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SCOTT FRANCE, AICP
EXECUTIVE DIRECTOR

September 3, 2025

Mr. Jamie Gwynn, Township Manager-
New Hanover Township
2943 North Charlotte Street
Gilbertsville, Pennsylvania 19525

Re: MCPC #16-0229-007
Plan Name: New Hanover Town Center
(12 lots comprising 203.072 acres)
Situate: Swamp Pike and State Route 663
New Hanover Township

Dear Mr. Gwynn:

We have reviewed the above-referenced land development in accordance with Section 502 of Act 247, "The Pennsylvania Municipalities Planning Code," as you requested on June 9, 2025. We forward this letter as a report of our review.

BACKGROUND

The applicant, RP Wynstone, L.P., has submitted a preliminary site plan for the development of a town center project on a 203.072-acre site located at the southwest intersection of Swamp Pike and PA Route 663/Charlotte Street. The proposed site plan includes a total of 781 residential units of different dwelling types and a total of 169,000 square feet of commercial and retail space. Residential dwellings will consist of: 189 village homes; 290 townhomes; 94 twin homes; 103 atrium homes; 14 apartments located in mixed-use buildings; and 89 apartments located in Flex Buildings. Two existing single-family detached homes are proposed to remain. Non-residential uses will consist of a mix of office buildings, retail flex buildings, multiple restaurant pad sites, and a 68,000 square foot supermarket, as well as a community clubhouse. A total of 71.253 acres will be reserved for open space and resource protection areas, of which 19.629 acres consist of internal open space and recreation areas. Minister Creek runs through the southern end of the property, and the site contains associated floodplain and wetland areas. The property is zoned TC Town Center, TN Town Neighborhood, and R-25 Residential Districts.

The project is proposed to be phased into six development phases. Phase 1 will include 91 single-family homes, 56 twin homes, and 79 townhouses. Access for this phase will include one driveway entrance on Township Line Road and one access point on Swamp Pike. The remaining development is proposed to be

completed later and will include 2 additional access points along Swamp Pike and 2 access points along Route 663, for a total of 6 access points into the development.

This office reviewed previous versions of this land development plan most recently in letters dated December 21, 2016, July 12, 2017, and February 20, 2020, as well as a conditional use application in a letter dated May 25, 2022. This current proposal differs from the most recently reviewed land development plan in 2020 and proposes an increase in the total number of housing units and a decrease of over 18,700 square feet in the total amount of retail and commercial square footage provided.

This plan is subject to a Remand Order dated April 28, 2025, which continues the developer's initial application dated July 13, 2005, and includes certain rights within an approved preliminary plan resolution dated October 22, 2007. The applicant's revised or amended plans are governed by the township ordinances in effect on July 13, 2005, and by Ordinance Nos. 05-06, 06-02, and 07-08, which ordinances were previously imposed as a condition of preliminary approval in Township Resolution No. 58-07.

This land development proposal qualifies as a development of regional significance because it includes more than 50 residential units. As such, it will be subject to review by the Pottstown Metropolitan Regional Planning Commission (PMRPC). A previous version of this land development plan was discussed most recently at the January 26, 2022 meeting of the PMRPC. Projected buildout from this land development plan was also incorporated into a regional traffic study published by DVRPC in August 2019.

COMPREHENSIVE PLAN COMPLIANCE

This area of New Hanover Township is shown as multiple land use categories in the Future Land Use Plan of the Montgomery County Comprehensive Plan, Montco 2040: A Shared Vision. The commercial and mixed-use land uses are shown as Village Center: a mix of retail, institutional, office, and residential uses in small separate buildings located close to each other. A large portion of the residential development is shown as Suburban Residential: a variety of housing types with more compact development next to centers with significant non-residential development. Trees, steep slopes, wetlands, and other sensitive land should be preserved, potentially as open space within a cluster development. Appropriate landscaping, buffers, and street trees should be provided by all developments. Recreation facilities and central open space should be provided. The development additionally touches on the Community Mixed Use area: local community focal points that typically have a significant retail or institutional element with surrounding residential uses, with primary uses including community and neighborhood shopping centers and retail uses in concentrated nodes; professional offices, business offices, and other small-scale offices; major institutions and other local services, such as day care centers; and higher density residential uses that act as a transition from non-residential areas to residential areas. Interconnected mixed use developments that provide a transition from major roads, bus stops, and commercial areas should be encouraged. Developments should share driveways, have interconnected parking lots, be designed for walking, be compatible with residential areas, have extensive buffering and residentially-scaled buildings next to residential areas, and be compatible with abutting village areas.

This area is shown within the Primary Growth Area and the Secondary Growth Area in the Future Land Use Plan of the regional comprehensive plan, the Pottstown Metropolitan Regional Comprehensive Plan 2015 (PMRCP). Both the proposed overall site residential density of 3.5 dwelling units per acre, classified by the PMRCP as "medium-density residential," and the other proposed uses, with office, retail, limited commercial classified as business uses, are suggested as use options in both the Primary and Secondary

Growth Areas. Additionally, the regional comprehensive plan suggests that where new medium-density residential development is adjacent to mixed-use, village or commercial areas, townhomes and multifamily residential uses will also be appropriate. The PMRCP provides development guidelines for medium-density residential development including: locating townhomes and multi-family residences adjacent to commercial uses, setting back garages 20 feet from the front façade of homes or detached completely, including street trees and central open space, designing an interconnected street network, and providing sidewalks on both sides of the street.

This area is shown as multiple land use categories in the Future Land Use Plan of the municipal comprehensive plan, the New Hanover Township Comprehensive Plan 2040. The Mixed-Use Business and Employment Land Use category is intended to promote flexibility in the development of mixed-use or integrated commercial and residential uses on a site, where existing commercial land uses and districts in the township are incredibly limited in size and are disconnected from one another. Service-based and neighborhood-scaled businesses like day care centers, salons, and medical care facilities are likely the most suitable, and there is desire to see small-scale commercial developments that provide a more unique shopping or dining experience. The Suburban Residential land use category includes primary uses such as single-family detached residential as well as alternate housing types more suitable for a range of households. Integration of smaller housing types with fewer bedrooms will provide a greater housing choice for residents. Residential uses should preserve open space vistas to the greatest extent possible and implement functional open space to serve as an amenity to the community while also protecting sensitive environmental features on the site.

RECOMMENDATION

The Montgomery County Planning Commission (MCPC) generally supports the applicant‘s proposal; however, in the course of our review we have identified a number of key issues that we believe should be resolved prior to final plan approval. Our comments are as follows:

REVIEW COMMENTS

ZONING

Based on our review, we have identified the following comments related to the township’s zoning ordinance that we recommend be addressed as part of future submissions:

A. Unified Development of a Tract. As described in §27-801A.4 as added by Ordinance 07-08, following consideration and review by the Planning Commission, the Board of Supervisors may permit development of the entire tract as one unified development. The township should determine if that approval should be done in conjunction with the land development process or needs to happen prior to land development review.

B. Multifamily Units in Flex Buildings. Note 4 for the Overall Development Summary and Note 6 for the TC District Requirements table on the Project Calculation Summary Plan (sheet GI-002) state, “The 2nd and 3rd story dwellings proposed in Flex Buildings 4 through 8 are not included in the total proposed dwelling unit density count.” Notes 5 and 7 for the same tables respectively state, “The floor area of the 2nd and 3rd stories of Flex Buildings 4 through 8 are counted as non-residential floor area.” The multifamily units in Flex Buildings 4 - 8 should be considered residential dwelling units and not

nonresidential, as all definitions, use regulations, and district regulations in the zoning ordinance indicate. The applicant should revise several calculations that identify these dwelling units as nonresidential to confirm compliance with township code, including:

1. Density. §27-804A.1.A sets the maximum overall density for mixed use developments in the TC District at ten dwelling units per acre proposed for residential use only, and §27-804A.1.A sets the maximum overall density for mixed use developments in the TN District at four dwelling units per acre proposed for residential use and minimum required open space only. The zoning table identifies a maximum number of 189 dwelling units permitted in the TC District, a maximum number of 469 dwelling units permitted in the TN District, and a maximum number of 34 dwelling units permitted in the R-25 District. The applicant is proposing 330 dwelling units in the TC District and 361 dwelling units in the TN District for a total of 691 dwelling units. However, the 89 apartment units provided in the flex buildings in the TC District are not accounted for in these figures, which brings the total dwelling count for the district to 419. No new dwelling units are proposed in the R-25. Two dwelling units will remain, one in the TC District and one in the R-25 District. The total number of dwelling units cannot exceed 692 units, but the applicant is proposing 780 units, greater than what is permitted. The applicant should consider revising the plan to comply with the required density.

2. Floor Area Ratio (FAR). The required non-residential FAR is between 0.25 to 0.6 of the required floor space to land area for both the TC and TN Districts. The proposed non-residential FAR per the provided figures in the Overall Development Summary table is .24958. However, per Note 5 for the table, the total non-residential area includes floor area in Flex Buildings 4-8 that will be developed as residential dwelling units. This floor area comprises 139,100 square feet of space that is counted toward the non-residential area. When excluding the area of residential use in the flex buildings, the proposed FAR will be below the 0.25 minimum. The applicant should consider revising the plan to comply with the FAR requirements.

3. Residential Mix Requirements. There are multiple sections of the zoning ordinance that provide residential mix requirements. Section §27-305 2.B(13) provides a requirement for minimum and maximum percent of dwelling units per type within B2 Performance Standard Developments. For developments of 401 dwellings or more, the maximum percent of any dwelling unit type is 40% and the minimum percent of any dwelling unit type is 5%. Section §27-804A.3.B (TC District) and §27-804B.3.2 (TN District) provide that for tracts of 15 acres or more, a single housing type must comprise at least 15% of the total housing units and no single housing type shall exceed 50% of the total housing units in the development. The Housing Types table on the Project Calculation Summary Plan (sheet GI-002) calculates the percent of each housing type in each zoning district; however, it does not include the 89 Mixed Use Multi-family dwelling units within the five Flex Buildings. When those units are included in the calculation, all B2 housing is within the range of percent from the B2 Performance Standard Development use regulations but twins, atrium houses, and mixed use multifamily are below the 15% minimum for the TC and TN Districts. The applicant should consider revising the plan to comply with the residential mix requirements.

C. <u>Residential Use Types</u>.

1. The Housing Types and Residential Development Standards tables on the Project Calculation Summary Plan (sheet GI-002) list the use Mixed Use Multifamily as B2(12) as if it is a use nested within the Performance Standard Development use regulations; however, Mixed Use Multifamily is

a distinct residential use per Zoning Ordinance Section 27-305.2.L. The Housing Types table includes these dwellings, as well as existing remaining B1 Detached Dwellings, as a part of the dwelling unit mix calculation for the B2 Performance Standard Development. Section 27-305 2.B(13) provides the dwelling unit mix regulations but does not specify if the dwelling units to be included in such a calculation are only those listed within Section 27-305 2.B(2) Performance Standard Development. The township may consider determining whether these dwelling units should be included in the B2 unit mix calculation.

2. Atrium Houses. §27-305 2.B(8) as revised by Ordinance 07-08 requires atrium houses to be attached to a courtyard enclosed by a wall or fence. Sheet L4.4 of the landscape plans show 3-foot high walls but it is not clear if they "fully enclose" the courtyard. The applicant should clarify these architectural provisions and also include distance measurements to show the widths of the courtyard areas under each of the proposed configurations.

3. Village Houses.

   a. Village House use types require at least three of the four housing characteristics identified in §27-305.B.3.a, which are: an unenclosed porch running across at least three-quarters of the house front; a front yard raised above sidewalk grade by at least 30 inches and a retaining wall of at least 18 inches; a front yard enclosed by a wall or fence at least 30 inches in height and associated landscaping; or a hedge of shrubs planted 18 inches on center for width of yard and two flowering or canopy trees. It does not appear the applicant is providing the required housing type characteristics. The applicant should clarify which provisions are being provided per the requirements of village house use types, and these design features should be shown on the site plans.

   b. The landscape plans show proposed building landscaping types for each housing type. On Sheet L4.1, the village house type is shown with a "stoop condition" and a "patio condition". Neither of these design options meet the façade requirements of a village house.

   c. The applicant is not meeting front yard setback standards for village homes under the requirements of §27-305. However, §27-805B.3 requires residential buildings to meet the zoning conditions of Section 305, but where ordinance wording is conflicting, the requirements of §27-805B shall take precedence. Under §27-805B, the minimum front setback is 20 feet. Under §27-305, the required front setback under for the house is 15 feet and the garage is 25 feet. The applicant is providing a 20-foot setback, but it is not clear why the applicant could not meet the setback standards under §27-305. The applicant may consider a housing design that recesses the garage entrance to enhance the prominence of the front porch and to meet the minimum garage setback requirements.

   d. The orientation of the garage area in front of the driveway appears to be too wide to permit the required porch spanning three-quarters of the house front. The intent of the front façade and garage setbacks is to reduce the automobile from dominating the streetscape. Other garage treatments could be implemented to soften the garage door appearance which include windows, colors that complement the house color(s), and decorative hardware. These decorative garage treatments can apply to all housing types.

D. Parking.

1. The Residential Parking Calculations table states the required number of spaces for residential uses is 1,699. The plan proposes 1,932 spaces. Table 805A.3.1 requires a maximum quantity of 100% of the minimum requirement for use. The applicant may consider revising the plan to comply with the parking maximum requirement.

2. Guest Parking:

   a. The plan uses B1 Detached Dwellings as a part of the calculation for guest parking, but the section that requires overflow or "guest" parking is 27-305 2.B(16)(b), within the use regulations for B2 Performance Standard Developments. The table should be revised to reflect this change.

   b. While the plan proposes more guest parking spaces than required (619 proposed and 168 required), we feel that the guest parking spaces are not adequately provided throughout the development where demand will be greatest. In the higher-density residential areas where only half of the off-street parking spaces are being provided, on-street parking is limited and the designated parking areas do not contain many spaces. Some of the areas with the greatest amount of parking, such as the parking lot adjacent to Fluharty Drive with 114 spaces, are not easily accessible or convenient to the majority of residential areas. We encourage the applicant and the township to continue to discuss options for how parking can be more equitably distributed throughout the site.

3. Section 27-305 2.B(16)(a) requires the calculation for the minimum parking spaces for all B2 residential uses (village houses, twins, atrium houses, townhouses) to vary if there is one or two bedrooms, 2 spaces required, or 3 or more bedrooms, 3 spaces required. The parking calculation table should be revised to include this distinction.

4. The applicant should provide all applicable easements and shared access agreements for any parking areas and driveways throughout the development.

E. General Project Form of Mixed-Use Developments.

1. Sections 27-804A.4 and 27-804B.4 outline the orientation of uses in comparison to one another. Generally speaking, the orientation of the pad sites around the supermarket shopping center parking lot in the TC District and the placement of the office buildings in the TN District do not meet the intent that non-residential buildings be grouped along streets and be within short walking distance to residential neighborhoods and open space areas. These commercial uses are separated the furthest from residential use areas yet may be among the most desirable destinations for residents.

2. Additionally, §27-804A.4 and §27-804B.4 outline that housing types shall be mixed along a street to create variety along the streetscape. In general, housing types tend to be largely homogenous along roadway segments, with clear boundaries where one housing type ends and another begins. The applicant may wish to consider integrating housing styles with each other or devise other arrangements to diversify the streetscape in a harmonious manner.

3. In the TC District per §27-804A.4.7 Housing Variety, the maximum number of dwelling units in a row without a visual break for townhomes is 8 units and for every 8 units a 50-foot visual break is

required. Along the north side of W. Main Street, a row of 21 units are broken into groupings of 5, 9, and 9 (with the sets of 9 consisting of a 4-unit building and a 5-unit building) by an alley driveway and an open space appearing to be less than 50 feet. The applicant should coordinate with the township to determine if the visual breaks present are satisfactory, or if additional or wider breaks are determined to be necessary.

F. Open Space.

1. Some open space areas are mislabeled as being in the TN District but are in the TC District, such as Internal Open Space area 29 and Recreation Open Space Area 16. This does not affect the overall open space calculations because the unified development standards allow for open space requirements to be combined and distributed throughout the tract, but the applicant should still consider correcting the table to accurately reflect the district each area is in.

2. Section 27-807A.F requires that "at no time in the development of various phases of the land development may the total area of common open space in the phases developed be less than 35% of the gross area of the developed lands." The applicant should include calculations as to the ratio of residential/non-residential to open space development for each of the proposed phases. The current phasing plan only indicates the total number of residential dwelling units provided in each phase, but does not include the total amount of open space or non-residential area.

3. The public recreation area requirement for the TC and TN Districts may, at the discretion of the Board of Supervisors, be included within the Open Space/Recreation Area and count toward the minimum open space requirement, per §27-1604.1. The township should determine if that approval should be done in conjunction with the land development process or needs to happen prior to land development review.

4. In both the TC and TN Districts, 35% of the gross area of the land development shall be allocated to common open space, and the internal and recreational open space combined shall not be less than 30% of the minimum common open space, per §27-807A. A. and §27-807B. A. The applicant provides the total minimum open space to meet the 35% requirement is 71.253 acres. The number provided as the minimum to meet the 30% requirement for internal and recreational open space combined is 19.629 acres, less than 30%. Additionally, the percent of internal and recreational open space as provided in the Overall Development Summary table is 29%, under the required percent. The applicant should review these calculations to confirm the figures are correct, and if so, may consider amending some open space to comply with the zoning regulations.

SUBDIVISION AND LAND DEVELOPMENT

A. Design Review Procedures for TC Town Center District. The criteria outlined in §22-836 as amended by Ordinance 06-02 form the core of how a "town center" will look and function which separates it from a more traditional zoning district. Per §22-836 2, the applicant must demonstrate how the development meets all criteria. The Township Planning Commission shall prepare an advisory report for the Board of Supervisors, and the Board of Supervisors must make findings that the proposal satisfies the guidelines of the section. It is not clear if this report was prepared for any previous submissions, but this advisory report must be completed by the Planning Commission before the Board of Supervisors may grant plan approval.

1. Criterion 1: Compact Development. “The site layout is compact and enables future intensification of development and changes in land use over time.” Outside of the restaurant pad sites, the commercial and mixed-use buildings of the TC District are primarily built around the intersection of Fluharty Drive and Main Street and the internal open space area and are connected by sidewalks. This configuration provides little connectivity between the restaurants to the other commercial areas and discourages linking trips or errands on foot.

2. Criterion 2: Mixed Land Use. “Where appropriate, land uses are mixed on-site or are mixed in combination with adjacent uses (existing or planned); the combining of land uses should promote easy access among stores and services by pedestrians.” The plan proposes multifamily residential, office, and retail uses (including the supermarket) within the central area of the TC District, as well as flex buildings with uses to be determined. Within walking distance are restaurants and townhouses, although pedestrian access to the restaurants requires walking around the large supermarket and crossing parking lots without separate pedestrian walkways. The proposal is somewhat integrated with adjacent land uses: the area abutting the park is primary open space with a proposed trail connection, but the “proposed future” vehicular connection to the Wawa does not appear to include pedestrian infrastructure.

3. Criterion 3: Pedestrian Access, Safety and Comfort. “All portions of the development are accessible by a direct convenient, attractive, safe and comfortable system of pedestrian facilities, and the development provides appropriate pedestrian amenities. The design of buildings supports a safe and attractive pedestrian environment.” Much of the site along Fluharty Drive and E. Main Street appear to do a good job providing a more “downtown” feel and pedestrian amenities; that sense of connectivity does not continue into the supermarket center. The restaurants require passage through a parking lot to gain access. The parking lot directly north of the supermarket in particular pose specific safety concerns. There is little space to walk down the length of the one-way, narrow drive aisles. The alignment of the angled parking spaces may encourage drivers to pull through to the opposite drive aisle, contributing to precarious pedestrian conditions. To promote safe pedestrian access through this lot, the applicant may consider staggering the angled spaces, arranging wheel stops, and adding the 4-foot wide sidewalk in the planting strips required by §22-823.5.F. The applicant should consider differentiating the residential and office space access points to Mixed Use Multifamily Buildings A and B, as the plans appear to indicate the residential portion will include a walkway and a garage. Additionally, the applicant should provide details to show compliance with the weather protection and street furnishing zone requirements, as well as the landscape buffering required between parking lots and all adjacent sidewalks.

4. Criterion 4: Street Connections. “The development is part of a connected street system that serves vehicles, pedestrians and bicycles.” The plan proposes connections to the existing sidewalk on Swamp Pike and PA 663, including spanning numerous properties not a part of the land development. This connection will serve both the residents of the development and the surrounding neighborhoods and encourage future development in the area to pursue sidewalk connections to this site. There is one property along PA 663 where there is no proposed sidewalk; the applicant may consider what is likely another attempt to add sidewalk here.

5. Criterion 5: Crime Prevention and Security. “The site design, buildings, signs, landscaping, parking, and other elements provide a safe environment for customers, employees, occupants, and adjacent properties.” Overall, the building orientation directs attention toward the streets except for the supermarket. Flex Buildings 7 and 8 are four stories tall and overlook the rear loading dock of the

supermarket and the one-story Retail Building 1 located across E. Main Street. It is likely the storefronts on Retail Building 1 will be facing Fluharty Drive, which means the ground-floor non-residential uses in the flex buildings fronting E. Main Street would not be facing any other retail shops or storefronts which detracts from natural surveillance.

6. Criterion 6: Parking and Land Use Efficiency. "All of the following methods are used whenever possible to minimize the amount of land developed as surface parking." The applicant appears to be using shared parking and other parking credits. Additional information that identifies how the peak parking demands were calculated and what parking spaces are considered shared spaces would be helpful in understanding where parking is sparse and where parking overlaps with additional spaces. Parking shall not exceed 100% of the minimum parking requirement, but the applicant is providing parking in excess of the minimum. The applicant should coordinate with the township to determine if the on-street parking provided within the development can count towards the credit for on-street parking.

7. Criterion 7: Creating and Protecting Public Spaces. "Any apartment, multi-family, mixed-use, multi-family or nonresidential proposal shall provide usable public space not dedicated for use by an adjacent business, that recognizes and responds appropriately to planned public spaces…" Public space must be provided at a rate of 20 square feet for every 10 off-street parking spaces or 1,000 of non-residential feet of floor space, whichever is greater. The applicant should provide a table with calculations showing how this requirement is being met.

8. Criterion 8: Human Scaled Building Design. "Building facades are designed to a human-scale, for aesthetic appeal, pedestrian comfort, and compatibility with the design character of the district or neighborhood." A one-story retail building is proposed across the boulevard median from two three-story buildings, which creates a contrast in scale that likely will emphasize the large supermarket building next to the retail building. The retail building would better match the existing scale of this main commercial roadway if it were two or three stories, which would also serve to screen the supermarket building. The taller height of the flex buildings would tower over the rear loading area of the supermarket, providing clear sight access from the residential units into the loading area. Their height would elevate them above the provided landscaping screening, and should face other similar style buildings rather than a rear loading dock. The proposed building orientation and interplay of building heights is not in alignment with the design criterion for town centers. The applicant should consider providing architectural elevations and potential building materials in future review phases to demonstrate building design considerations for review and feedback. All other standards relating to building façade breaks, windows, and other architectural designs shall be met.

9. Criterion 9: Drive-Through Facility. "These regulations are intended to provide design standards for developments proposing to utilize a drive-through facility by incorporating the automobile oriented drive-through use into the mixed-use pedestrian oriented land use patter." The applicant is proposing a drive-through restaurant at one of the pad site locations in the supermarket shopping area. It is not clear if the proposed drive-through design meets the requirements, particularly regarding D. Drive-Through Aisle Design as it relates to safe and unimpeded movement of vehicles at street access points and G. General Screening Requirements as only three to four street trees are being provided adjacent to the drive-aisle. There is also no pedestrian connectivity to this restaurant and no sidewalks are proposed that would connect into the surrounding sidewalk

network that wouldn't require pedestrians to walk through the parking lot or across the drive-through lane. See comments under Conditional Use.

B. Design Standards for TN Traditional Neighborhood District. Note 1 under the residential parking calculations indicates that village house buildings count two garage spaces per unit. However, §22-837.2.C.1.a requires garage doors shall compromise no more than 30% of the total area of the front façade elevation and shall not exceed 10 feet in width. The site plans show a two-car wide driveway for all village houses but Note #31 on the General Notes (Sheet CS-100) states the width of the village house garages shall not be greater than 10 feet wide. Based on the lot dimensions, it is not clear how two spaces can be created in the garages for these housing unit types if they are only 10 feet wide. If the intent is to provide a one-car garage and a two-car driveway, the applicant should update the notes to reflect one garage parking spot and one offset driveway parking spot. No two-car garages are permitted in the development unless they are rear-facing.

C. Sidewalks. Section 22-809A.1 requires a 15-foot wide combined curb, verge and sidewalk standard on major collectors in the TC District that includes a six-foot-wide verge and a 9-foot wide sidewalk. Some of the sidewalk network along roadways identified as major collectors, such as North and South Main Street and portions of Vanderbilt Drive only appear to provide 5-foot wide sidewalks. Coordination regarding roadway classifications should continue so that proper sidewalk widths are being provided along all streets.

D. Streets.

1. Section 22-809A.2 requires an 11-foot travel lane on major collectors in the TC District, that may be increased to 12-foot if centerline medians are waived. Some major collectors such as W. Main Street show a 12-foot travel lane. Coordination regarding roadway classifications should continue so that proper travel lanes are provided along all streets.

2. Section 22-809A.3 requires an 8-foot to 14-foot median island on major collectors in the TC District and §22-809B requires an 8-foot to 14-foot planted median area on major collectors in the TN District. These do not appear to be proposed. Both sections of the ordinance provide for the median segment to be waived in small areas by the Board of Supervisors when compensating traffic-calming measures are provided.

STORMWATER MANAGEMENT

A. Basins.

1. It is unclear if the stormwater basins are to be enclosed by a fence. The applicant may consider another approach besides fencing around stormwater basins unless there is excessive grading that could pose a safety hazard, as fences can catch debris and impede maintenance. If fencing is to be provided, the applicant should consider using a post and rail or split rail fence instead of any mesh or wire to achieve the most attractive and harmonious with the desired landscape.

2. The proposed stormwater basins use forebays for filtration, which will have a positive effect on runoff. The applicant should consider naturalizing the stormwater basins and including additional shrubs, grasses, and hearty trees suitable to wet conditions to soften the basin's appearance, contribute to species diversity and wildlife habitat, and improve water quality.

3. Multiple basins encroach on the 100-foot shoreline buffer. Section 22-825.G provides that no more than 20% of such areas be altered, regraded, filled, or built upon. The applicant should confirm that the total disturbance remains below 20% for the site.

B. Spillways. The plan proposes the use of spillways. These should be designed to prevent scouring when the stormwater runoff enters the creek to avoid erosion issues.

TRANSPORTATION

A. County HOP. Swamp Pike is a county-owned road and any new driveway access and road improvements will require a highway occupancy permit (HOP) from the county. The county has identified Swamp Pike as a location for a future trail network, and a full and complete sidewalk network should be provided along the full property frontage in accordance with the county's bicycling and walkability plans, *Bike Montco* and *Walk Monco*. The county also adopted a Complete Streets Policy that should be considered when making decisions regarding multi-modal transportation needs on county-owned roads. The applicant should coordinate with Manasa Kondreddi on the County HOP process prior to receiving preliminary plan approval to discuss the proposed roadway improvements, lane striping, and ingress/egress patterns.

B. PennDOT HOP. PA Route 663/Charlotte Street is a PennDOT-owned roadway. The applicant will need to coordinate with PennDOT on the state HOP for driveway access off of SR 663.

C. Access.

1. There is only one proposed exit for the development to PA Route 663 and it is the most convenient exit for a large number of the dwellings. The applicant may consider increasing the stacking area eastbound on Vanderbilt Drive in order to account for the daily traffic demand.

2. It is unclear if roadway improvements are planned for Township Line Road. Two internal roadways access Township Line Road are the closest and most convenient for a number of dwellings, particularly the village homes in the western portion of the development, and some access Township Line Road directly. As this road is currently low traffic and does not outlet, both the street and the intersection are underdeveloped considering the spike to demand this development would bring. The applicant may consider infrastructure improvements to Township Line Road and the intersection to improve their use and increase safety.

D. Swamp Pike.

1. Roadway Expansion.

a. Development along the corridor will put a strain on the existing cross section of Swamp Pike, and several county studies recommend improvements that require widening the right-of-way. The applicant may consider dedicating sufficient right-of-way considering the physical constraints to provide for the recommended improvements, see below.

b. Swamp Pike was identified as a Priority Bike Route in the *Bike Montco* plan approved in 2018. Given the classification of Swamp Pike as a Minor Arterial and a speed limit of 35 mph to 45 mph, the plan recommends providing a paved shoulder that is at least 6 feet wide. Other

options include a buffered or protected bicycle lane. Additionally, the *Walk Montco* plan approved in 2016 stated that these areas of Swamp Pike should have sidewalks installed.

c. *Montco Pikes* is a vision plan to study six county corridors to ensure roadways support 21st century lifestyles and provide long-term vision for each corridor. It identifies several potential improvements to the area of Swamp Pike directly west of PA 663, including adding turning lanes, installing and upgrading traffic signals, and upgrading pedestrian facilities. These are rated as a high relative priority as compared to other improvements to the corridor. The plans propose adding turning lanes to Swamp Pike throughout this area, but it is unclear if traffic signals are proposed. We defer to the township's traffic engineer if the proposed improvements meet the recommendations of *Montco Pikes*.

d. It appears the applicant proposes to add a center turning lane and sidewalks on both sides of Swamp Pike from Township Line Road to PA 663. The applicant may consider dedicating sufficient right-of-way considering the physical constraints to provide for the recommended improvements in *Bike Montco*.

2. New Hanover Township's Act 209 (Transportation Impact Fee) joint Roadway Sufficiency and Capital Improvement Plan was completed in 2019.

a. The plan highlighted a future capacity problem with the intersection of Swamp Pike and PA 663 due to future development. It recommends that by 2030, the signal timings/phasing are optimized and an additional eastbound and westbound through-lane are installed. Current conditions at the intersection include two turning lanes and one through-lane eastbound and one turning and a right/through-lane. The plan proposes converting the right lane to a right/through-lane eastbound and adding a through-lane westbound. We defer to the township's traffic engineer if the proposed sufficiently meets what is recommended.

b. The plan proposed that by 2030, the intersection of Swamp Pike with Dotterer Road should have an eastbound left-turn lane installed and a channelized island installed to restrict northbound left-turn movements. The plan proposes adding a left-turn lane eastbound on Swamp Pike for those turning onto Dotterer Road. We defer to the township's traffic engineer if the proposed sufficiently meets the recommended channelized island to restrict northbound left-turn movements.

D. <u>Classification of Roadways</u>.

1. The applicant should consider updating the Road Class Plan on sheet CS-201 to include the 2007 roadway classifications as detailed in the remand order dated April 28, 2025. Specifically, Residential Local Roads should be labeled as Local Roads, Residential Minor Collector should be Major Collector, and Alley (Rear Access Lane) should simply be Rear Access Lane (see below).

2. Additionally, the Road Class Plan should be reviewed to determine if it accurately reflects the Corresponding Road Comparison Chart from the remand order. Several roads have been mislabeled, including:

a. Andover Drive between Vanderbilt Drive and Hudson Lane is shown as Rear Access Lane when the remand order describes it as Local Road.

b. The following should be shown as Major Collectors: Fluharty Drive, North Vanderbilt Drive, East Vanderbilt Drive, North Main Street, South Main Street, West Main Street, East Main Street, Tillman Street, and Lexington Drive.

3. As the term is used in the township code, "alleys" are not permitted in the TC or TN Districts. What are labeled as alleys are "rear access lanes" and subject to those standards. The applicant should consider removing all reference to or labels including the term alley and replacing them with rear access lane for clarification.

E. Street Orientation.

1. Within the development, there are a number of one-way streets and configurations that require some maneuvering as the road bends around the varying widths of the central green spaces. The roadways jogs and varied widths of boulevard green spaces should balance the need for traffic calming with roadway volumes. Adequate signage and lighting will contribute toward an efficient and safe roadway network to navigate what may be a confusing traffic pattern.

2. The exit area for the drive-through lane associated with Restaurant 1 requires drivers to enter the roadway directly adjacent to the main entrance driveway on Fluharty Drive. This can cause vehicular conflicts at what will likely be a heavily trafficked intersection, with numerous off-set roadways resulting in jogs, full-turns, and through-movements. Traffic exiting the drive-through may attempt a U-turn to exit the site at this location, and proposed landscaping at that corner may impede sight distance. We defer to the township traffic engineer to determine the safety of the proposed circulation patterns.

3. We support the provision of on-street parking as a traffic calming device and as a means to provide more dispersed parking availability throughout the development. The SALDO requirements for on-street parking permits parking along major collector roadways/town center boulevards within the TC District, but limit parking to no more than five adjacent parking spaces with verge bulb-outs extending to the edge of the cartway between each bay. Some of the proposed on-street parking areas contain up to nine parking spaces back-to-back and may require a waiver or the applicant will need to provide the required bulb-outs.

4. The clubhouse sits in the middle of a rectangular loop of one-way streets. This traffic pattern may make this section of the internal street network difficult to navigate, especially with the primary clubhouse parking lot halfway around the loop from the front entrance. The applicant may consider redesigning this section to more seamlessly fit into the surrounding street network. Additionally, due to the nature of the turn-around in front of the clubhouse, utilizing the sidewalks to cross the street into the clubhouse may be challenging. Multiple street crossings will be required for some residents to access the clubhouse and the incoming and exiting traffic on Lexington Drive do not have any stop controls at that intersection. The applicant should give additional consideration to this intersection for pedestrian safety.

F. Street Names. Due to the streetway design, there are multiple intersections where Vanderbilt Drive meets Andover Drive. The applicant may consider changing street names to prevent confusion for emergency response.

G. Site Connectivity. The applicant is showing a potential driveway connection into the adjacent Wawa property. If this connection is made, the applicant should consider adding pedestrian sidewalks that link into that property.

H. Future Transportation Needs. One of the purposes outlined in the zoning ordinance for the TN and TC Districts is to facilitate development that supports future public transit, where applicable. Pottstown Borough extended the bus service routes for its bus network, PART. The applicant should consider creating areas where future connectivity with PART could be made possible. The site plan should consider locations where a bus stop could be located within the commercial area for future shoppers and employees who may take the bus. These locations could be incorporated in the current site plan now or areas could be identified that could be adapted in the future for when bus service routes connect to the town center. If constructed now, a bus depot or loading area could also serve as a location for ride-sharing services.

OPEN SPACE

A. Open Space Designation. Section 27-1604.2 distinguishes the four types of permitted open space: lawn, natural area, recreation area, and garden area. Three recreation open space areas, labeled 2, 9, and 23, are proposed to be open lawns. The applicant should consider providing a specific amenity at these open space areas that helps meet the requirement of §27-1604.2.C Recreation Area or change their open space designation.

B. Trails. The applicant proposes an extensive trail system throughout the site that connects the different neighborhoods within the development and spans much of the proposed open space. With the sidewalks, the trail would serve a great need for the residents and promote an active lifestyle.

1. Bike Trails. Eight-foot bike trails are being provided throughout the site. The applicant may consider a 10- or 12-foot multi-use trail to allow multiple users traveling at different speeds on different modes (i.e. walking, biking) to pass each other with ease.

2. Maintenance in Floodplain. The plan proposes trails in the 100-year floodplain along the creek, which may cause maintenance issues. The township should consider these maintenance concerns in their review.

3. Trail Network Connections.

    a. The proposed trail connection to the New Hanover Community Park would be an important link to existing public recreation space. Some consideration should be given to adding a trail bollard either on this tract or in the township park because the trail in the park is accessible to vehicles.

    b. *A Circle of Progress: The Greater Pottstown Trails Feasibility Study* published March 2018 plans a network of trails throughout the region. This network will connect from the Greater Pottstown region to the Schuylkill River Trail, the Perkiomen Trail, and other planned and constructed trails that make up the region's Circuit Trails network. When completed, the Circuit will encompass 800 miles of trails in the Greater Philadelphia region. It shows the proposed Upper West Trail running along the south side of Minister Creek, in New Hanover Community Park. The trail connection from this development to the township park would link its residents and anyone accessing the site via other pedestrian or bicycle infrastructure to a much larger network throughout the region.

C. Recreation Open Space #23 is a 70,500-square foot rectangular piece of dedicated open space labeled specifically as recreation open space and described in the Recreation Open Space table as Open Lawn. It appears cut off from any accessible infrastructure by both a stream corridor and designated meadows. As it is intended to contribute to the minimum required amount of internal and recreation open space, more information may be needed to clarify the intended use and how it can be accessed.

D. Community Park #2, located within Recreation Open Space #8, is proposed to include a playground among other amenities. The grading plan shows this area to have about a 10:1 slope. This is generally acceptable for a park, but the applicant may consider amending the grading for the playground and surrounding area for safety and utility of the proposed amenity and other public uses.

RESIDENTIAL DEVELOPMENT DESIGN

A. The southbound entrance on Fluharty Drive from Swamp Pike stops and splits when it reaches internal open space area 15, proposed to be a park and central green. The applicant may consider adding welcoming landscaping or signage. This is an opportunity to add ornamental décor as this will likely be a highly trafficked entrance and there is considerable space due to the size of the open space area.

B. The applicant may consider adding additional street trees in front of the proposed townhomes. There is space for small ornamental trees to be planted, especially in rows of dwellings with minimal trees, which will add to the aesthetics as well as provide a visual break between homes.

C. The proposed alleys and rear loaded garages for some of the townhouses and atrium houses will be positive design features and keep the front of the dwellings more aesthetically pleasing and increase space for landscaping. The applicant may consider rear access for other dwellings throughout the development, particularly the village homes with frontage on Township Line Road. This will decrease the access points on an established road and allow these homes to utilize the proposed internal road network.

D. The Mixed-Use Multifamily Buildings appear to be designed to include garages and driveways for the residential portions, and Note 5 under the residential parking calculations appear to confirm this. The applicant should take care when designing these buildings, both for the visual clarity and safety precautions, if the plan is to include residential garages and driveways on buildings containing commercial uses.

PARCEL A

Parcel A is a 6.459-acre lot north of Swamp Pike that is included in the site calculations for open space, stormwater management, etc. Note 37 on Sheet CS-100 states that a total of 1.734 acres of this parcel is reserved for open space (including stormwater management areas) and the remaining 4.725 acres is anticipated to be utilized for future non-residential development (with a minimum of 25,000 square feet of floor area).

A. Open Space and Stormwater Management.

1. The Post Construction Stormwater Management plans do not appear to propose any stormwater management for Parcel A. The applicant should include all stormwater management on this site intended to contribute towards this land development.

2. The phrasing of Note 37 on Sheet CS-100 is unclear if the stormwater management areas are to be located within the open space. The applicant should confirm that no stormwater detention or retention basins are within the required open space, as required by §27-1604.2.E.

3. The township should determine if the proposed open space and stormwater management on Parcel A can contribute to meeting the minimum requirements of this development due to its location across Swamp Pike.

4. The township should confirm both the current and future development of Parcel A was accounted for in the various impact studies.

5. Locating open space and stormwater management across the street from the primary development site may result in a diminished impact than intended. For example, the recreation open space planned for this parcel is functionally inaccessible to residents of the development because it does not share a property line with and is not directly across Swamp Pike from another included parcel, and there is no proposed pedestrian street crossing at Parcel A. The applicant may consider a redesign that includes the 1.734 acres of open space and stormwater management from Parcel A within the contiguous development.

E. Future Development. The future non-residential development on this parcel must account for the 75,550 square feet of open space and stormwater management on Parcel A dedicated to meeting the minimum requirements of this proposal, as well as providing any additional open space and stormwater management required for that future development.

LANDSCAPING

A. Parking Lot Landscaping.

1. Parking lot landscaping should be improved around the parking area for the clubhouse. Only street trees are proposed around the parking lot except for a few shrubs surrounding the dumpster area. We recommend additional shrubs be added to screen the parking area.

2. There are no parking lot islands proposed in several parking lots in the commercial portion of the development. While there is no code requirement to break up long rows of spaces, parking lot islands provide opportunities for shading and greening. This has a number of positive impacts, including increasing the pavement lifespan and reducing infrastructure costs, reducing stormwater runoff quantity and improving its quality, and creating an overall better user experience for commercial customers. Some lots that do not have islands include the lot north of Flex Building 4 (30 uninterrupted spaces), the lot just west of Restaurant 3 (rows of 12, 14, 15, and 19 spaces), and the lot just north of the supermarket (rows of 13, 14, 15, 17, 21, and 22 spaces). The applicant should consider adding parking lot islands to these lots, especially as the development proposes more than 100% of the minimum parking requirement.

3. Parking lot landscaping can be improved around the parking area for the clubhouse. Only street trees are proposed around the parking lot except for a few shrubs surrounding the dumpster area. Additional shrubs be added to screen the parking area and trees or other plantings can be placed in parking lot islands.

4. It appears many dumpster areas will be located in parking lots. Screening these areas on at least three sides by a fence and/or landscaping will improve the experience of those accessing these lots, especially residents.

5. There is limited screening proposed for the loading area of the supermarket. The applicant should consider more physical or taller landscaping, or a fence or wall. One of the primary entrances to the site passes immediately by the loading area, and the north-facing apartments on the second and third floor of Flex Buildings 7 and 8 will have a direct view.

B. Street Trees. Street trees provided in tree pits should be planted in a manner that supports long-term tree health as well as an intact sidewalk system. These planting standards should be considered for trees in the TN District adjacent to non-residential uses but also throughout the development where trees are proposed in verges adjacent to sidewalks. To maximize tree health and longevity and to minimize damage to surrounding paved surfaces, we recommend the following best management practices be incorporated into the final design and construction of the tree pits and planting areas:

1. Structural Soils Under the Pavement. Structural soils are a combination of stone (aggregate) and soil, which provide the strength and resistance to compaction required for sidewalks but also the organic and non-organic soil content required for tree growth. We recommend the planting area should have enough soil volume equivalent to 1,000 cubic feet per tree.

2. Linear Tree Planting Trench. A continuous soil trench can connect tree pits under the sidewalk along the same property frontage that would allow tree roots additional room to grow and spread. This practice would enhance the ability of the applicant to achieve the recommended soil volume per tree, and can be topped with a permeable surface pavement such as pavers or Belgian block to allow water and oxygen to reach the root systems.

3. Vaulted Sidewalk System. Cantilevered support structures allow tree roots to access expanded soil volumes for healthy growth and a longer life span. They have 80% - 90% void space which can be used for BMP credit for stormwater management. Silva Cell is an example of this type of system, and is an alternative to using structural soils.

4. Stormwater Planters. Stormwater runoff from the building can be directed to tree pits or bioretention planters, or curb cuts along the street can direct runoff to the tree planting area. A number of planter boxes are shown on the building elevation plans, and could be situated in a way to receive stormwater runoff.

SITE PLAN

A. Dwelling Labels.

1. There is no Townhouse 21. T-17 through 20 are south of Vanderbilt Drive just west of the intersection with Davenport Drive, and T-22 through 25 sit just northeast of that intersection. The applicant should consider relabeling the townhouses and ensuring that the number of all townhouses used in all density and parking calculations is correct.

2. The plans appear to use two labels for townhouses: T-# and TH-#. It is unclear what the distinction is, though the dwellings labeled TH-# appear to have larger footprints. The applicant may consider clarifying the difference in the proposed dwelling units.

B. Community Gardens. It appears the applicant is providing community gardens in three different locations within the development: Recreation Open Space 3, 4, and 10. While we support the provision of gardening locations and feel it would be an asset to community members, additional information may be necessary to demonstrate the viability of these community resources. Community gardens typically require delivery of large quantities of soil and mulch on an annual basis, although it is not clear where truck deliveries may deliver these materials, and how they will be transported into the garden areas. This may be particularly problematic for Recreation Open Space 3 because it is located behind many homes and is accessed only by an 8-foot wide trail. Community gardens often contain on-site composing bins for plant material and weeds, so space will need to be allocated to these bins if they are being provided. Water hookups will be critical to provide in the gardens, and lighting may be desired for security. Fencing is also typically provided to define the garden area and can be used to deter garden pests like rabbits and deer. Notes should be included on the site plans indicating if any of these amenities will be provided for the garden areas. Additionally, the applicant may wish to discuss with the township and the township solicitor on if and how provisions will be written into the HOA regulating access and use of the community gardening plots.

C. As the applicant confirms tenants for the commercial uses within the development, consideration should be given to filling the tenancy spaces with some community service-oriented businesses, such as day care centers and dry cleaners. These are uses that the residential community will most likely take advantage of, and by providing these essential services within proximity to the dwelling units, will work to achieve creating a walkable community and reduce vehicular trips to provide access to these goods and services. Additionally, these are uses specifically mentioned in the regional and municipal comprehensive plans as suitable for developments of this type and scale.

CONDITIONAL USE

A conditional use application was submitted in 2022 for the drive-through accessory use at Restaurant 1 (F10 Drive-In and Other Eating Place was added as a conditional use to the TC District by Ordinance 06-02). The plan submitted in 2022 contains substantial changes to the design of the Restaurant 1 pad site area and the drive-through as compared to the active land development plan with a last revised date of 2018. It is unclear if the conditional use of 2022 was approved by the Board of Supervisors. The township should determine if this drive-through use was previously approved and that approval still applies, or if the applicant will need to apply for and receive conditional use approval.

CONCLUSION

We wish to reiterate that MCPC generally supports the applicant's proposal but we believe that our suggested revisions will better achieve New Hanover Township's planning objectives for large-scale mixed-use development.

Please note that the review comments and recommendations contained in this report are advisory to the municipality and final disposition for the approval of any proposal will be made by the municipality.

Should the governing body approve a final plat of this proposal, the applicant must present the plan to our office for seal and signature prior to recording with the Recorder of Deeds office. A paper copy bearing the municipal seal and signature of approval must be supplied for our files. Please print the assigned MCPC number (#16-0229-007) on any plans submitted for final recording.

Sincerely,

Matt Lubitz, BCO, Senior Planner
matt.lubitz@montgomerycountypa.gov - 610 278-3738

c: Ben Goldthorp, Applicant's Representative
Dan Gray, Township Engineer
Patrick McKenna, Township Solicitor
Sandy Koza, Township Traffic Engineer
Jessica Buck, District Manager, MCCD
Russell Oister, Chair, Township Planning Commission
Susan Smith, Vice Chair, Township Planning Commission
Michael Crotty, Planning & Zoning Solicitor
Manasa L. Kondreddi, EIT, McCormick Taylor
John Gallagher, Acting HOP Manager, PennDOT
Mirlene Saintval, Acting Sr. Mgr, Trans Services, PennDOT
Fran Hanney, P.E., PennDOT District 6-0

Attachment A: Aerial Image of Site
Attachment B: Reduced Copy of Applicant's Proposed Site Plan



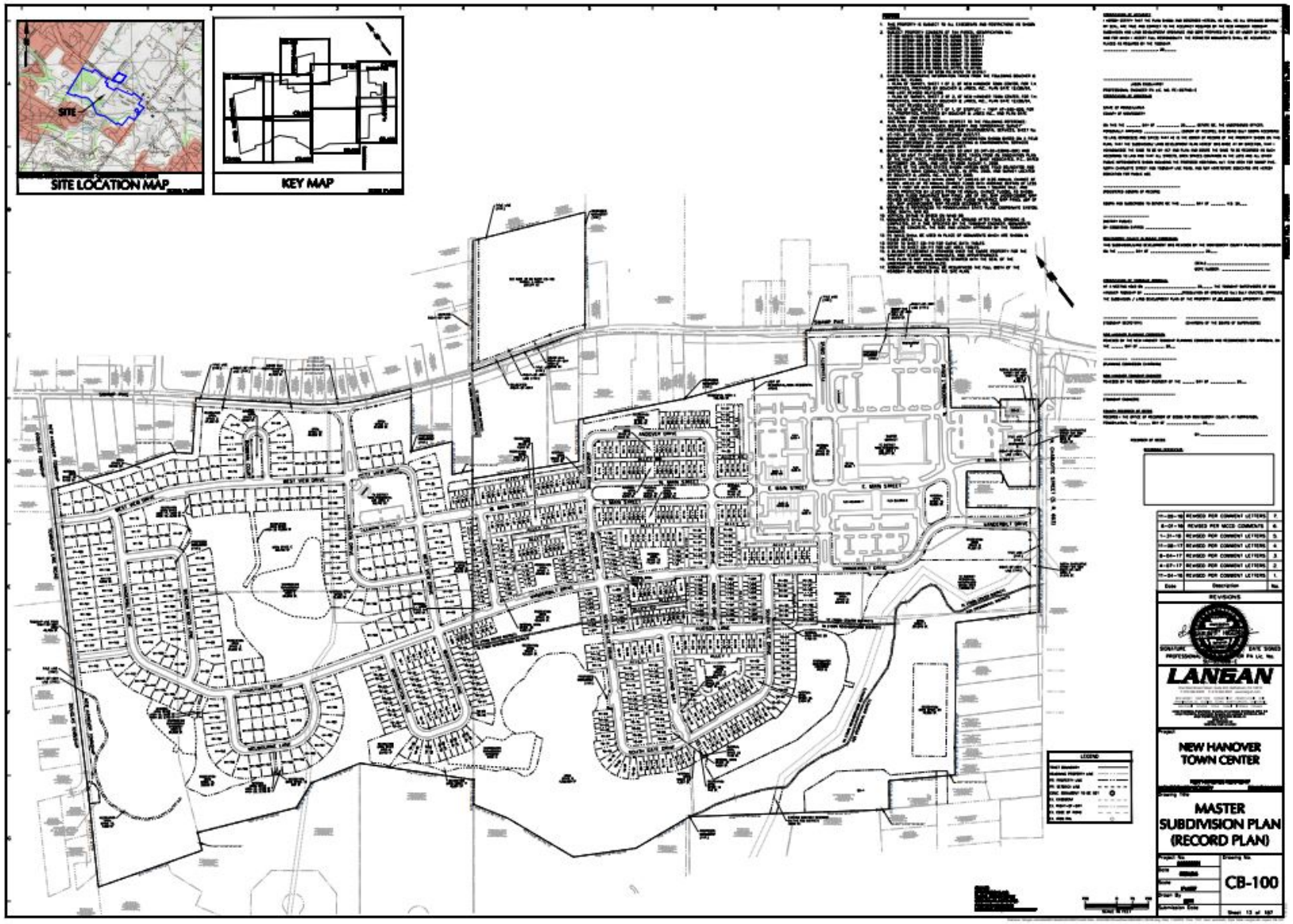
New Hanover Town Center
MCPC#160229007

Montgomery County Planning Commission

0 300 600 1,200 Feet

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SITE
SITE LOCATION MAP
KEY MAP
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CB-100