

July 9, 2008

NWTP 0148  
NWTP 1402

James M. Sheldrake, Township Manager  
Township of Newtown  
209 Bishop Hollow Road  
Newtown Square, PA 19073

**RE: BPG Traffic Study**

Dear Mr. Sheldrake:

As requested, we are providing the following information regarding the referenced Traffic Impact Study. More specifically, we are responding to the request of "How does the current Traffic Study coincide with our current ordinances and Comprehensive Plan?"

Please note the following:

**1. BPG TRAFFIC SUBMISSIONS:**

In December 2007, Berwind Property Group (BPG) submitted a Master Off-site Road Improvements Plan for the Town Center that included roadway improvements sketches and traffic analyses for the AM and PM weekday peak hours. The traffic analysis volumes utilized in the BPG submission were obtained from the Newtown Square Master Plan Study prepared by McMahon Associates, dated March 2007. The BPG analysis subtracted out the volumes that were assumed for the Town Center development in the McMahon study and added in what was currently proposed for the Town Center. Roadway improvements in the BPG submission were developed by mitigating the overall intersection Level of Service impacts resulting from the proposed Town Center traffic for the study area intersections. A subsequent submission in March 2008 was provided by BPG that updated the Town Center densities.

The McMahon study assumed the following for the Town Center – 395,000 sf Retail, 585,000 sf General Office, 130,000 sf Medical Office, 200 room Hotel, 44 Townhomes, 159 Age-Qualified Residential Units.

The current BPG traffic analysis assumes the following densities – 564,560 sf Retail, 406,420 sf General Office, 130,000 sf Medical Office, 120,000 sf Hotel, 100 Townhomes, 300 Apartments.

It should be noted that the current BPG traffic analysis assumed that the 100,000 sf "Flex" building would be all retail, however, the current Settlement Agreement indicates that this square footage would be limited to office or residential so the maximum new retail currently proposed is 464,560 sf.

The new vehicle trips for the Town Center analyzed in the McMahon Study are as follows: 1,564 AM Peak, 2,575 PM Peak, 25,933 Weekday

The new vehicles trips for the Town Center analyzed in the BPG submission are as follows: 1,470 AM Peak, 2,642 PM Peak, 24,366 Weekday

It should be noted that although the development density for the Town Center is generally higher in the BPG analysis when compared to the McMahon study, the analysis volumes are similar due to the fact that the BPG trip generation estimate included detailed internalization calculations that credited trips that would be generated between the proposed uses (office employees shopping at the proposed retail, etc.). The McMahon report utilized more conservative volumes that did not include internalization calculations as is typical for a planning study of this magnitude.

## **2. HOW DOES THE CURRENT TRAFFIC STUDY RELATE TO THE TOWNSHIP'S COMPREHENSIVE PLAN?**

The current Township Comprehensive Plan, last revised October 25, 2001, was adopted by the Board of Supervisors on December 27, 2001. Chapter Three: Growth Management Plan, Section 4: Circulation Plan cites six (6) traffic elements but focuses on two of the elements for recommended improvements. These two elements are: 1) Newtown Square-area local streets that permit motorists to bypass the intersection of West Chester Pike and Newtown Street Road, including the older Winding Way-St. Albans Avenue, Chapel Road, Rhoads Avenue, Clyde Lane, School Lane, Smedley Lane, Elgin Road, and Ellis Avenue roadways and the recently-constructed Winding Way Extension; and 2) The newly-constructed Campus Boulevard and Stony Brook Boulevard, essentially one roadway connecting West Chester Pike and Gradyville Road (and intersecting with Bishop Hollow Road), approximately halfway from Newtown Square to the western edge of the Township.

The Comprehensive Plan indicates that intersection improvements right at the intersection of Newtown Street Road and West Chester Pike can ease congestion somewhat, but there is a limit to the degree of change that can be accommodated at that location given the constraints of commercial property development close to or up to the right-of-way of the two roads and the high cost of condemning land for potential roadway and intersection widening.

The Comprehensive Plan indicates that in the northwest quadrant of the Rtes. 3 and 252 intersection, the Winding Way Extension has good access and a variety of land use prospects. It is stated that the northeast quadrant has a form of a bypass through a network of older streets that is relatively built-up in terms of land use and that it is unlikely that a new road could be inserted in that context.

The Comprehensive Plan recommends that, in the southeast quadrant, the roadway linkage between Newtown Street Road and West Chester Pike through the Dunwoody Continuing Care Retirement Community (the Bryn Mawr Avenue Extension) should be pursued. In the southwest quadrant, the connection of Newtown Street Road and West Chester Pike described in the Comprehensive Plan has been accomplished by the construction of Stoney Brook Boulevard and Troop Farm Road from the intersection of the proposed Bryn Mawr Avenue extension and Newtown Street Road to the intersection of Bishop Hollow Road and Campus Drive.

The Comprehensive Plan also recommends that double left turn lanes for southbound Rte. 252 at Rte. 3 should be provided and that double left turn lanes should be considered for northbound Rte. 252 at Rte. 3. Further, the Comprehensive Plan recommends that Rte. 252 south of Rte. 3 should be 4 lanes wide with dedicated turn lanes at major intersections.

Regarding the McMahon Traffic Study (dated March 2007) and the Comprehensive Plan:

The McMahon Traffic study proposed improvements (in no particular order of priority):  
Improvements necessary in the existing condition or in the near future:

- ▶ Widen West Chester Pike (PA Route 3) to provide three through lanes in each direction.
- ▶ Major turning lane improvements at the intersection of West Chester Pike (PA Route 3)/Newtown Street Road (PA Route 252), which may present challenges obtaining right-of-way, OR eliminate left turn movements at the intersection and divert traffic to alternate routes.
- ▶ If left-turn movements are eliminated at the intersection of West Chester Pike (PA Route 3)/Newtown Street Road (PA Route 252), modifications are needed at the Winding Way intersections to accommodate the diverted turning movements.
- ▶ Extend the two through lanes northbound and southbound along Newtown Street Road (PA Route 252) south of West Chester Pike (PA Route 3).
- ▶ Construction of a loop road on the southeast corner of West Chester Pike (PA Route 3)/Newtown Street Road (PA Route 252) in order to accommodate the diverted turning movements, which may present challenges obtaining property and right-of-way.

- ▶ Relocation/elimination of the Clyde Lane/West Chester Pike (PA Route 3) intersection.
- ▶ Other surrounding intersection improvements are needed to achieve improved levels of service.

Also, long term improvements that should be considered:

- ▶ Construction of a loop road on the southwest corner of West Chester Pike (PA Route 3)/Newtown Street Road (PA Route 252) in order to accommodate the diverted turning movements from this intersection, as well as the westbound left-turn movement at West Chester Pike (PA Route 3)/Bishop Hollow Road, which will present challenges obtaining property and right-of-way due to the dense residential development along Bishop Hollow Road.
- ▶ It may be necessary to widen Newtown Street Road (PA Route 252) to provide three through lanes in each direction.

The McMahon study is consistent with the Comprehensive Plan with respect to improvements at the intersection of Newtown Street Road and West Chester Pike as well as providing bypass routes around the Newtown Street Road/West Chester Pike intersection and providing two lanes of traffic in each direction on Newtown Street Road south of West Chester Pike.

Regarding BPG Traffic Recommendations:

The BPG traffic recommendations include widening of West Chester Pike to three lanes in each direction from a point just west of Bryn Mawr Avenue to the existing SAP driveway; and improvements at the intersections of Newtown Street Road/West Chester Pike, Clyde Lane – Bishop Hollow Road/West Chester Pike, Winding Way/West Chester Pike and Winding Way/Newtown Street Road. These improvements are consistent with the Comprehensive Plan. BPG (and PennDOT) also recommend a through road from Route 3 to Route 252, through the BPG site. This improvement is not addressed in the Comprehensive Plan.


### **3. HOW DOES THE CURRENT TRAFFIC STUDY RELATE TO THE TOWNSHIP'S ORDINANCES?**

The Township's Subdivision and Land Development Ordinance, under §148-28., states that, if required by the township, a Traffic Impact Study prepared by a qualified traffic engineer shall be submitted by the applicant. The Study shall include, but not necessarily be limited to, an analysis of expected traffic generation to, from and upon surrounding roads, particularly showing a.m. and p.m. peak hours to existing traffic flow during a normal business day, in comparison with that which is anticipated after the proposed

development is fully completed and, if applicable, upon the completion of each stage. The study shall include recommendations for lane changes, signalization, impact on other intersections within the township and other matters as applicable. The McMahon Study included existing traffic data as well as projected trips for the BPG development as well as the projected for other major subdivisions and land developments within the Township. The recommendations of the McMahon Study included the recommended improvements previously noted. The BPG traffic analysis included the McMahon study traffic projections with adjustments to the BPG Town Center traffic projections based upon the most recent proposed uses and trip generations for the Town Center development. This Study is a requirement for a Preliminary Land Development Submission. A Land Development Application for the Town Center has not been submitted by BPG.

We trust the above items address your concerns. Should you have any further questions, please feel free to contact the undersigned.

Very truly yours



David G. Pennoni, P.E.  
Vice President  
**PENNONI ASSOCIATES INC.**  
Township Engineers

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