) 8"-18" trees, two (2) 18"-24" trees, one (1) 24"-36" tree, and one (1) >36" tree; requiring the planting of thirteen (13) 3½" caliper trees on-site. (§1293.07(a)(1)) Additionally, three (3) 2½" caliper trees are required as a result of the 6,380 square feet of new impervious area. (§1293.07(a)(2)) The applicant proposes to plant five (5) 3½" caliper street trees as required by §1293.06(b), resulting in a deficit of eight (8) 3½" caliper and three (3) 2½" caliper trees on the site. The applicant requests that the Borough allow for the remaining trees to be planted off-site or for the applicant to pay a fee-in-lieu in accordance with §1293.07(b). The applicant will need to establish to the satisfaction of Borough Council that constraints on the property render it impracticable to locate the trees on the property.
4. All replacement trees shall have a minimum caliper of 3½". (§1293.07(a)(1)) The planting schedule provided on Sheet AS-103 of the Hardscaping and Landscaping details indicates trees with a 3" caliper.
5. In accordance with §1286.08(b)(2)(L), the plans identify the following historically significant sites or structures as defined by the Borough on or adjacent to the subject property: 102-104 Park Ave, 110 Park Ave, 100 Park Ave, and 105 Rutgers Ave (US Post Office).
6. During the review of the plan, the Borough Planning Commission shall consider the open space and recreational needs of the additional residents and/or employees proposed by the development as it deems necessary in the public interest. (§1288.21(a)) If deemed applicable, Borough Council shall determine its preference for the set-aside of land within the proposed development, or the payment of a fee in lieu of land. (§1288.21(b))
7. Per §1286.08(b)(3), a Sewage Facilities Planning Module will be required, including information with regard to the means of sewage disposal. Per the Borough's sanitary sewer records, the sewer main serving the property is a 6-inch pipe. The developer will need to evaluate the condition and capacity of the sanitary sewer serving the property; and if deemed necessary undertake improvements.
8. The existing sanitary sewer lateral proposed to be abandoned shall be removed back to the main in Park Ave and capped.
9. The provided "Typical Sidewalk – Planting Bed Section" does not match the proposed street frontage identified on the site and landscaping plans. (§1286.08(c)(1))
10. A detail is to be provided for the property monuments proposed to be set. (§1288.17)

11. The applicant should clarify the intended use of the gored area in front of the proposed parking spaces.
12. The impact assessment report is to be updated to reflect the submission of the Preliminary / Final application.
13. The proposed tree and landscaping plans shall be reviewed by the Borough Shade Tree Commission and recommendations integrated into the development plans. (§266)

### **Stormwater Management**

14. For compliance with the infiltration, peak rate reduction, and water quality requirements of the Borough stormwater management code, the applicant proposes to install an infiltration basin under the parking lot which will collect and manage runoff from the roof of the new building and from within the parking area. Additionally the applicant proposes to install a 1,000 gallon cistern which will collect roof runoff for use in watering site landscaping.
15. The plans identify an existing stormwater pipe extending from the property which connects to the stormwater inlet in Park Ave. The applicant is to clarify the use of this pipe and if it will be demolished.
16. The applicant has provided infiltration rates for the proposed stormwater management facility; however, given the amount of construction which will occur on the site prior to installation of the basin, the applicant will be required to provide additional testing during construction to confirm the design infiltration rates. (§1459.019(b)(1)(C))
17. Limits of earth disturbance identified on the plans are to include all disturbed areas including but not limited to the water service, relocated fire hydrant, and gas service.

### **Traffic**

18. Off-street parking spaces shall have safe access from streets. (§1268.01) The plan and traffic study indicate that the only driveway serving the site will be a single lane driveway to the under-building parking lot. The study indicates that a dual-gate configuration, along with a pedestrian warning system, will be used to minimize conflicts from two-way traffic on the driveway for vehicles and pedestrians on the sidewalk. The study indicates that a gate will be located near the driveway entrance and another approximately 30' within the garage, and that illuminated bollards along the building frontage at the driveway will flash when vehicles are exiting the building. The applicant is to provide specific details on the proposed systems.
19. In addition to the proposed commercial store fronts, the applicant has acknowledged that the proposed residential units will create increased delivery truck demand on Park Avenue; however, the site plan does not provide any accommodations for increased commercial and residential delivery traffic.
20. Turning templates need to be provided for the proposed under building parking lot entrance and within the parking lot to demonstrate vehicles can access all proposed parking spaces. (§1288.14(d))

21. The following comments pertain to the Traffic Study, last revised October 25, 2022 by Albert Federico Consulting, LLC:

- a. Per §1288.14(c), entrances and exits to parking lots shall have clear sight lines and good visibility so that drivers can see, and cars can be seen while entering or exiting. The study indicates that clear sight lines are available from the proposed site driveways but is to provide actual measurement of the available sight distance and compare these values to PennDOT requirements. The sight lines provided on the project plans are from a point at which a vehicle has already encroached onto the sidewalk. The applicant needs to evaluate the configuration of the building at the proposed driveway to ensure sufficient sight lines exist to allow vehicles exiting the parking lot and pedestrians on the sidewalk to see each other before a vehicle encroaches on the sidewalk.
- b. We had previously commented that per §1286.02(d)(2), the traffic study area to include the roadways within a 1/2-mile radius of the proposed development site. The applicant is requesting a waiver to utilize the study area contained within the current report given the limited traffic generated by the proposed development.
- c. We had previously commented that the study is to evaluate weekend peak hours. The applicant's traffic engineer has indicated that the study is consistent with 1286.08(d)(2) and generally accepted practices. While we don't disagree with this statement, we would note that per traffic data recently collected in October 2022 (for a separate project) indicates that the Saturday mid-day peak hour traffic volumes adjacent to the development are slightly higher than the weekday morning or afternoon peak hour. As such, we suggest that the traffic study also identify the anticipated weekend peak traffic associated with the proposed development.
- d. We had previously commented that the study is to provide an evaluation of the collected traffic data (at the time, this reference was to the 2021 data used in the study) with any pre-covid traffic data available and determine whether any adjustment to the November 2021 traffic data is warranted. Review of data recently collected in October 2022 indicates that the volumes used in the study are lower than current traffic volumes. The applicant's traffic engineer should evaluate current traffic conditions and determine whether there is any effect on the conclusions of the study.
- e. The revised study has included a comparison table of the 95<sup>th</sup> percentile queue lengths by lane group for each study intersection but should also compare the pre-development condition to the post-development condition.
- f. The study discusses possible reconfigurations of the existing Park Ave on-street parking spaces. We had previously commented that the study should include sketches showing the recommended parking layout for Park Avenue and the number of resulting parallel spaces, that driveway sight triangles are to be shown as well as parking lane widths and the resultant lane widths, and the study should also consider traffic calming and pedestrian safety improvements along Park Ave, specifically at the intersection of Park Avenue and Dartmouth Avenue. The applicant's traffic engineer has indicated that a parking study, including a sketch of the parallel parking concept, will be prepared as required. The applicant's traffic engineer has indicated that traffic calming, and additional measures related to pedestrian safety do not appear (to be) warranted.

- g. The square-footage of the proposed retail and residential space in the respective buildings found in the traffic study is to be confirmed against the provided plans.

### General Comments

22. The plans indicate the sidewalk along the property frontage will be closed during construction. The applicant needs to provide details on the plans for the temporary pedestrian accommodations, including signage and pavement markings for the temporary mid-block crossing. Additionally, the applicant will need to provide a plan for managing construction related traffic onto the site and accommodations for contractor parking.
23. Bicycle parking facilities should be provided for both the residential and commercial portions of the development.
24. The plans are to be reviewed by the Borough Fire Department to ensure sufficient accommodations for apparatus and personnel is provided and comments integrated into the plan.
25. The applicant is reminded that the following will be required as part of the proposed development:
  - a. Land Development/Improvement Securities Agreement approved by the Borough Solicitor. (§1286.12)
  - b. A Sewage Facilities Planning Module, or an exemption issued by the Department of Environmental Protection (§1286.08(b)(3)).
  - c. Review by the Delaware County Planning Commission (§1286.02(a)).
  - d. Legal descriptions for the proposed consolidated lot for recording.
  - e. An Operations and Maintenance Agreement with the Borough covering stormwater controls and BMPs in accordance with §1459.069.
  - f. A contribution to the Borough Stormwater Control and BMP Operation and Maintenance Fund to defray the cost of inspection in accordance with §1459.072.

If you have any questions or concerns, please feel free to contact the undersigned.

Sincerely,



Eric P. Johnson, PE  
Project Engineer  
**PENNONI ASSOCIATES INC.**  
Borough Engineer

EPJ/djd

cc: Mary Walk, President, Borough Council  
Donald T. Petrosa, Petrikin, Wellman, Damico, Brown & Petrosa  
Chris DeBruyn, Chairman, Swarthmore Planning Commission