

Norristown Road

Mr. Melograno requested that the applicant begin with Norristown Road and explain to everyone the proposed improvements along Norristown Road. Mr. Fuchs explained that Norristown Road will be restriped from Route 309 to McKean Road. A center turn lane will be added along this stretch. A dedicated left turn lane will be added at the signalized intersection at Spring House Estates and SHIP. A dedicated left turn lane from Norristown Road onto McKean Road will also be added. There will be two through lanes and one turn lane on Norristown Road. The right turn lane onto McKean Road will be lengthened on the SHIP side of the street. Mr. Hammond further explained that they are proposing to eliminate one of the dual left turn lanes at the 309 Ramp. However, the Township would like PennDot's input on the impact that would have, and they would like to see if there is a way to get a pedestrian crossing in there as well. Mr. Hammond explained that PennDot requested 10-12ft. shoulders in their letter which they disagree with, as does the Township. He continued that they were able to get PennDot to allow a reduced shoulder width with the caveat that bike lanes are investigated. We are looking to incorporate a bike lane within the 6-8ft. shoulders. The applicant will upgrade the signals, make timing adjustments, and add preemptive devices to the signal at their entrance. Mr. Hammond also mentioned that it was requested they meet with the residents of Radcliff Lane to discuss the possibility of tying their lane into the entrance driveway of Spring House Estates. They will investigate this but it does appear problematic. Mr. Hammond concluded that they have technical and drafting issues to revise and that they still have to go through the HOP process. The issues raised in conjunction with the proposed improvements along Norristown Road were concerns over cars going toward each other in the center lane, having a restricted ingress/egress movement at the second entrance to SHIP, impacts to the driveway of two homes near the 309 ramps, a crosswalk at the Spring House Estates entrance, trail connection at the north side of Norristown Road, request for safety identification signs along the trail matching the Township's system, and whether there were plans for encroachment into the setbacks along Norristown Road and if there was a Wawa planned. In response to a few of the concerns/questions raised the applicant responded that a crosswalk is proposed at Spring House Estates from the SHIP entrance on Norristown Road that will tie into the internal trail at the light, but they would also be willing to bring their internal trail down Norristown Road further to the driveway closer to 309. They were agreeable to trail safety identification signs. Mr. Fuchs also clarified that they are not requesting anything in the setbacks along Norristown Road or a convenient store in this application.

McKean Road

Mr. Fuchs reported that they had met with township staff, representatives from J&J and the Ambler YMCA to discuss improvements on McKean Road. The applicant assured everyone that they are committed to doing the proposed improvements along McKean Road on their own regardless, but would like the Township to encourage the other commercial entities to participate. The proposed improvements include the relocation

of an existing crosswalk to the bus stop shelter area in front of the YMCA. A second crosswalk will be added at the Spring House Farm entrance where it will tie into the path at SHIP. Flashing pedestrian crossing signs and striping will be added at the crosswalks to warn motorists. The other improvements include two radar triggered speed signs. Mr. Melograno asked if the applicant would be willing to perform a pre and post speed study to determine if the improvements are working. Mr. Fuchs explained that township staff will be requesting authorization from the Board of Supervisors to authorize McMahan to do speed counts as part of an evaluation of McKean Road. Mr. Dixon said that they could include a speed study as part of their evaluation. Mr. Fuchs continued stating that they are willing to restrict the McKean Road entrance to a limited use through a badge system or other means of controlled access for employees and prohibit any access to trucks in this location. This would then restrict use by people staying in the hotel, as well as, deliveries to the site. He added that they will also modify the access making it right in, right out, left in. A dedicated 75 ft. left turn lane into the site from McKean Road is also proposed. This is long enough to accommodate three cars. The road would be widened on the SHIP side to accommodate this. However, with the limited access, a turn lane may not be warranted. The analysis will have to be redone. Concerns and questions regarding the proposed improvements along McKean Road included continued concern about the traffic generated from the high enrollment at the YMCA, future build out of the site exceeding the previous use over time, safety concerns with the turning lane into SHIP and a request to eliminate it, the function of the flashing beacons and concerns about the brightness of the lights.

Drainage Swales

Mr. Fuchs noted that in addition to safety concerns there were also flooding and drainage concerns along McKean Road. He explained that they are proposing to reclaim the drainage swales on the east side of their driveway and clear them out in order to allow them to drain how they should. Mr. Jim Hersh, Township Engineer, explained he was recommending that the applicant do something on their site to manage their stormwater. He continued that currently 100 acres of the site drains to McKean Road, while cleaning out the swales would help move water it won't accomplish what is needed. Mr. Hersh explained that there are localized areas on the site that drain to a low area which could potentially be a good place to locate a basin. The water could then drain to the swales and the cross pipes could be analyzed to see if they could be increased to allow for the water to flow under McKean Road and not over it. Mr. Fuchs replied that they would need time to react to this suggestion and to see the costs associated with it. He continued that they are committed to reclaiming the swales and are open to phasing in the stormwater management controls on the site. Mr. Stuardi requested a five-minute break.

After a five-minute break the applicants rejoined the meeting. Mr. Fox clarified that a limited retention area in a low-lying area on the site to slow down water to the swale

will be discussed prior to the conditional use hearing but we would want this as a condition of land development and we feel it is very important it is separate from the conditional use. Mr. Melograno noted that the rest of the items in the review letter were technical and asked for any questions or comments on all the items from the last six months. There were no further comments. Mr. Fox explained that the applicant will comply with most of the items listed in the review letters. He continued that in light of the comments and discussion this evening he would like to request a recommendation of approval for the conditional use application as well as conditional preliminary/final approval for the land development application. Mr. Hersh suggested that the PC review the waiver requests and provide feedback as to whether they are supportive of the relief sought. Mr. Fox went through the waivers that the applicant is requesting. The PC was supportive of the waivers as presented. Mr. Melograno did request that they consider connecting the sidewalks at the Spring House Farms development if a crosswalk is to be located at the entrance where the sidewalk does not connect. Mr. Fox concluded their presentation and reiterated their request for a recommendation of approval. Mr. Twersky recused himself. Mr. Melograno made a motion to recommend the conditional use application for approval to the Board of Supervisors subject to everything that was discussed about McKean and Norristown Road and the following conditions:

- Compliance with the items listed in the McMahon review letter and adding preemption devices to the signal at Norristown Road and Spring House Estates' entrance
- All traffic calming improvements shown on the August 5th, 2019 Bohler plan
- The installation of a crosswalk at the Spring House Estates entrance that will connect into the internal trail along Norristown Road on the SHIP property
- Connect the internal trail to the unsignalized access to SHIP on Norristown Road
- McKean Road access will be gated and/or controlled by some mechanism that restricts usage by patrons of hotel, conference center, fitness center, restaurant and restricts access to all deliveries. The access will be further restricted to permit only right in, right out, and left in access.
- Safety identification markers will be added to the trails on the SHIP site
- Mutually agreeable limited stormwater retention on-site and reclamation of swales along McKean Road

Mr. Mayor seconded the motion as proposed with the stated conditions and the motioned carried. (6-0 Mr. Twersky abstained).

Mr. Mayor made a motion to recommend the MRA land development application for preliminary approval to the Board of Supervisors conditioned upon compliance with review letters, waivers as requested, and satisfaction of the stormwater management concerns as agreed upon this evening. Mrs. Latimer seconded the motion. The motion passed. (6-0 Mr. Twersky abstained).



ADJOURNMENT

There being no further business, the meeting was adjourned at 9:50 P.M. until the next regularly scheduled meeting on Wednesday, September 18, 2019 at 7:00 p.m.

Respectfully submitted,
Jamie Worman,
Assistant Township Manager