

LOWER GWYNEDD TOWNSHIP BOARD OF SUPERVISORS REGULAR PUBLIC MEETING

Tuesday, July 28, 2026, 7:00 p.m.

To join the meeting via Zoom:

<https://us02web.zoom.us/j/82572655942?pwd=09JMNafDHF17U5Z3z8k3hO66aif5bm.1>

Call #: 1-646-876-9923



CALL TO ORDER AND PLEDGE OF ALLEGIANCE

ANNOUNCEMENTS AND PRESENTATIONS

The Board of Supervisors met in executive session on July 14, 2026, and prior to tonight's meeting to discuss matters of real estate related to the Public Works garage and parks; potential litigation related to code enforcement, zoning, and emergency management.

Congratulations to the Kiwanis Club of Ambler on 100 years of service and another successful July Carnival and Fireworks

There is one more summer concert, this time for the kids. *Go with YOYO* is performing on Sunday, August 30th at 10:30 am. Come out and enjoy music, games, and fun at Pen-Ambler Park.

Commendations for exemplary work by Lower Gwynedd Township police officers

PRESENTATION by Frank Eells from the firm Michael Baker International on Montgomery County's Plan for the 2029 Penllyn Pike bridge replacement

PUBLIC COMMENTS

Citizen comments, concerns, questions for items not on the agenda
(Comments on agenda items will be taken when those items are discussed by the Board)

BUILDING AND ZONING

1. Consider approval of Ordinance #557 rezoning 321 Norristown Road (Spring House Corporate Center) from D-1 to MF-3
2. Presentation and consideration of Resolution 2026-16 approving the Spring House Court land development plan for 3 new townhomes at 1217 N. Bethlehem Pike (next to Trewellyn Reserve)
3. Consider Resolution 2026-17 granting a tree waiver for the new house at 1112 Wissahickon Ave. and amending the approval resolution for the 1110 Wissahickon Ave. subdivision plan
4. Consider declaring portions of the zoning ordinance invalid, and authorizing staff to prepare a resolution identifying the invalid portions (regarding data centers) within 30 days.

GENERAL BUSINESS

1. Consider awarding the bid for Penllyn Pike/Trewellyn Avenue intersection improvements to Lenni Electric Corporation for \$395,663.94
2. Consider approval of McCormick House abatement contract
3. Consider approval of Gilmore proposal for a risk assessment costing \$25,000 to complete administrative requirements for the completed environmental remediation of Pen-Ambler Park
4. Consider approval of easement agreements for the Welsh Road signal project with the following property owners:
 - a. FTP Hunt Club, LP (Hunt Club Apartments)
 - b. Montgomery Crossing Associates LP (Gwynedd Crossing Shopping Center)
 - c. Peco Energy Company
5. Financial Report for June 2026
6. Approval of invoice report for July 28, 2026
7. Approval of minutes for the meeting of June 23, 2026

SUPERVISOR LIAISON REPORTS

Questions about Volunteer Commission Meeting Highlights

STAFF UPDATES

Updates from staff on municipal activities and projects

SUPERVISORS COMMENTS

Comments or questions from the Board of Supervisors

ADJOURNMENT

UPCOMING MEETING DATES*

HUMAN RELATIONS COMMISSION	THURS	08/06/2026	7:00 P.M.
BOARD OF SUPERVISORS	TUES	08/25/2026	7:00 P.M.
ENVIRONMENTAL ADVISORY COUNCIL	WED	08/12/2026	7:00 P.M.
ZONING HEARING BOARD	THURS	08/13/2026	6:00 P.M.
PARKS AND RECREATION	TUES	09/15/2026	6:00 P.M.
PLANNING COMMISSION	WED	08/19/2026	7:00 P.M.

*Please check the Township website to confirm meeting dates and times.



MEMORANDUM

ATTN: Board of Supervisors
DATE: July 20, 2026
FROM: Jamie P. Worman, Assistant Township Manager
SUBJ: MF-3 Map Amendment Spring House Corporate Center Ord. 557

Recommended Motion: To approve Ord. 557-the proposed map amendment rezoning 321 Norristown Road from D-1 Special Use District to MF-3 Multifamily Residential District.

The Board of Supervisors (BOS) held a public hearing on Tuesday, June 23, 2026, to consider the revised MF-3 Ordinance and the accompanying map amendment proposed by BET for the redevelopment of the Spring House Corporate Center.

The BOS closed the public hearing and approved the text amendment, establishing a mixed-use development option within the MF-3 Zoning District. The BOS, however, deferred action on the related map amendment and directed the applicant to return after submitting an updated traffic study, an updated fiscal impact study, and a summary of the revised conditional use plan. This information was submitted and is attached. Due to the size of the traffic study, the appendices are not attached but are available on the website.

As you will see, the applicant was successful in reaching an agreement with Berkadia to remain on the site, which includes a significant change in the proposed project but provides clarity regarding the future office use. BET now plans on demolishing the vacant office building and constructing a new office building in that location for Berkadia. Once the new office building is completed, Berkadia will move into that space, the existing Berkadia building will be demolished, and the proposed 264-unit apartment building will be constructed in this location adjacent to Route 309. The apartment building remains unchanged in number of units and stories but will be relocated on the site.

For your reference, attached to this memorandum are the public notice, the proposed map amendment ordinance, as well as the applicant's conditional use narrative, revised traffic study and responses to previous reviews, and revised fiscal analysis. The revised conditional use plan and architectural renderings are [linked here](#).

**BOARD OF SUPERVISORS
LOWER GWYNEDD TOWNSHIP
MONTGOMERY COUNTY, PENNSYLVANIA**

ORDINANCE NO. _____

**AN ORDINANCE OF THE TOWNSHIP OF LOWER GWYNEDD,
MONTGOMERY COUNTY, PENNSYLVANIA, AMENDING THE
LOWER GWYNEDD TOWNSHIP ZONING MAP BY REZONING A
PARCEL OF LAND FROM D-1 TO MF-3 TO EXTEND THE MF-3
ZONING DISTRICT ALONG A PORTION OF NORRISTOWN ROAD.**

WHEREAS, § 1506 of the Second Class Township Code, Act of May 1, 1993, P. L. 103, No. 69, as amended by the Act of November 9, 1995, P. L. 350, No. 60, at 53 P.S. §66506, entitled "General Powers", section 601 of the Pennsylvania Municipalities Code, 53 P.S. § 10601, and, section 1299.12 of the Lower Gwynedd Township Zoning Ordinance, as amended ("**Zoning Ordinance**") authorizes the Lower Gwynedd Township ("**Township**") Board of Supervisors ("**Board**") to enact and amend ordinances necessary for the proper management, care and control of the Township and the maintenance of the health and welfare of the Township and its citizens; and

WHEREAS, the Board has determined that extending the MF-3 Multifamily Residential District along a portion of Norristown Road is warranted to further the purpose and intent of the MF-3 Residential District ("**Proposed Zoning Map Amendment**"); and

WHEREAS, the Lower Gwynedd Township Planning Commission reviewed the Proposed Zoning Map Amendment at a public meeting and recommended that the Proposed Zoning Map Amendment be approved by the Board; and

WHEREAS, a public hearing was held, following notice, for the purpose of considering this Proposed Zoning Map Amendment; and

WHEREAS, the Board, after the public hearing held pursuant to public notice, and after receipt of recommendations from the Lower Gwynedd Township Planning Commission and the Montgomery County Planning Commission, deems it appropriate and proper that the Zoning Map be amended by the Proposed Zoning Map Amendment.

NOW, THEREFORE, BE IT ENACTED AND ORDAINED by the Board of Supervisors of Lower Gwynedd Township, Montgomery County, Pennsylvania, and it is enacted and ordained as follows:

Section 1: The Lower Gwynedd Township Zoning Map ("**Map**"), § 1254.01, is amended to re-designate from D-1 Special Use District to MF-3 Multifamily Residential District the parcel of ground identified as Montgomery County Tax Map Parcel No. 39-00-02956-00-2, a/k/a 321 Norristown Road ("**Property**"), as shown on Appendix "A" and more particularly described in Appendix "B".

Section 2: The Township Engineer is directed to revise the Zoning Map of Lower Gwynedd Township, as last revised, to incorporate the change in classification of the Property from D-1 Special Use District to MF-3 Multifamily Residential District.

Section 3: Repealer. All ordinances, resolutions, and regulations inconsistent with this ordinance are hereby repealed.

Section 4: Effective Date. This Amendment shall become effective five (5) calendar days after the date of enactment.

ORDAINED AND ENACTED by the Board of Supervisors of Lower Gwynedd Township, Montgomery County, Pennsylvania, this ____ day of _____, 2026.

Attest:

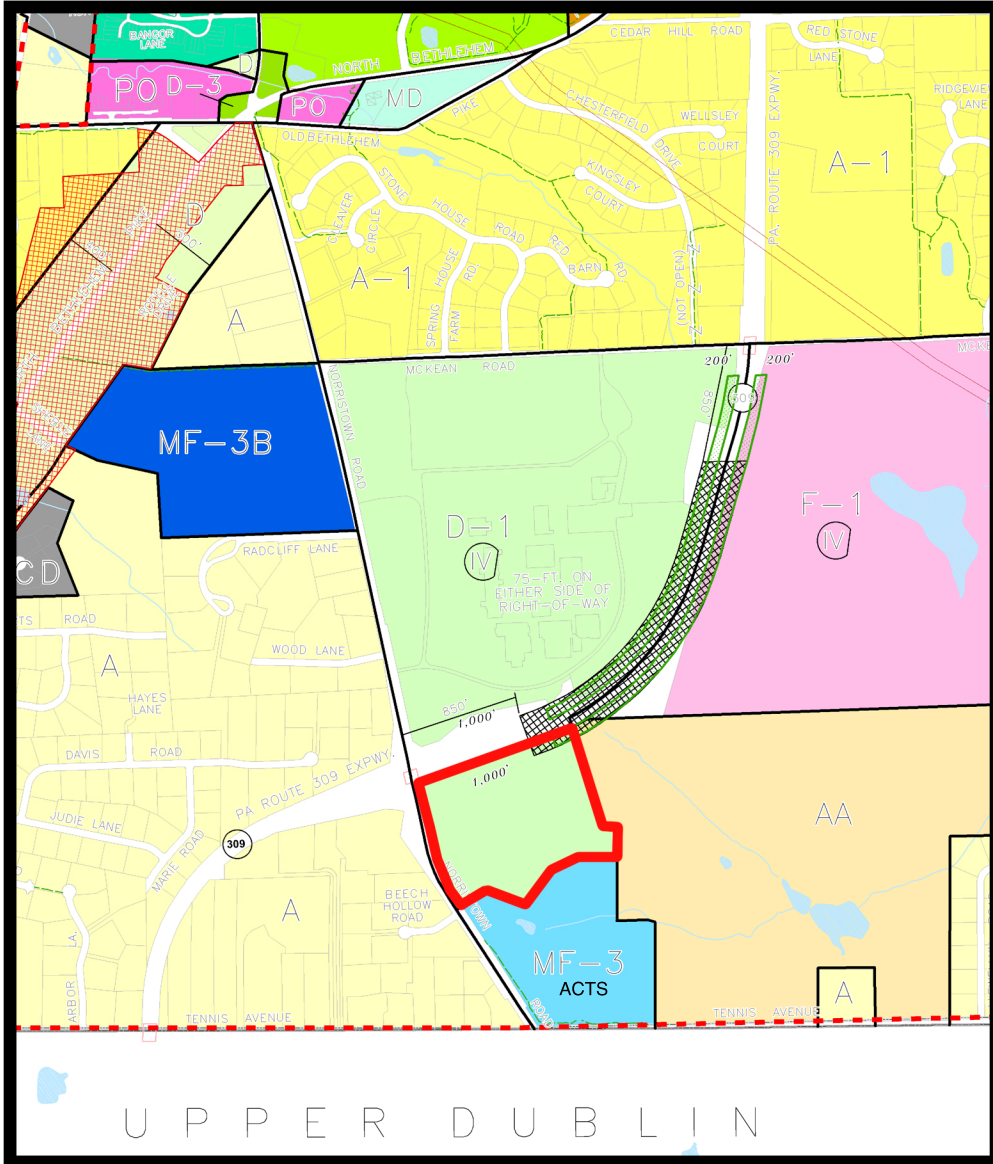
**LOWER GWYNEDD TOWNSHIP
BOARD OF SUPERVISORS**

Mimi Gleason, Township Manager

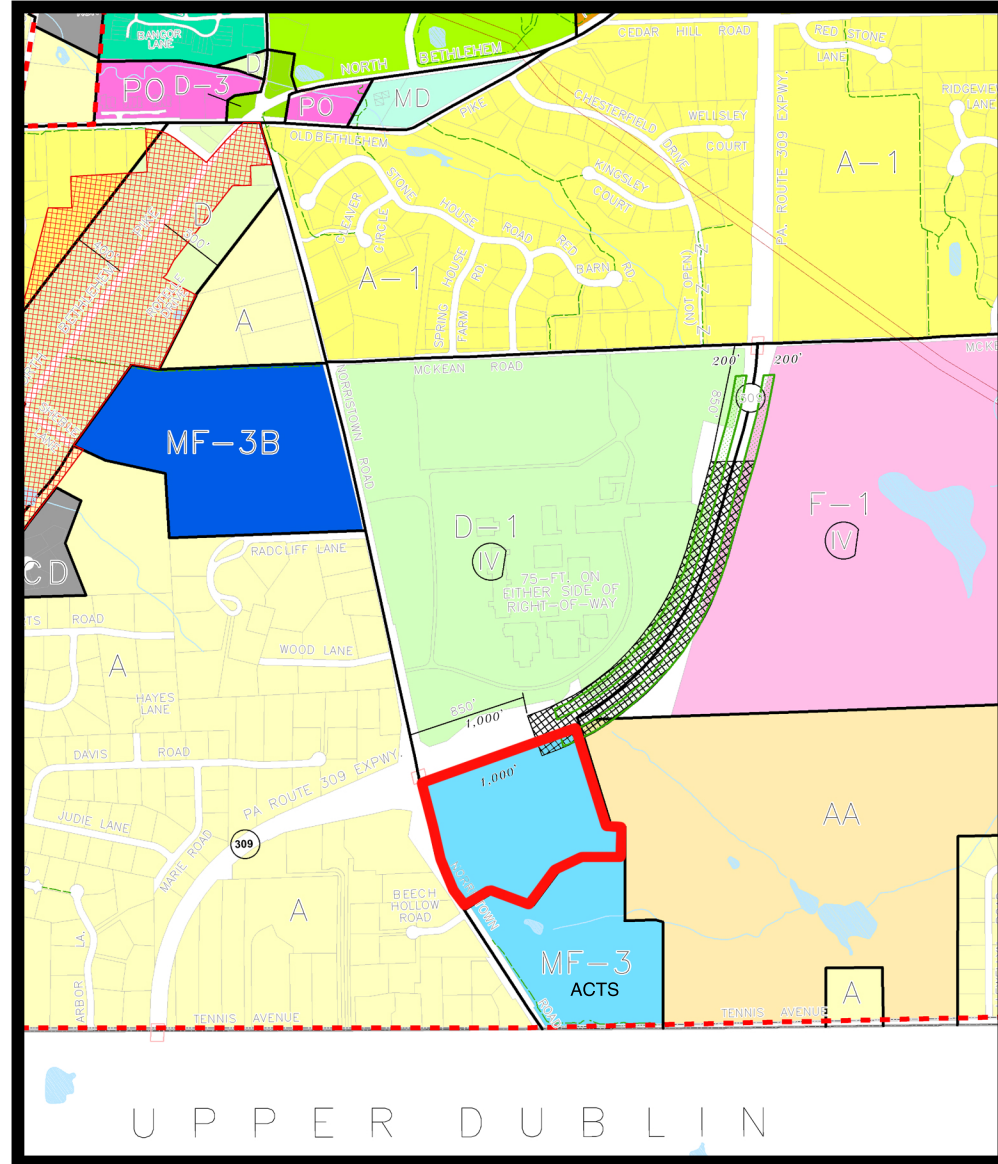
By: _____
Danielle A. Duckett, Chairperson

APPENDIX "A"

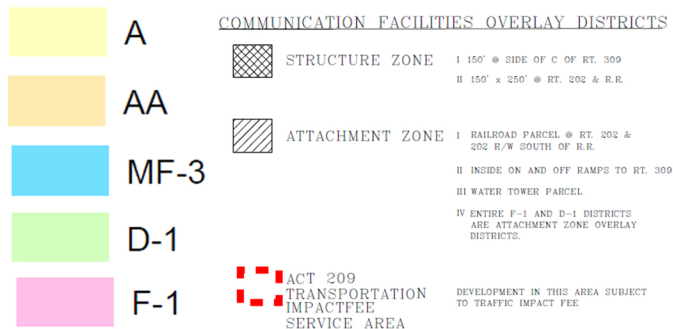
Zoning Map Amendment



EXISTING



PROPOSED



APPENDIX “B”

Legal Description

EXHIBIT A

(321/323 Norristown Road)

ALL THAT CERTAIN lot or piece of ground with the buildings and improvements thereon erected; SITUATE in Lower Gwynedd Township, Montgomery County, Pennsylvania and described according to a As-Built-Survey prepared for Brandywine Realty Trust made by Herbert H. Metz, Inc., Civil Engineers and Surveyors dated 4/25/1997, as follows, to wit:

BEGINNING at a point being the intersection of the Southeasterly side of Route 309 L.R. 782 and the Northeasterly side of Norristown Road; thence extending from said point of beginning North 20 degrees 10 minutes 20 seconds East along Route 309, 816.37 feet to a point of curve; thence extending on a line curving to the left having a radius of 1,970.08 feet and the arc distance of 355.00 feet to a point; thence extending South 66 degrees 23 minutes 30 seconds East 742.63 feet to a point; thence extending North 43 degrees 10 minutes 30 seconds East 103.86 feet to a point; thence extending South 51 degrees 05 minutes 30 seconds East 200.00 feet to a point; thence extending South 37 degrees 24 minutes 51 seconds West 267.38 feet to a point; thence extending South 14 degrees 55 minutes 30 seconds West 183.31 feet to a point; thence extending South 13 degrees 45 minutes 50 seconds East 341.82 feet to a point; thence extending South 60 degrees 06 minutes 34 seconds West 288.28 feet to a point; thence extending South 09 degrees 13 minutes 55 seconds West 210.00 feet to a point on the Northeasterly side of Norristown Road; thence extending along Norristown Road the following eight (8) courses and distances: (1) North 84 degrees 46 minutes 30 seconds West 120.50 feet to a point; (2) Thence extending South 86 degrees 42 minutes 19 seconds West 34.02 feet to a point of curve; (3) Thence extending along the arc of circle curving to the left having a radius of 1,372.69 feet the arc distance of 222.34 feet to a point; (4) Thence extending North 20 degrees 27 minutes 16 seconds East 10.00 feet to a point of curve; (5) Thence extending along the arc of a circle curving to the right having the radius of 1,362.69 feet and the arc distance of 144.58 feet to a point; (6) Thence extending North 63 degrees 28 minutes 00 seconds West 74.13 feet to a point; (7) Thence extending South 26 degrees 32 minutes 00 seconds West 10.00 feet to a point; and (8) Thence extending North 63 degrees 28 minutes 00 seconds West 336.51 feet to a point on the Southeasterly side of Route 309 L.R. 782, being the first mentioned point and place of beginning.

LESS AND EXCEPT that portion of the above described premises taken by the Commonwealth of Pennsylvania, Department of Transportation for highway purposes pursuant to a condemnation in CP-2006-22302, a Declaration of Taking thereof being recorded in the Recorder of Deeds Office of Montgomery County in Deed Book 5614, Page 1926 and plans there of recorded in said recording Office in Plan/Highway Book 23, Page 88; Plan/Highway Book 24, Page 388 and Plan/Highway Book 27, Page 21.

BEING Tax Parcel 39-00-02956-00-2

BEING the same premises which Brandywine Operating Partnership, L.P., a Delaware limited partnership, by Deed dated 12/11/2007 and recorded 12/24/2007 in Montgomery County at Deed Book 5676, Page 1201, granted and conveyed unto G&I VI 321/323 NORRISTOWN FE LLC, a Delaware limited liability company, in fee.

**PUBLIC NOTICE IS HEREBY GIVEN - NOTICE OF INTENT TO ADOPT ORDINANCE
LOWER GWYNEDD TOWNSHIP**

NOTICE IS HEREBY GIVEN that the Lower Gwynedd Township Board of Supervisors, Montgomery County, Pennsylvania, at its regular meeting to be held on Tuesday, July 28, 2026 at 7:00 PM, will consider adoption of the following proposed Ordinance, summarized as follows:

**AN ORDINANCE OF THE TOWNSHIP OF LOWER GWYNEDD, MONTGOMERY
COUNTY, PENNSYLVANIA, AMENDING THE LOWER GWYNEDD TOWNSHIP
ZONING MAP BY REZONING A PARCEL OF LAND, BEING MONTGOMERY
COUNTY TAX MAP PARCEL NO. 39-00-02956-00-2, A/K/A 321 NORRISTOWN
ROAD FROM D-1 TO MF-3 TO EXTEND THE MF-3 ZONING DISTRICT ALONG A
PORTION OF NORRISTOWN ROAD.**

The Board of Supervisors will consider adopting the ordinance at their regularly scheduled meeting noted above. The meeting will take place in-person at the Lower Gwynedd Township Building, 1130 N. Bethlehem Pike, Spring House, Pennsylvania, as well as via the Zoom telecommunication device platform (call-in information is provided in this public notice). The Zoom information is below:

<https://us02web.zoom.us/j/82572655942?pwd=09JMNafDHF17U5Z3z8k3hO66aif5bm.1>

Meeting ID: 825 7265 5942

Passcode: 641870

Call In Number: 1-646-876-9923

A copy of the complete text of the proposed ordinance is available for review at no cost at the offices of The Reporter, 307 Derstine Avenue, Lansdale, PA 19446. The proposed Ordinance, together with the zoning code, official map, application, and plans are available at the Lower Gwynedd Township Municipal Building (located at 1130 N. Bethlehem Pike, Spring House, PA 19477, Telephone: (215) 646-5302, and may be examined by appointment only from Monday through Friday between the hours of 8:00AM and 4:30 PM (excepting holidays).

All interested persons and parties are invited to attend the meeting and offer any public comment prior to the Board of Supervisors taking any official action on the adoption of the proposed Ordinance.

Neil Andrew Stein, Esquire,
Township Solicitor, Lower Gwynedd Township

Publish: one time in the Reporter, Monday, July 20th, 2026

Proof of Publication Required

**PUBLIC NOTICE IS HEREBY GIVEN - NOTICE OF INTENT TO ADOPT ORDINANCE
LOWER GWYNEDD TOWNSHIP**

NOTICE IS HEREBY GIVEN that the Lower Gwynedd Township Board of Supervisors, Montgomery County, Pennsylvania, at its regular meeting to be held on **Tuesday, June 23, 2026 at 7:00 PM**, will conduct a public hearing to consider the adoption of the following proposed Ordinance, summarized as follows:

AN ORDINANCE OF THE TOWNSHIP OF LOWER GWYNEDD, MONTGOMERY COUNTY, PENNSYLVANIA, AMENDING THE LOWER GWYNEDD TOWNSHIP ZONING MAP BY REZONING A PARCEL OF LAND, BEING MONTGOMERY COUNTY TAX MAP PARCEL NO. 39-00-02956-00-2, A/K/A 321 NORRISTOWN ROAD FROM D-1 TO MF-3 TO EXTEND THE MF-3 ZONING DISTRICT ALONG A PORTION OF NORRISTOWN ROAD.

This Ordinance contains provisions that redesignate from D-1 Special Use District to MF-3 Multifamily Residential District the parcel of ground identified as Montgomery County Tax Map Parcel No. 39-00-02956-00-2, a/k/a 321 Norristown Road, repeal all inconsistent ordinances or parts thereof, and provide a severability clause and an effective date.

The Board of Supervisors will consider adopting the ordinance at the meeting that will follow the hearing. The hearing and meeting will be conducted in-person at the Lower Gwynedd Township Building, 1130 N. Bethlehem Pike, Spring House, Pennsylvania, as well as via the Zoom telecommunication device platform (call-in information is provided in this public notice). The Zoom information is below:

<https://us02web.zoom.us/j/83838007874?pwd=a5PBXRkbvh32kFYlhFopV0Iq9XJTih.1>

Meeting ID: 838 3800 7874

Passcode: 370116

Call In Number: 1-646-876-9923

A copy of the complete text of the proposed ordinance and map is available for review at no cost at the offices of The Reporter, 307 Derstine Avenue, Lansdale, PA 19446. The proposed Ordinance, together with the zoning code, official map, application, and plans are available at the Lower Gwynedd Township Municipal Building (located at 1130 N. Bethlehem Pike, Spring House, PA 19477, Telephone: (215) 646-5302, and may be examined by appointment only from Monday through Friday between the hours of 8:00AM and 4:30 PM (excepting holidays).

All interested persons and parties are invited to attend the hearing and meeting and offer any public comment prior to the Board of Supervisors taking any official action on the adoption of the proposed Ordinance.

Neil Andrew Stein, Esquire,
Township Solicitor, Lower Gwynedd Township

Publish:

Proof of Publication Required



HAMBURG, RUBIN, MULLIN,
MAXWELL & LUPIN, PC

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PHILADELPHIA
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Suite 2102
Philadelphia, PA 19109

July 22, 2026

Via Hand Delivery and Email

Jamie P. Worman, Assistant Township Manager
Lower Gwynedd Township
1130 North Bethlehem Pike
P.O. Box 625
Spring House, PA 19477

**Re: Conditional Use Application
BT 309, LLC
321 Norristown Road - Springhouse Corporate Center**

Dear Jamie:

As you know, our Conditional Use Application that is currently pending requires modification to comply with Ordinance No. 556. I am writing to give further details on the project description and provide additional exhibits.

Proposal:

The Applicant now proposes to demolish both the 2-story office building and the 3-story office building and construct the following:

1. A new 70,000 sq. ft. 3-story office building for Berkadia (existing Berkadia occupied building is approximately 72,000 sq. ft.). This building will be located to the east/right side of the property as you look at it from Norristown Road, adjacent to Gwynedd Estates. Constructing a new building for Berkadia is a recent concession for them to remain on the property. This building will have to be constructed first while they continue to operate from the existing building. Gwynedd Estates will now have a 3-story building adjacent to it rather than the previously 4-story apartment building. 338 surface parking spaces are proposed in and around the building, generally interior to the site and away from Gwynedd Estates.

2. Following Berkadia's move to the new office building, the second existing office building would be demolished and in its place a 4-story, 264 unit apartment building with interior parking garage with one exposed side toward Route 309 will be built in that location. The parking structure is proposed to contain 412 parking spaces.

3. Lastly, the 3 commercial buildings: 30,000 sq. ft., 12,000 sq. ft. and 4,000 sq. ft. with 231 surface parking spaces.

#4010917v1
#4010917v2

Previously Submitted Exhibits:

Under separate cover you previously received:

1. An updated Traffic Impact Study by Traffic Planning & Design, dated June 24, 2026, pertaining to 264 apartment units, the existing office occupancy and the proposed retail;
2. A revised Fiscal Impact Analysis by David C. Babbitt, AICP, dated June 21, 2026, for 264 units, the existing office occupancy and the proposed retail.

New Exhibits:

9 copies of each to be delivered under separate cover:

1. Conditional Use Plan set prepared by Bohler Engineering, Inc., dated February 11, 2026, last revised, July 22, 2026, consisting of 10 sheets (*11 x 17 to be delivered by Applicant; 24 x 36 to be delivered by Bohler Engineering, Inc.*);
2. Revised Architectural Plans, prepared by AEI, dated July 22, 2026, consisting of 23 sheets (*11 x 17 to be delivered by Applicant*).

9 copies of each enclosed:

3. Ordinance No. 556 dated June 23, 2026;
4. Proposed project pylon sign exhibit, prepared by Forman Signs, dated July 12, 2026, consisting of 2 sheets (*11x17 in size*).

An emergency access easement between BT 309, LLC and Adult Communities Total Services, Inc., has been agreed to, the written terms of which are being finalized. BET accepts that an approval would be conditioned upon the delivery of that Easement Agreement in recordable form.

With this revised application, all buildings will now be of new construction and will have the complete benefit of similar and complimentary architectural design. BET has taken great strides to solidify the issue of its office user remaining on the property in its brand new building. The impact on the adjacent properties has now been lessened and a more unified, cohesive design has resulted.

Should you need anything further or have any questions, please do not hesitate to contact me. Thank you for your attention to this matter.

Very truly yours,

HAMBURG, RUBIN, MULLIN,
MAXWELL & LUPIN

/s/ Christen G. Pionzio

By: _____
CHRISTEN G. PIONZIO

CGP/dcbk

CC: BT 309, LLC – via email
Mimi Gleason, Township Manager – via email
Neil Stein, Township Solicitor - via email

**BOARD OF SUPERVISORS
LOWER GWYNEDD TOWNSHIP**

MONTGOMERY COUNTY, PENNSYLVANIA

ORDINANCE NO. 556

AN ORDINANCE OF THE TOWNSHIP OF LOWER GWYNEDD, MONTGOMERY COUNTY, PENNSYLVANIA, AMENDING THE LOWER GWYNEDD TOWNSHIP CODE OF ORDINANCES, PART TWELVE PLANNING AND ZONING CODE, TITLE SIX ZONING, CHAPTER 1276 MF-3 MULTI-FAMILY RESIDENTIAL DISTRICT, § 1276.02 "PERMITTED USES" BY ADDING A MIXED-USE DEVELOPMENT OPTION AUTHORIZED BY CONDITIONAL USE; AND BY ADDING A NEW SECTION 1276.09 "REGULATIONS AND STANDARDS FOR A MIXED-USE DEVELOPMENT" WHICH INCLUDES PROVISIONS FOR WORKFORCE HOUSING AND PROVIDES FOR DIMENSIONAL AND PARKING REGULATIONS AND DEVELOPMENT STANDARDS FOR THE MIXED-USE DEVELOPMENT; AND, BY ADDING STANDARDS FOR RESIDENTIAL PARKING STRUCTURES TO §1298.20 "PARKING STRUCTURES", REPEALING ALL INCONSISTENT ORDINANCES OR PARTS THEREOF; PROVIDING A SEVERABILITY CLAUSE AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, § 1506 of the Second Class Township Code, Act of May 1, 1993, P. L. 103, No. 69, as amended by the Act of November 9, 1995, P. L. 350, No. 60, at 53 P.S. §66506, entitled "General Powers", section 601 of the Pennsylvania Municipalities Planning Code, 53 P.S. § 10601, and, section 1299.12 of the Lower Gwynedd Township Zoning Ordinance, as amended ("Zoning Ordinance") authorizes the Lower Gwynedd Township ("Township") Board of Supervisors ("Board") to enact and amend ordinances necessary for the proper management, care and control of the Township and the maintenance of the health and welfare of the Township and its citizens; and

WHEREAS, an amendment to the Zoning Ordinance is proposed to permit mixed use development as a conditional use in the Township's MF-3 Multi-Family Residential District ("Proposed Amendment"); and

WHEREAS, a public hearing was held, following notice, for the purpose of considering this Proposed Amendment; and

WHEREAS, the Board, after receipt of recommendations from the Lower Gwynedd Township Planning Commission and the Montgomery County Planning Commission, deems it appropriate and proper that the Zoning Ordinance be amended by the Proposed Amendment; and

WHEREAS, the Board has determined that amending the MF-3 Multifamily Residential District to permit the mixed-use development, with appropriate regulations and development standards and an optional density bonus for workforce housing, is warranted to enhance development and

the economic vitality of the Township within that district.

NOW, THEREFORE, BE IT ENACTED AND ORDAINED by the Board of Supervisors of Lower Gwynedd Township, Montgomery County, Pennsylvania, and it is enacted and ordained as follows:

Section 1: Title Six, "Zoning", Chapter 1250 "Definitions, § 1250.04 Definitions is amended to include the following:

(55.01) Personal Care/Service. Personal Care/Service: A commercial use that provides services directly to individuals related to personal grooming, hygiene, appearance, comfort, or convenience. Such establishments primarily offer services performed on-site for clients rather than the sale of goods, and involve minimal equipment, storage, or external impacts. Examples include, but are not limited to, barber shops, hair salons, nail salons, spas, and massage therapy establishments.

Section 2: Title Six, "Zoning", Chapter 1276 "MF-3 Multifamily Residential District, § 1276.02 "Permitted uses" is amended to read as follows:

(e) Mixed-Use Development, Where a parcel is developed as a mixed-use development under the provisions of this chapter, such development shall comply exclusively with the standards set forth in §1276.09. A Mixed-Use Development shall not incorporate or combine uses otherwise permitted in this chapter, except for those uses expressly permitted within the mixed-use provisions identified herein and in accordance with §1276.09."

(1) On a property with frontage along a major roadway as classified in §1230.37(b)(1) of the Township Subdivision and Land Development Ordinance, a development consisting of a minimum of three (3) of the following uses, for single and multiple occupancy of property and buildings, shall be permitted when authorized by conditional use, in accordance with §1298.07 "Conditional uses", and the conditional use standards below in this section, and the requirements in §1276.09.

- A. Multifamily apartment building with amenities, and which may include a parking structure designed in accordance with §1298.20(b). "Parking Structures".*
- B. Office building.*
- C. Retail store.*
- D. Personal care/service.*
- E. Restaurant, excluding drive-thru service.*
- F. Bank or financial institution, excluding drive-thru service.*
- G. Medical services, such as dental care, aesthetic procedures, outpatient urgent care and surgery centers, and medical offices.*

H. *Accessory use or accessory building or structure that is subordinate to the uses set forth in subsection (a) to (g) hereof.*

(2) *Master Plan, Architecture, and Transportation Impact Study. For all Mixed-Use Developments, the conditional use application shall include the following submissions and meet the standards in this section and § 1276.09:*

A. *A Master Plan, which adequately depicts where all of the proposed buildings and structures, uses, amenities, and parking shall occur on the property consistent with tentative sketch plan requirements, pursuant to §1230.13 of Chapter 1230, Subdivision and Land Development.*

i. *The Master Plan design shall be fully integrated to depict how existing and proposed buildings and parking will fit into the site and is compatible with adjacent properties, how buildings and amenities connect throughout the site, and all elements of the Master Plan, including, but not limited to, building size, shape, materials, fenestration, sign size, streetscape, landscaping, lighting, hardscape and colors, shall be established for the entire project.*

ii. *The Master Plan shall show the location and dimensions of amenities that provide for open space and/or a place to gather, exercise, or enjoy the outdoors, such as green space; gathering areas; common areas; recreation areas; treatment of historic structures, if any; enhancement of natural features; and a pedestrian network.*

iii. *Review and approval of the Master Plan shall include the approval of the dimensional criteria and parking as shown on the Master Plan.*

iv. *Material changes to the Master Plan involving the relocation, addition, expansion, or deletion of buildings, vehicular circulation or access shall require an amended conditional use approval from the Board of Supervisors.*

B. *Architectural renderings, which shall depict: a perspective view of the buildings, including the parking garage, from the exterior main road(s) and neighboring properties showing the façade(s) and streetscape; and elevations of all sides of the proposed building(s). The renderings shall be in color and indicate the mass, form, color, and materials of the proposed building(s).*

i. *The renderings shall show connections to an existing public trail network which is immediately and directly adjacent to the mixed-use development that will be built as part of the mixed-use development.*

ii. *Architecture shall reflect a coordinated design among proposed buildings and an integration among existing and proposed buildings in the Master Plan.*

C. A Transportation Impact Study, consistent with Section 1230.40(a) of the Subdivision and Land Development Ordinance, the scope and contents of which shall comply with PennDOT Publication 282: Highway Occupancy Permit Operations Manual, Appendix A: Policies and Procedures for Transportation Impact Studies and Assessments, or the most current PennDOT Transportation Impact Study Guidelines.

(1) Prior to the submission of a Transportation Impact Study or at the request of the Township Traffic Engineer, the proposed scope shall be submitted to the Township and to PennDOT for review and approval.

(2) The Transportation Impact Study must identify all Level of Service and vehicle queuing impacts of site-generated traffic at the site access and study intersections that require mitigation according to PennDOT Publication 282: Highway Occupancy Permit Operations Manual, Appendix A: Policies and Procedures for Transportation Impact Studies and Assessments, or the most current PennDOT Policies and Procedures. The study must identify improvements to mitigate the impacts of the site-generated traffic according to the PennDOT policies and procedures.

(3) If transportation improvements identified in the Transportation Impact Study to mitigate certain development traffic impacts are not implementable due to reasons such as physical infeasibility, inability to acquire required right-of-way, or PennDOT denial of the recommended improvements, the applicant shall propose alternative transportation improvements that will improve traffic flows and multimodal access for the site access or within the study area for the Transportation Impact Study.

(4) The Board of Supervisors may require the Transportation Impact Study be revised during the land development application process if the proposed development size and/or type are modified, the opening year and design horizon year of the development is significantly delayed, the scope of the proposed mitigating improvements are modified, or if it is determined that the mitigating improvements are not implementable as indicated in the Transportation Impact Study.

D. Landscaping plan, depicting how vegetation will contribute to an attractive streetscape along street frontages, buffer adjacent properties, complement site and building aesthetics, and enhance amenity spaces.

(3) Post-Development Traffic Study Required. When requested by the Township, a Post-Development Traffic Impact Study (Post-Development TIS) must be

undertaken, not later than six (6) months after the retail and apartment buildings reach an aggregate occupancy rate of seventy-five percent (75%), in order to address traffic impacts that may arise from the development. Accordingly, the applicant, at the applicant's sole cost and expense, shall submit a Post-Development TIS to the Township and PennDOT, prepared by a suitably qualified traffic engineer, addressing the following requirements:

- A. A post-development traffic count survey is required in order to make a comparison between "pre-developed" and "post-developed" traffic conditions in accordance with the Institute of Transportation Engineers (ITE) Trip Generation Manual or other acceptable traffic engineering standards. The proposed methodology for the trip generation counts shall be approved by the Township Traffic Engineer.*
- B. The study shall examine the level of peak hour trips and levels of service and vehicle queuing from the site access driveways and the closest signalized intersection in each direction.*
- C. If the ultimate site trip generation resulting from the post-development trip generation counts exceeds by ten percent (10%) or more, the estimates in the approved Transportation Impact Study from the land development approval (TIS), the applicant will be required to complete revised traffic analysis for the site access and the immediately adjacent signalized intersections from the site access in each direction, for review by the Township. The Township Traffic Engineer will determine the required scope of the revised traffic analysis and report to be submitted to the Township for review.*
- D. If the revised traffic analysis results indicate there are additional level of service and/or vehicle queuing impacts meeting the requirements for mitigation for the site access, the Board of Supervisors may require additional transportation improvements for the site access. The post development traffic analysis shall identify any additional improvements needed to mitigate site generated traffic at the immediately adjacent signalized intersections. Upon completion of the study, the study will be submitted to the Township and PennDOT for review.*
 - (1) Within ninety (90) days from the approval of the scope of improvements by the Township and PennDOT, prepare plans of the recommended traffic improvements, submit the same to PennDOT and the Township, and diligently seek permits for construction of the additional improvements.*
 - (2) The additional improvements shall be completely installed within one hundred eighty (180) days of the issuance of the permits.*
 - (3) The Township shall have the right to withhold the release of any financial security guaranteeing completion or maintenance of improvements, until the improvements have been completed to the satisfaction of the Township's Traffic Engineer.*
 - (4) All costs associated with the investigation (including both pre and post-development studies), preparation of plans/ documentation and civil works must be borne by the applicant.*

- (5) *In the event that a permit for the additional traffic improvements is not approved, the Township may impose an additional traffic impact fee based upon the number of additional new peak hour trips generated.*

Section 3: Title Six, "Zoning", Chapter 1276 "MF-3 Multifamily Residential District, is amended by adding a new section 1276.09 entitled "Regulations and Standards for a Mixed-Use Development", to read as follows:

§ 1276.09 Regulations and Standards for a Mixed-Use Development.

The following regulations and standards shall apply to a Mixed-Use Development. In the case of a conflict with any other sections of the Zoning Ordinance, the provisions of this section shall apply.

- (a) *Minimum Lot Area. For a Mixed-Use Development, a lot area of not less than 20 acres shall be provided.*
- (b) *Minimum Lot Width. A lot width of not less than 800 feet shall be provided along a public street or way for every access to the development.*
- (c) *Yards.*
 - (1) *Front Yard for a Mixed-Use Development*
 - A. *For multifamily apartment buildings and office buildings there shall be a front yard, which shall not be less than 200 feet in depth.*
 - B. *For all other permitted uses there shall be a front yard which shall not be less than 100 feet in depth except when the front yard is adjacent to Route 309 the front yard setback shall be 50 feet in depth*
 - (2) *Side Yards. For a Mixed-Use Development there shall be two side yards, neither of which shall be less than 75 feet in depth.*
 - (3) *Rear Yard. For a Mixed-Use Development there shall be a rear yard, which yard shall not be less than 100 feet in depth.*
- (d) *Building Coverage. The total building coverage shall not exceed 20%.*
- (e) *Impervious Coverage. The total impervious coverage shall not exceed 60%.*
- (f) *Building Height.*
 - (1) *Multifamily Apartment Building. The maximum height for a multifamily apartment building shall be 55 feet, not exceeding 4 stories. For purposes of measuring the building height for multifamily apartment buildings, unoccupied architectural features extending above the main roof such as dormers, gables, and similar treatments, shall be required in order to provide variations in rooflines and the appearance of the multifamily*

apartment building façade, and shall be excluded from the calculation of height. Such features shall not exceed 10 feet in total height.

- (2) *Office Building.* The maximum height for an office building shall be 50 feet, not exceeding 3 stories.
 - (3) The maximum height for all other buildings and structures shall be 35 feet, not exceeding 2 stories.
- (g) *Building Spacing.* The distance at the closest point between any buildings shall not be less than 75 feet.
- (h) *Maximum Building Floor Area for Individual Retail Use.* No single commercial use, whether a stand-alone use or in a building containing multiple uses, shall consist of an area greater than 30,000 square feet of gross floor area.
- (i) *Density.* For a multifamily apartment building, the number of residential units per gross acre shall not exceed 9.5 units.
 - (1) *Bonus Density:* Provided that a minimum of 10% of the residential units are designated as workforce housing, the density may be increased by 1.5 dwelling units per gross acre. The maximum density, including bonus, shall not exceed 11 dwelling units per gross acre.
 - (2) If applicable, a Workforce Housing Declaration of Covenants shall be prepared to the satisfaction of the Township Solicitor and agreed upon by the property owner/developer, which Declaration of Covenants shall be recorded in the Montgomery County Recorder of Deeds office at the time of recording of the final land development plan. For the purposes of this clause "workforce housing" shall mean; a dwelling unit available to a household with a total income not exceeding 100% of the Household Median Income (HMI) of Montgomery County as determined on an annual basis by the Pennsylvania Housing Finance Agency (PHFA). The monthly rent amount shall be no more than 30% of the Household Median Income. Workforce housing units are only available to individuals who are working at least 40 hours per week in one or more jobs.
 - (3) If workforce housing is utilized, the Township Zoning Officer shall enforce the applicable requirements of this section. The property owner/developer shall submit an annual report to the Township Building and Zoning Department which demonstrates that the multifamily apartment building is in compliance with workforce housing requirements contained in the Declaration of Covenants. The report shall include, annually, the total number of units in the building, and for the workforce housing units only the following additional information: the total number of units, number of bedrooms, tenant incomes and rents, unit locations within the multifamily apartment building, and square footage.
- (j) *Off-street parking and loading.*
 - (1) *Multifamily Apartments.* For each residential unit, 1.5 parking spaces shall be provided.

- (2) *Office building. One space for every 250 square feet of gross floor area, minus common areas.*
- (3) *Retail store and personal service shop. One space for every 250 square feet of gross floor area.*
- (4) *Restaurant. One parking space for every 100 square feet of gross floor area.*
- (5) *Bank or financial institution. One space for every 500 square feet of gross floor area.*
- (6) *Medical services. One parking space for every 250 square feet of gross floor area.*
- (7) *No parking, service, or loading area shall be located within 75 feet of any side or rear yard property lines, or within 10 feet of any side yard property line abutting a major roadway, except as required for normal ingress or egress, and no service drives shall be located within 25 feet of any side or rear property line. No service and loading area shall directly face a highway as defined in §1298.12 unless adequate architectural detailing and/or landscaping is provided which obscures the service and/or loading areas to the satisfaction of the Township Board of Supervisors.*
- (8) *Parking Reduction. The total number of required parking spaces may be reduced by conditional use. The total parking may be reduced by a maximum of up to 20% provided the applicant can demonstrate the reduction is warranted through the submission of a parking study, parking counts, or other pertinent information.*
- (9) *Whenever there is a change in the lawful use of the property and whenever the change creates a need for an increase in the number of off-street parking spaces, additional parking facilities shall be provided prior to the issuance of an occupancy permit.*
- (k) *Signage. The Mixed-Use Development shall be permitted one (1) pylon/free-standing sign not to exceed twenty (20) feet in height and two hundred (200) square feet in area. Each tenant in the Mixed-Use Development shall be permitted one (1) wall sign not to exceed forty (40) square feet per building façade of the leased area facing a street. Digital signs are prohibited.*
- (l) *Storage of Refuse. Raw materials, supplies, trash, rubbish and other refuse shall be stored in covered containers within an adequate enclosure and handled and disposed of in such a manner so as not to give rise to smoke, odor, or litter.*
- (m) *Outdoor Land Use. There shall be no outdoor storage of goods or materials. However, tenants may create decorative displays of goods or utilize sandwich boards to advertise daily specials provided that such displays do not obstruct pedestrian access and do not utilize more than 6 feet of the required 10-foot sidewalk area required for such. Such displays must be contained within the additional sidewalk area adjacent to the building.*

(n) *Landscaping.* All Mixed-Use Developments shall be designed and maintained in accordance with the landscape provisions of the Subdivision Regulations the final details of which shall be determined during the land development application process.

(o) *Site Lighting.* Exterior lighting provided in conjunction with any building or use shall be placed not higher than 14 feet above grade and shall be screened so as not to permit the source of illumination to be seen from beyond the property lines of the Mixed-Use Development. A lighting plan shall be provided for review, and all lighting shall be in accordance with current IES recommendations for light levels and minimum and maximum ratios. The lighting plan shall show that no light spillover will occur onto adjacent properties. LED lighting shall be 3000K temperature. Only color-corrected types of illumination shall be used. The hours of illumination of such lights (except security lighting) shall be limited to the hours of business operation and shall otherwise be extinguished between 10:00 p.m. and 6:00 a.m. of the following day, prevailing time. Exterior lighting, when set back a minimum of 300 feet from an adjacent residential property and a minimum of 200 feet from an adjacent nonresidential property, may exceed the fourteen-foot limitation stated in this subsection, but shall not be placed higher than 25 feet above grade.

(p) *Any outdoor space intended for the use and enjoyment of the residents or restaurant patrons and the general public shall be incorporated into the overall master plan. Any outdoor food and beverage service, and any outdoor music or other outdoor entertainment or activities, shall cease operations by 10:00 p.m. nightly.*

(q) *Emergency access.* All Mixed-Use Developments shall have an emergency driveway access in addition to and separate from the main driveway access.

(r) *Public water and sewer.* All Mixed-Use Developments shall be served by public water and public sewer.

(s) *No new accessory building or structure shall be located within a required perimeter setback and no new accessory building or structure shall be located between the front of a building unit and a street line, if any.*

(t) *Special conveyancing.* When a parcel or parcels are developed as a mixed-use development pursuant to this Section, then the creation of and conveyance of a lot or parcel(s) within such mixed-use development shall be permitted upon compliance with the following conditions:

- 1) *Irrevocable cross-easements in favor of, and duly binding on, all title owners within the area of the mixed-use development, their successors and assigns, with respect to use, control and maintenance of the common areas including access, green space, and parking areas are in effect and recorded. All easements shall be submitted to the Township Solicitor for review prior to recording of same.*
- 2) *The application of zoning regulations including, but not limited to, building coverage, impervious coverage, parking, loading and landscaping, as well as required area, width and yard regulations,*

shall apply to the overall approved mixed-use development and the individual lots or parcels created pursuant to this section need not comply with such zoning requirements.

Section 4: Title Six, "Zoning", Chapter 1298 "General Provisions", §1298.20 "Parking structures is amended to read as follows:

- (b) *The erection and use of structured parking facilities, , shall be permitted in the MF-3 Multifamily Residential District Mixed-Use Development subject to the following regulations:*
- (1) *Parking structures shall be permitted for a multifamily apartment building provided the parking structure is entirely internal to the multifamily apartment building, or the residential units are wrapped around the perimeter parking structure.*
 - (2) *When a parking structure is wrapped with residential units no more than 25% of the perimeter of the parking structure shall be visible from the exterior of the building. The exposed portion of the parking structure shall face only the internal portion of the Mixed-Use Development and Route 309. The exposed portion of the parking structure shall be buffered through the use of architectural elements to the satisfaction of the Board of Supervisors during the land development process.*
 - (3) *A parking structure shall not be taller than the residential portions of the building.*
 - (4) *The design, layout and sizes of the parking spaces, driveways, ramps and other elements of the parking structure shall be subject to the review of the Township Traffic Engineer and the approval of the Township during the land development process.*
 - (5) *There shall be no projection of lighting or other elements above the required guardrail height on the roof deck of parking structures, except for minimal access shelters over stair enclosures.*
 - (6) *Building Coverage. The total building coverage may be increased from 20% to 30% if a parking structure is included as part of a Mixed-Use Development in the MF-3 District in accordance with Chapter 1276.*

Section 5: Repeal and Ratification. All other sections, parts, and provisions of the Zoning Ordinance and Map shall remain in full force and effect as previously enacted.

Section 6: Severability. The provisions of this Ordinance are severable. If any section, clause, sentence, part or provision thereof shall be held illegal, invalid or unconstitutional by any court of competent jurisdiction, such decisions of the court shall not impair the validity of any of the remaining sections, clauses, sentences, part or provisions of the Ordinance. It is hereby declared the intent of the Lower Gwynedd Township Board of Supervisors that this Ordinance would have been enacted if such illegal, invalid or unconstitutional section, clause, sentence, part or provision

had not been included herein.

Section 7: Effective Date. This Ordinance shall become effective five (5) calendar days after the date of enactment.

ORDAINED AND ENACTED by the Board of Supervisors of Lower Gwynedd Township, Montgomery County, Pennsylvania, this 23 day of June, 2026.

Attest:

**LOWER GWYNEDD TOWNSHIP
BOARD OF SUPERVISORS**



Mimi Gleason, Township Manager

By: 

Danielle A. Duckett, Chairperson



CORNER VIEW
SCALE: NTS


forman signs
10447 Drummond Rd. Philadelphia, PA 19154
215-827-6500 • 215-827-6501 fax

DATE:07-12-26

SCALE: NTS

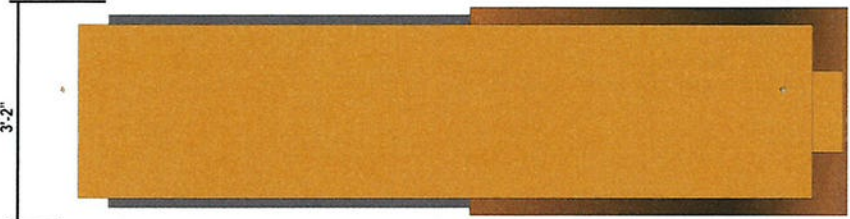
DRAWN BY: JM

PAGE: 1 of 2

REVISIONS: R1 - REVSE TENANT CABINETS
R2 - REVISE BASED ON CUSTOMER REQUEST
R3 - NO CHANGE
R4 - FLATTENED FINIS

Springhouse
S Q U A R E

DF INTERNALLY ILLUMINATED PYLON SIGN
SQUARE FOOTAGE: 200



NOTE: NAME OF CENTER SHOWN IS
PLACEHOLDER ONLY. ARTWORK REQUIRED.

- A fabricated aluminum roof structure w/ painted grey & tan finishes.
- B raised trim applied to structure of sign w/ painted tan finish to match facade of buildings.
- C 2" wide (1/2" gap in between) flat "fins" w/ painted finish to match facade of buildings.
- D sf internally illuminated sign cabinets. painted grey finish. routed & push thru 1/2" white acrylic graphics on first & last cabinet. Tenant cabinets to have white acrylic faces w/ 1st surface opaque dark grey vinyl weeded out applied. (tenant artwork required).
- E stone finished "spine" structure.
- F stone finished (to match facade of building) base structure.
- G fabricated aluminum lower base portion w/ painted tan & grey to match building facade.

FINISHES

	BRONZE (EXACT FINISH TBD)
	TAN (EXACT FINISH TBD)
	DARK BRONZE (EXACT FINISH TBD)
	METALLIC BRONZE (EXACT FINISH TBD)
	GREY (EXACT FINISH TBD)
	STONE (EXACT FINISH TBD)
	BLACK (EXACT FINISH TBD)



Springhouse
S Q U A R E

forman signs
10447 Drummoid Rd, Philadelphia, PA 19154
215-827-6500 • 215-827-6501 fax

DATE:07-12-26

REVISIONS
R1 - REVSE TENANT
CABINETS
R2 - REVISE BASED
ON CUSTOMER
REQUEST
R3 - NO CHANGE
R4 - FLATTENED FINS

SCALE: 3/8"=1'

DRAWN BY: JM

PAGE: 2 of 2

FISCAL IMPACT ANALYSIS
321 Norristown Road Development
Lower Gwynedd Township, Montgomery County

June 21, 2026

Prepared for:
BET Investments

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Fiscal Impact Analysis

321 Norristown Road Development

Lower Gwynedd Township

Montgomery County

June 21, 2026

This report examines the annual fiscal impact to Lower Gwynedd Township and the Wissahickon School District (WSD) of the 321 Norristown Road Development proposed by BET Investments. The report projects the impact to the Township and School District during any given year after the completion of the proposed project and full occupancy, based on 2026 levels of expenditures, revenue and taxation. It is an updated and revised version of a more limited revenue analysis for the same proposed development, dated March 25, 2024, and full fiscal impact analyses, dated January 29, 2025 and April 6, 2026.

The revised proposed development consists of the following elements:

- 86 one bedroom standard apartments, to be rented for an average of \$2,500 per month.
- 10 one bedroom workforce apartments, to be rented for an average of \$2,151 per month.
- 151 two bedroom standard apartments, to be rented for an average of \$3,000 per month.
- 17 two bedroom workforce apartments, to be rented for an average of \$2,583 per month.
- 46,000 square feet of retail commercial development.
- 412 structured parking spaces. The remaining parking is proposed to be surface parking.

The proposed development scenario of 264 rental apartments, 46,000 square feet of retail commercial development, and 412 structured parking spaces will be measured against the impact of the existing vacant 62,400 square feet of office development to be removed. Please note that approximately 75,000 square feet of existing office development is to remain, and is not included in this analysis.

The revisions from the previous version of this report include the 2026-2027 School District budget, updated demographics, updated Township-wide assessments, and a slightly revised development scenario.

At buildout, the proposed development is projected to generate \$32,982,734 of assessed value, based on existing assessments of comparable properties for each proposed use. At full occupancy, the proposed development is projected to house 425 residents, including 20 school age children (ages 5-17) of whom 16 are projected to attend public (WSD) schools. The proposed retail commercial development is projected to have 184 workers with annual incomes averaging \$35,144.

The table below shows the annual net impact (revenue minus expenditures) to the Township and School District of each element of the proposed development and the existing vacant office development.

Proposed Dwelling Type/ Use	Number of Units/ SF/ Spaces	Annual Township Impact	Annual School District Impact	Annual Combined Impact	Annual Combined Impact per Unit/ 1K SF / Space
1 BR Std. Apartment	86	\$16,681	\$204,718	\$221,399	\$2,574
1 BR WF Apartment	10	\$1,703	\$20,149	\$21,853	\$2,185
2 BR Std. Apartment	151	\$22,083	\$300,197	\$322,280	\$2,134
2 BR WF Apartment	17	\$2,053	\$27,198	\$29,251	\$1,721
Retail Commercial	46,000	\$10,485	\$85,669	\$96,154	\$2,090
Structured Parking	412	\$5,476	\$97,724	\$103,199	\$250
Total Proposed	264/46,000/412	\$58,481	\$735,655	\$794,136	
Existing Vacant Office	62,400	\$-4,012	\$89,347	\$85,335	\$1,368
<i>Difference</i>		<i>\$62,493</i>	<i>\$646,308</i>	<i>\$708,801</i>	

The annual net impact from the proposed development is projected to be highly favorable for Lower Gwynedd Township and the Wissahickon School District. **The annual impact for the proposed 321 Norristown Road Development is projected to total positive (or surplus) \$794,136.** By contrast, the annual net impact from the existing vacant office development is projected to total only positive \$85,335, for a difference of \$708,801. In other words, the annual surplus from the proposed development is projected to be nearly 10 times that of the existing vacant office building.

There are three important reasons for the positive annual net fiscal impacts projected for the proposed development:

- First, the proposed development is comprised of smaller apartment units, which house fewer persons and far fewer school age children than single family detached dwellings, the predominant dwelling type in the Township. The lower number of persons and school age children result in lower expenditures for the Township and School District, which lead to annual surpluses for each entity.
- Second, the proposed apartments are proposed to be high end and will generate higher revenue in the real estate tax and earned income tax categories than many of the existing apartments in the Township.
- Third, the proposed retail commercial development and structured parking add very low Township expenditures and no School District expenditures at all, but generate considerable revenue to both entities.

The combination of lower expenditures and higher revenue results in annual surpluses to the Township and School District from the proposed development.

Assessments

The projected assessed value of the proposed rental apartments is based on six comparable apartment complexes constructed since 2004, as shown in the table below with data from the Montgomery County Board of Assessment database.

Name	Municipality	Built	Assessment	Units	per Unit
Court at Spring Mill	Whitemarsh	2014	\$46,221,840	385	\$120,057
Parc Plymouth Meeting	Plymouth	2015	\$38,137,200	398	\$95,822
Willow Pointe	Upper Moreland	2019	\$21,384,000	246	\$86,927
Willow Grove Station	Upper Moreland	2019	\$23,711,580	275	\$86,224
Bridgeview Apartments	Towamencin	2013	\$20,700,000	180	\$115,000
Avenel	Montgomery	2004	\$23,668,500	256	\$92,455
TOTALS			\$173,823,120	1,740	\$99,898

The average assessment of these 1,740 units is \$99,898. The proposed one bedroom standard units are projected to average \$96,898 (cell C6), which is the average assessment minus \$3,000. The proposed two bedroom standard units are projected to average \$102,898 (cell C8), which is the average assessment plus \$3,000. The assessed value of the one bedroom and two bedroom workforce units are projected to be 13.9 percent below the corresponding standard units, reflecting the reduction in the projected monthly rents for each dwelling type (see the introduction, above). The assessed values are projected to be \$83,400 for the one bedroom workforce apartments and \$88,565 for the two bedroom workforce apartments (cells C7 and C9). The assessed value of the proposed apartments is determined by multiplying the number of units (totaling 264, cells B6-B9) by the assessed value for each dwelling type (cells C6-C9). The assessed value of the proposed apartments is projected to total \$26,210,510 (cells D6-D10).

The projected assessment for the proposed retail commercial development is \$68.77 per square foot (cell C10), based on the existing building assessment of the Spring House Village Center in Lower Gwynedd Township, built in 2017-2018 (\$7,251,020 of building assessment in 105,435 square feet). The building assessment is used (as opposed to the total assessment, which includes the land value) based on the assumption that the land value for the proposed development is reflected in the total assessment for the proposed apartments, above. The total assessment for the proposed retail commercial development is projected to be \$3,163,531 (cell D10).

The projected assessed value of the proposed structured parking is based on two comparable structured parking garages constructed since 2008, as shown in the table below with data from the County Board of Assessment database. Both garages are in Norristown Borough, and the assessed value reflects the buildings only, and excludes the land value.

Name	Address	Built	Bldg. Assmnt.	Spaces	per Space
SEPTA Transportation Center	40 E. Lafayette Street	2008	\$4,329,570	500	\$8,659
Cherry Street Garage	101 W. Main Street	2008	\$4,280,490	483	\$8,862
TOTALS			\$8,610,060	983	\$8,759

The assessed value (for the buildings only) of these two existing structured parking garages averages \$8,759 per space (cell C11). The assessed value of the proposed structured parking is determined by multiplying the number of spaces (412, cell B11) by the assessed value per space (\$8,759, cell C11). The assessed value of the proposed structured parking is projected to total \$3,608,692 (cell D11).

The assessed value of the entire proposed development is projected to total \$32,982,734 (cells D6-D12). This projected assessed value represents 2.1 percent of the total assessed value of all properties in the Township (\$1,572,774,530, according to the Montgomery County Board of Assessment *Land Use*

Classification Report dated December 18, 2024, and 0.9 percent of the total assessed value of all properties in the School District (\$3,780,218,559, according to the 2026-2027 WSD budget).

By comparison, the assessed value of the existing office development to be removed is \$52.87 per square foot (cell C13), calculated by dividing the existing property assessed value of \$7,242,000 by the total 136,966 square feet of development on the property. The assessed value of the existing office development is determined by applying the \$52.87 assessment per square foot (cell C13) to the 62,400 square feet of office development to be removed (cell B61). The assessed value of the existing office development to be removed is \$3,299,365 (cell D13). Please note that the existing office development to remain has an existing assessed value of \$3,942,365, which is not included in this analysis.

The difference in assessed value between the proposed development and the existing vacant office building is projected to be \$29,683,369 (cell D14). Please note that the actual assessments will be applied by the Montgomery County Board of Assessment only after the proposed development is constructed and inspected.

Demographics

The number of persons per unit is projected to be 1.36 for all one bedroom apartments and 1.75 for all two bedroom apartments, both standard and workforce units (cells E6-E9). These demographic multipliers are from *Residential Demographic Multipliers – Estimates of the Occupants of New Housing*, by Robert W. Burchell, David Listokin, and William Dolphin of the Rutgers University Center for Urban Policy Research (CUPR), published in June, 2006. These multipliers are based on the U.S. Bureau of the Census 2000 Public Use Microdata Sample, and are specific to each dwelling type, size, rent and state. The Rutgers CUPR (the group that developed the fiscal impact analysis methodology) examined housing built between 1990 and 2000 specifically in Pennsylvania, and determined the demographic multipliers for a variety of dwelling types (detached, attached, multifamily, etc.), size (in number of bedrooms), and value or monthly rent. The multipliers in this analysis are for the highest rent level for each dwelling type. The number of persons projected to reside in the proposed development is determined by multiplying the number of units (totaling 264, cells B6-B9) by the number of persons per unit for each dwelling type (cells E6-E9). The number of persons projected to reside in the proposed development at buildout and full occupancy totals 425 (cells F6-F9).

The number of workers per thousand square feet at the proposed retail commercial development is projected to be 4.00 (cell E10). This figure is based on *Who Lives in New Jersey Housing? New Jersey Demographic Multipliers*, by the CUPR, published in November, 2006. In addition to the residential demographic multipliers specific to New Jersey (which were not used in this analysis – see above for the source of the Pennsylvania multipliers used in this analysis), this CUPR document also includes nonresidential multipliers from nationwide studies. The figure of 4.00 per thousand square feet reflects the smaller retail entities in the proposed development. Larger stores (including “big box” stores) tend to have fewer workers per thousand square feet. The number of workers projected to work in the proposed retail commercial development is determined by multiplying the number of square feet (46,000, cell B10) by the number of workers per thousand square feet (4.00, cell E10). The number of workers projected to work in the proposed retail commercial development at buildout and full occupancy totals 184 (cell F10). Please note that this figure represents the number of full time equivalent positions, not the number of employees. Given part time positions and turnover within positions, the number of employees is likely to be higher. No workers are projected for the proposed structured parking, and the existing vacant office building has 0 workers (cells F11 and F13).

The prospective workers at the proposed retail commercial development are projected to be engaged in the following positions, shown in the table below with their respective average annual salaries.

Position	% of Workers	Average Annual Salary
Retail Sales Workers	90%	\$33,630
First Line Supervisors of Retail Sales Workers	10%	\$48,770
TOTALS	100%	\$35,144

The source of the average annual salaries is the *Pennsylvania Metropolitan Area Employment and Wage Estimates*, prepared by the Bureau of Labor Statistics, U. S. Department of Labor, in May, 2024. The weighted average annual salary of all positions is projected to be \$35,144 (cell I43).

The number of school age children per unit is projected to be 0.05 for all one bedroom apartments and 0.09 for all two bedroom apartments, both standard and workforce units (cells E54-E57 of the School District spreadsheet). These demographic multipliers are also for the highest rent level for each dwelling type, and are from the Rutgers CUPR study for Pennsylvania. The number of public school students is determined by multiplying the number of units (totaling 264, cells B54-B57) by the number of school age children per unit in each category (cells E54-E57), and by 80.4 percent (cell D90), which is the percentage of school age children in Lower Gwynedd Township attending public schools, according to the 2024 American Community Survey, a function of the U.S. Census Bureau, which reported 1,831 public school students out of 2,278 school age children. The remaining school age children are projected to attend private school or be schooled at home. The number of public school students projected to reside in the proposed development at buildout and full occupancy totals 16 (cells F54-F57).

No school age children or public school students are projected to be generated by the proposed retail commercial development or structured parking, or the existing vacant office development (cells F58-F59 and F61).

Annual Township Expenditures

Annual Township expenditures are determined in two ways. The residential expenditures are determined using the per capita multiplier method, by multiplying the projected number of residents in the proposed development (totaling 425, cells F6-F9) by the existing Township per capita operating expenditures of \$482.67 (cell D48). The per capita operating expenditures are determined by estimating the proportion of existing Township operating expenditures applied to existing Township residential development, and dividing by the existing Township population. The nonresidential expenditures are determined using the proportional valuation method, based on the assessed value of the proposed retail commercial development and existing vacant office building.

The Township's adopted 2026 budget includes the following eleven funds, shown in the table below with their respective expenditures:

Fund	Budgeted Expenditure
General Fund	\$10,824,403
Street Light Fund	\$10,170
Fire Protection Fund	\$373,968
Fire Hydrant Fund	\$58,000
Sewer Operating Fund	\$2,960,076

Fund	Budgeted Expenditure
Sewer Capital Fund	\$259,150
Capital Reserve/Open Space Fund	\$3,968,550
Stormwater Fund	\$492,000
Traffic Impact Fund	\$0
Highway Aid Fund	\$950,000
Total	\$19,896,317

The total Township budgeted expenditures in 2026 are \$19,896,317. However, this analysis focuses on annual operating expenditures only, and therefore includes only the following four operating funds, totaling \$12,206,371 (cell D42) and shown in the table below with their respective sums in the 2026 budget:

Fund	Budgeted Expenditure
General Fund	\$10,824,403
Fire Protection Fund	\$373,968
Fire Hydrant Fund	\$58,000
Highway Aid Fund	\$950,000
Total	\$12,206,371

Please note that for the 2026 budget, the Recreation Fund was discontinued, and all the revenue and expenditures from this fund were moved to the General Fund.

The other funds are excluded from this analysis, for the following reasons. The Street Light Fund and Sewer Operating Fund are proprietary funds, using fees (such as assessments for street lights in certain neighborhoods, and sewer rents and connection fees) to fund operations. The Sewer Capital Reserve Fund, Capital Reserve/Open Space Fund, and Stormwater Management Fund use revenue from state grants, transfers from other funds, and forwarded fund balances from previous years to fund capital expenditures such as building improvements, infrastructure, and stormwater management projects, not operating expenditures. The Traffic Impact Fund is another capital fund to distribute transportation impact fees, and has no expenditures for 2026.

Four categories of funds are subtracted from the total expenditures of \$12,206,371 (cell D42) in order to find a more accurate measure of the average annual expenditures for the proposed development and existing vacant office building. The first category is pass-through funds, which are excluded because the proposed development will have no net impact on these funds, since revenue always equals expenditures. Pass-through funds that are excluded are as follows, shown here with their respective sums in the Township's 2026 budget:

Pass-Through Fund	Fund	Budgeted Amount
Sewer Department Revenue	General Fund	\$135,000
Bank Lease	General Fund	\$159,197
PURTA	General Fund	\$8,850
State Pension Aid	General Fund	\$419,938

Pass-Through Fund	Fund	Budgeted Amount
Volunteer Fire Relief Aid	General Fund	\$142,000
Liquor Licenses	General Fund	\$1,800
State Recycling Grant	General Fund	\$21,500
Recreation Impact Fees	General Fund	\$50,000
Administrative Fee	General Fund	\$8,000
Special Police Details	General Fund	\$10,000
Crossing Guard Reimbursement	General Fund	\$9,500
Brandywine Traffic Signal Reimbursement	General Fund	\$4,170
Park Reservations	Recreation Fund	\$6,000
Program Fees	Recreation Fund	\$500
Fall Fest	Recreation Fund	\$22,000
Grants Liquid Fuels	Highway Aid Fund	\$355,556
Total		\$1,354,011

The excluded 2026 pass-through funds total \$1,354,011. Please note that just as the expenditures for the above pass-through funds are not included in the per capita expenditure calculations of this section, the revenue from these sources is also not included in the revenue analysis, below.

Another pass-through category is charges related to the processing and administration of proposed subdivisions and land developments in the Township, shown in the table below with their respective sums in the Township's 2026 budget, all in the General Fund.

Development Related Expenditures	Budgeted Amount
Subdivision/Development/Stormwater Fees	\$98,000
ZHB Fees	\$35,000
Conditional Use Fees	\$3,500
Building/Electrical/Plumbing Permits	\$409,000
Total	\$545,500

Such charges for services and departmental earnings are excluded because they are in essence one-time pass-through funds for specific functions normally associated with new development. For example, the Township is budgeted to receive \$409,000 in building, electrical and plumbing permit fees, which will be expended on the building inspections and the administration of those permits while a development is under construction, not on other functions associated with the time after a development is completed. Once a development is completed, the revenue and expenditures for such permits and application fees decreases significantly, but not completely.

The development related expenditures total \$545,500. Only 90 percent of the development related funds (or \$490,950) is excluded from the expenditure analysis, in acknowledgment that there will still be some expenditures on buildings once they are complete, for building additions, inspections for violations, ongoing permits, etc. Please note that in the revenue analysis, below, only 10 percent of the revenue from development related funds (or \$54,550) is included in the category of miscellaneous revenue.

The third category of excluded funds includes \$1,666,520 in expenditures for road maintenance, based on the assumption that the Township will not incur any new road maintenance expenditures because no new Township roads will be created as part of the proposed development or the existing vacant office building. Norristown Road provides all access to the existing and proposed development, with the Route 309 Expressway adjacent to the subject site. Both are state roads, and both have existed for many years. The proposed development is not anticipated to generate annual road maintenance expenditures beyond what the Township has already been spending for this property for the last several decades.

The final category of excluded funds is interfund transfers, for two reasons. The interfund transfers between two funds that are both included in this analysis are excluded in order to avoid double counting the same money as expenditures in both funds. Such interfund transfers include \$165,000 from the General Fund to the Fire Fund, which are both operating funds included in this analysis. And the General Fund transfer of \$500,000 to the Capital Reserve Fund is excluded because it is for capital and not operating expenditures.

The excluded funds, including pass-through funds, development related funds, road maintenance expenditures, and interfund transfers, total \$3,676,481 (cell D43). The 2026 Township operating expenditures minus the pass-through funds, development related expenditures, road maintenance expenditures and excluded interfund transfers total \$8,529,890 (cell D44).

Then, the Township expenditures associated with existing nonresidential development are subtracted from the net operating expenditures using the “proportional valuation method” of *The New Practitioner's Guide to Fiscal Impact Analysis*, also by Robert W. Burchell, David Listokin, and William Dolphin of the Rutgers University Center for Urban Policy Research (1985). First, a portion of the total Township expenditures is assigned to existing nonresidential development, based on the average value of property. According to the Montgomery County Board of Assessment *Land Use Classification Report* dated December 18, 2024, the total assessed value of the 4,280 properties in Lower Gwynedd Township is \$1,572,774,530, yielding an average assessed value of \$367,471. Of those properties, 272 are nonresidential (commercial, industrial, institutional, utility, etc., whether taxable or exempt), with a total assessed value of \$385,173,840 (representing 24.5 percent of the Township total), and an average assessed value of \$1,416,080. The proportion of average nonresidential assessed value to average Township assessed value (residential and nonresidential combined) is 3.85, which is then used to determine the refinement coefficient of 1.26 from a graph in the *New Practitioner's Guide to Fiscal Impact Analysis*. The refinement coefficient is based on empirical research by the Rutgers University CUPR, and is necessary to adjust the costs of existing nonresidential development in communities without extensive nonresidential development of very high average assessed value, such as Lower Gwynedd Township. By comparison, in communities where the ratio between the average nonresidential assessment and the average overall assessment is above 6, an economy of scale reduces the nonresidential expenditures on a per square foot basis, and the refinement coefficient is below 1.00.

The proportion of Township assessed value in nonresidential uses (24.5 percent) is then multiplied by the refinement coefficient of 1.26, and by the 2026 net Township operating expenditures (\$8,529,890, cell D44). The result of this calculation is that \$2,632,112 of the net Township operating expenditures (representing 30.9 percent) is attributable to existing nonresidential development (cell D45). This sum is subtracted from the net Township operating expenditures (\$8,529,890, cell D44), and the remainder is \$5,897,778 in expenditures attributable to existing residential development, representing 69.1 percent of the net Township operating expenditures (cell D46). This sum is divided by the estimated number of Township residents in 2026, which is 12,219 (cell D47, from the 2024 American Community Survey by the U.S. Census Bureau). The 2026 Township per capita operating expenditures attributable to existing residential development are \$482.67 (cell D48).

The 2026 Township per capita operating expenditures of \$482.67 (cell D48) are then applied to the projected number of residents of the proposed development at buildout and full occupancy (totaling 425, cells F6-F9) to determine the annual projected Township operating expenditures for the proposed residential development of \$204,924 (cells G6-G9). The annual Township operating expenditure per unit is projected to be \$656 for all one bedroom apartments and \$845 for all two bedroom apartments (cells H6-H9).

The annual Township expenditures associated with the proposed retail commercial development are also determined using the proportional valuation method. The proposed retail commercial development has a projected assessed value of \$3,163,531 (cell D10) which is 0.8 percent of the assessed value of all 272 existing nonresidential properties in the Township (which is \$385,173,840). The ratio of the assessed value of the proposed retail commercial development (\$3,163,531, cell D10) to the average assessed value of all existing nonresidential properties in the Township (\$1,416,080) is 2.23 which is used to determine a refinement coefficient of 0.81 from a different line on the same graph in the *Guide*. Then, the proportion of proposed retail commercial assessed value to existing overall Township nonresidential assessed value (0.8 percent) is multiplied by the refinement coefficient of 0.81 and by the 2026 Township operating expenditures attributable to existing nonresidential development (\$2,632,112, cell D45). The result of this calculation is that the proposed retail commercial development is projected to generate \$17,511 in annual Township expenditures (cell G10), or \$381 per 1,000 square feet of development (cell H10).

No annual Township expenditures are projected from the proposed structured parking (cell G11). Instead, all Township expenditures are associated with the primary uses the structured parking is intended to serve (*i.e.*, the residential and retail commercial development). The annual Township expenditures from the proposed development are projected to total \$222,434 (cells G6-G12).

The annual Township expenditures associated with the existing vacant office development are also determined using the proportional valuation method. The existing office development has an assessed value of \$3,299,365 (cell D13) which is 0.9 percent of the assessed value of all 272 existing nonresidential properties in the Township (which is \$385,173,840). The ratio of the assessed value of the existing office development (\$3,299,365) to the average assessed value of all existing nonresidential properties in the Township (\$1,416,080) is 2.33 which is used to determine a refinement coefficient of 0.80 from the same graph in the *Guide*. Then, the proportion of office building existing assessed value to existing Township overall nonresidential assessed value (0.9 percent) is multiplied by the refinement coefficient of 0.80 and by the 2026 Township operating expenditures attributable to existing nonresidential development (\$2,632,112, cell D45). This product is then reduced by 50 percent to reflect the fact that the existing office building is vacant. The Township will still expend funds on police protection, fire protection, code enforcement, etc. for the vacant building, but the expenditures will be reduced significantly. The result of this calculation is that the existing vacant office building is estimated to generate \$9,019 in annual Township expenditures (cell G13), or \$145 per 1,000 square feet of development (cell H13).

The difference in annual Township expenditures between the proposed development and the existing vacant office building is projected to be \$213,416 (cell G14).

Annual Township Revenue

Real Estate Tax (cells B19-B27)

The annual real estate tax revenue is determined by applying the Township's 2026 combined real estate tax millage totaling 1.223 (cell I42) to the projected assessed value of the proposed development (totaling \$32,982,734, cells D6-D12) and existing vacant office building (\$3,299,365, cell D13). The 2026 millage rates are shown in the table below.

Fund	Millage Rates
General Fund	1.047
Fire Protection Fund	0.146
Fire Hydrant Fund	0.030
TOTAL	1.223

The annual real estate tax revenue is projected to total \$40,338 for the proposed development and \$4,035 for the existing vacant office building, for a difference of \$36,303.

Earned Income Tax (cells C19-C27)

The annual earned income tax revenue is determined in two ways. The earned income tax revenue from the future residents of the proposed apartments is determined by applying the Township's tax rate of 0.5 percent to the projected household income of the residents. Household income for the standard apartments is calculated by multiplying the monthly rent for each dwelling type by twelve months and dividing by 25 percent, which is the industry standard for the maximum percentage of household income used for rent for prospective tenants of a market rate multifamily development. Household income for the workforce apartments is calculated by dividing the annual rent by 30 percent instead of 25 percent, reflecting the fact that workforce residents will likely use a higher percentage of their income on housing. The monthly rent, total annual housing cost, and minimum annual household income for each proposed apartment type are shown in the table below.

Proposed Dwelling Type	Monthly Rent	Total Annual Housing Cost	Minimum Annual Household Income
1BR Standard Apartment	\$2,500	\$30,000	\$120,000
1BR Workforce Apartment	\$2,151	\$25,812	\$86,040
2 BR Standard Apartment	\$3,000	\$36,000	\$144,000
2BR Workforce Apartment	\$2,583	\$30,996	\$103,320

The minimum annual household income for each dwelling type is then multiplied by the number of units (totaling 264, cells B6-B9) and by the Township's earned income tax rate of 0.5 percent. Please note that these are the minimum levels of annual income necessary to cover the projected rents of the apartments. Most households (especially those in the standard apartments) will have higher income levels and will use a lower percentage of their household incomes towards their rents, which will result in significantly higher earned income tax revenue to the Township (and School District). The earned income tax revenue from the prospective residents of the proposed apartments is projected to total \$178,560 (cells C19-C22).

The earned income tax revenue from the prospective workers at the proposed retail commercial development is determined by multiplying the projected number of workers (184, cell F10) by the average annual worker salary of \$35,144 (cell I43; see the demographics section, above, for the source of this figure) by the Township tax rate for nonresident workers of 1.0 percent. This figure is then reduced by 90 percent to reflect the likelihood that most of the workers at the proposed retail commercial development will reside in municipalities that charge the earned income tax. Lower Gwynedd Township is projected to retain only 10 percent of the earned income tax revenue it collects from the nonresident workers, and the remaining 90 percent is forwarded to the municipalities where these nonresident workers live. The annual earned income tax revenue from the workers at the proposed retail commercial development is projected to

total \$6,466 (cell C23). No earned income tax revenue is projected from the proposed structured parking or the existing vacant office building (cells C24 and C26).

The annual earned income tax revenue is projected to total \$185,026 for the proposed development and \$0 for the existing vacant office development, for a difference of \$185,026.

Mercantile Tax (cells D19-D27)

The mercantile tax revenue is determined in two ways. The revenue for the proposed apartments is determined by dividing the annual gross rent from all units (totaling \$8,801,052 and assuming full occupancy) by 1,000 and applying the Township's tax rate of 0.75 mills. The annual mercantile tax revenue for the proposed apartments is projected to total \$6,601 (cells D19-D23). The revenue for the proposed retail commercial development is determined by multiplying the square feet of development (46,000, cell B10) by the very conservative figure of \$200 of annual sales per square foot (cell I44), dividing by 1,000 and applying the tax rate of 0.75 mills. The annual mercantile tax revenue for the proposed retail commercial development is projected to total \$6,900 (cell D23). The proposed structured parking is projected to generate no mercantile tax revenue, and the revenue for the existing office building is \$0, based on the building vacancy. The annual mercantile tax revenue is projected to total \$13,501 for the proposed development and \$0 for the existing vacant office building, for a difference of \$13,501.

Liquid Fuels Revenue and Local Services Tax (cells E19-E27)

The annual liquid fuels revenue is determined by multiplying the projected number of residents of the proposed apartments (totaling 425, cells F6-F9) by the 2026 per capita subsidy from PennDOT of \$17.7182 (cell I45), according to the current Department of Transportation Bureau of Municipal Services *Municipal Liquid Fuels Allocations Report* (dated February 3, 2026, the most recent available). The annual liquid fuels revenue is projected to total \$7,522 (cells E19-E22). The proposed retail commercial development, structured parking, and existing vacant office building are projected to generate no per capita liquid fuels revenue, and neither scenario is projected to generate any per mile liquid fuels revenue, since no new Township roads are proposed.

The annual local services tax revenue is determined by applying the Township's tax rate of \$52 per worker to the number of workers at the proposed retail commercial development (totaling 184, cell F10), resulting in \$9,568 (cell E23). No annual local services tax revenue is projected from the proposed apartments, structured parking, and existing vacant office building (cells E24 and E26). The annual liquid fuels and local services tax revenue is projected to total \$17,090 for the proposed development and \$0 for the existing vacant office building, for a difference of \$17,090.

Franchise Fee & Miscellaneous Revenue (cells F19-F27)

The annual cable TV franchise fee and miscellaneous revenue is determined by adding 10 percent of the \$545,500 for development related funds (or \$54,550; see expenditure analysis, above), and the Township's 2026 budgeted cable television franchise fee revenue of \$235,000, for a total of \$289,550. This sum is divided by the current number of housing units in the Township (estimated at 5,100, cell I46, from the 2024 American Community Survey of the U.S. Census Bureau), and that average per unit revenue of \$56.77 (cell I47) is then multiplied by the number of units in the proposed apartment development (totaling 264, cells B6-B9) as well as to the number of square feet of proposed retail commercial development (46,000, cell B10) divided by 10,000. In other words, each 10,000 square feet of retail commercial development is projected to generate the same franchise fee and miscellaneous revenue as one home in the Township. The proposed structured parking and existing vacant office building are projected to generate no franchise fee or miscellaneous revenue. The annual franchise fee and miscellaneous

revenue is projected to total \$15,250 for the proposed development and \$0 for the existing vacant office building, for a difference of \$15,250.

Interest Earnings (cells G19-G27)

The annual interest earnings are determined by dividing the projected assessed value of the proposed development (totaling \$32,982,734, cells D6-D12) and the existing vacant office building (\$3,299,365, cell D13) by the total Township taxable assessment of \$1,347,058,290 (from the December, 2024 Montgomery County Board of Assessment *Land Use Classification Report*, representing the total Township assessed value minus the assessment of all exempt properties), and multiplying that quotient by the sum the Township budgeted for interest earnings in the four operating funds in 2026, totaling \$396,576 and shown in the table below.

Fund	Interest Earnings
General Fund	\$370,000
Fire Protection Fund	\$7,076
Fire Hydrant Fund	\$1,500
Highway Aid Fund	\$18,000
TOTAL	\$396,576

The annual interest earnings are projected to total \$9,710 for the proposed development and \$971 for the existing vacant office building, for a difference of \$8,739.

Total Township Revenue (cells H19-H27)

The annual Township revenue from all sources is projected to total \$280,915 from the proposed development and \$5,006 from the existing vacant office building, for a difference of \$275,909. Annual revenue per unit is projected to be \$850 for the one bedroom standard apartments, \$827 for the one bedroom workforce apartments, \$991 for the two bedroom standard apartments, \$965 for the two bedroom workforce apartments, \$609 per 1,000 square feet of retail commercial development, \$13 per structured parking space, and \$80 per 1,000 square feet of existing office development (cells I19-I26).

Annual Net Township Revenue (cells B31-B39)

After subtracting the expenditures from the revenue, the annual net impact to the Township is projected to total positive (or surplus) \$58,481 for the proposed development and negative (or deficit) \$4,012 for the existing vacant office building, for a difference of \$62,493. Annual net revenue per unit is projected to be positive \$194 for the one bedroom standard apartments, positive \$170 for the one bedroom workforce apartments, positive \$146 for the two bedroom standard apartments, positive \$121 for the two bedroom workforce apartments, positive \$228 per 1,000 square feet of retail commercial development, positive \$13 per structured parking space, and negative \$64 per 1,000 square feet of existing office development (cells C31-C38).

Annual revenue is projected to exceed annual expenditures by 29.5 percent for the one bedroom standard apartments, 26.0 percent for the one bedroom workforce apartments, 17.3 percent for the two bedroom standard apartments, 14.3 for the two bedroom workforce apartments, 59.9 percent for the retail commercial development, and 26.3 percent overall. Annual expenditures are projected to exceed annual revenue by 44.5 percent for the existing vacant office building (cells D31-D38).

Again, please note that these are annual revenue and expenditure figures after buildout, and do not include the one-time revenue sources during development, such as traffic impact fees, park and recreation fees in lieu of open space, and most permits.

Annual School District Expenditures

The number of units (totaling 264, cells B54-B57 of the School District spreadsheet), square feet of retail commercial development (46,000, cell B58), structured parking spaces (412, cell B59), and square feet of existing office development (62,400, cell B61), the average assessed value per unit, per 1,000 square feet of nonresidential development and per structured parking space (cells C54-C61), and the projected assessed value (totaling \$32,982,734 for the proposed development and \$3,299,365 for the existing vacant office building, cells D54-D62) are determined using the same method as was used for the Township impact, above. As noted in the demographics section, above, the number of public school (WSD) students at buildout and full occupancy is projected to total 16 for the proposed development and 0 for the existing vacant office building (cells F54-F62).

The Wissahickon School District General Fund budgeted operating expenditures total \$139,390,314 for the 2026-2027 year (cell D91). The following pass-through funds are subtracted from this total:

Pass-Through Fund	Budgeted Amount
Public Utility Realty Taxes	\$88,336
Revenue from Intermediary Sources	\$1,065,519
Rentals	\$144,493
Tuition from Patrons	\$84,453
Revenue from District Activities	\$172,121
Revenue from Community Service Activities	\$137,438
TOTAL	\$1,692,360

The pass-through funds total \$1,692,360 (cell D92), with the remaining net School District operating expenditures totaling \$137,697,954 (cell D93). This figure is then divided by the 2026-2027 District-wide enrollment of 5,243 students (cell D94, from the WSD web site) to find the 2026-2027 WSD net expenditure of \$26,263 per student (cell I90).

This per student expenditure is applied to the 16 students from the proposed development projected to attend public schools (cells F54-F60) to determine the projected annual School District expenditures of \$420,505 for the proposed development and \$0 for the existing vacant office building, for a difference of \$420,505 (cells G54-G62). No annual School District expenditures are projected from the proposed retail commercial development or structured parking, or the existing vacant office building. The annual School District expenditure per unit is projected to be \$1,055 for all one bedroom apartments and \$1,900 for all two bedroom apartments (cells H54-H57), both standard and workforce units.

Annual School District Revenue

Real Estate Tax (cells B67-B75)

The real estate tax revenue is determined using the same method as was used for the Township impact, above, except that the School District's 2026-2027 tax millage rate of 26.6000 (cell I91) is applied to the assessed value of the proposed development (totaling \$32,982,734, cells D54-D60) and existing vacant

office building (\$3,299,365, cell D61). No School District homestead exemption of \$19,267 is applied, because the proposed units are rentals, not owner occupied. The annual real estate tax revenue is projected to total \$877,341 for the proposed development and \$87,763 for the existing vacant office building, for a difference of \$789,578. Please note that this one revenue source is more than double the projected annual School District expenditures of \$420,505 for the proposed apartments (cells G54-G60).

Earned Income Tax (cells C67-C75)

The annual earned income tax revenue from the prospective residents of the proposed apartments is determined using the same method as was used for the Township, above, except that the School District does not collect the earned income tax from nonresident workers. The annual earned income tax revenue is projected to total \$178,560 for the proposed development and \$0 for the existing vacant office building, for a difference of \$178,560.

State & Federal Revenue (cells D67-D75)

The state and federal revenue is determined by adding the School District's 2026-2027 budgeted revenue of \$27,645,852 from the state and federal governments, and dividing by the 2026-2027 student enrollment of 5,243 (cell D94) for an annual per student revenue of \$5,273 (cell I92), and applying that per student revenue to the projected number of WSD students from the proposed apartments (totaling 16, cells F54-F57). The annual state and federal revenue is projected to total \$84,426 for the proposed development and \$0 for the existing vacant office building, for a difference of \$84,426.

Earnings on Investments (cells E67-E75)

The earnings on investments are determined by dividing the projected assessment of the proposed development (totaling \$32,982,734, cells D54-D60) and existing vacant office building (\$3,299,365, cell D61) by the total School District taxable assessment of \$3,780,218,559 (from the 2026-2027 WSD budget), and multiplying that quotient by the sum the School District budgeted for interest earnings in 2026-2027 (\$1,814,786, cell I93). The annual earnings on investments are projected to total \$15,834 for the proposed development and \$1,584 for the existing vacant office building, for a difference of \$14,250.

Total School District Revenue (cells F67-F75)

The annual School District revenue from all sources at buildout and full occupancy is projected to total \$1,156,160 for the proposed development and \$89,347 for the existing vacant office building, for a difference of \$1,066,813. Annual School District revenue per unit is projected to be \$3,436 for the one bedroom standard apartments, \$3,070 for the one bedroom workforce apartments, \$3,888 for the two bedroom standard apartments, \$3,500 for the two bedroom workforce apartments, \$1,862 per 1,000 square feet of retail commercial development, \$237 per structured parking space, and \$1,432 per 1,000 square feet of existing vacant office development (cells G67-G74).

Annual Net School District Revenue (cells B79-B87)

After subtracting the expenditures from the revenue, the annual net impact to the School District is projected to total positive (or surplus) \$735,655 for the proposed development and positive \$89,347 for the existing vacant office building, for a difference of \$646,308. Annual net revenue per unit is projected to be positive \$2,380 for the one bedroom standard apartments, positive \$2,015 for the one bedroom workforce apartments, positive \$1,988 for the two bedroom standard apartments, positive \$1,600 for the two bedroom workforce apartments, positive \$1,862 per 1,000 square feet of retail commercial development, positive \$237 per structured parking space, and positive \$1,432 per 1,000 square feet of

existing vacant office development (cells C79-C86).

Annual revenue is projected to exceed annual expenditures by 225.5 percent for the one bedroom standard apartments, 190.9 percent for the one bedroom workforce apartments, 104.6 percent for the two bedroom standard apartments, 84.2 percent for the two bedroom workforce apartments, and 174.9 percent overall (cells D79-D85). Since there are no projected School District expenditures from the proposed retail commercial development, structured parking, or existing vacant office building, all revenue from these uses becomes surplus.

The annual surplus projected from the proposed development represents 0.53 percent of the total 2026-2027 School District budget. The proposed development will effectively subsidize 28 public school students in addition to the 16 projected to reside in the proposed development.

	A	B	C	D	E	F	G	H	I
1	ANALYSIS OF THE ANNUAL FISCAL IMPACT TO LOWER GWYNEDD TOWNSHIP								
2	Of the Proposed 321 Norristown Road Development							June 21, 2026	
3									
4	Proposed Use/	Number of	Assessment	Total	Persons per Unit/	Total Residents/	Annual Township	Exp's per Unit /	
5	Scenario	Units / SF / Spaces	per Unit / SF / Space	Assessed Value	Workers per 1K SF	Total Workers	Expenditures	1K SF / Space	
6	1 BR Std. Apartments	86	\$96,898	\$8,333,258	1.36	117	\$56,453	\$656	
7	1 BR WF Apartments	10	\$83,400	\$834,004	1.36	14	\$6,564	\$656	
8	2 BR Std. Apartments	151	\$102,898	\$15,537,650	1.75	264	\$127,546	\$845	
9	2 BR WF Apartments	17	\$88,565	\$1,505,598	1.75	30	\$14,360	\$845	
10	Retail Commercial	46,000	\$68.77	\$3,163,531	4.00	184	\$17,511	\$381	
11	Structured Parking	412	\$8,759	\$3,608,692		0	\$0	\$0	
12	Total Proposed	264 / 46,000 / 412		\$32,982,734		425 / 184	\$222,434		
13	Existing Vacant Office	62,400	\$52.87	\$3,299,365	0.00	0	\$9,019	\$145	
14	Difference			\$29,683,369			\$213,416		
15									
16		Annual Township Revenue							
17	Proposed Use/	Real Estate	Earned Income	Mercantile	Liquid Fuels Rev.	Franchise Fee &	Interest	Total Annual	Rev. per Unit /
18	Scenario	Tax	Tax	Tax	Local Services Tax	Misc. Revenue	Earnings	Revenue	1K SF / Space
19	1 BR Std. Apartments	\$10,192	\$51,600	\$1,935	\$2,072	\$4,883	\$2,453	\$73,135	\$850
20	1 BR WF Apartments	\$1,020	\$6,000	\$194	\$241	\$568	\$246	\$8,268	\$827
21	2 BR Std. Apartments	\$19,003	\$108,720	\$4,077	\$4,682	\$8,573	\$4,574	\$149,629	\$991
22	2 BR WF Apartments	\$1,841	\$12,240	\$395	\$527	\$965	\$443	\$16,412	\$965
23	Retail Commercial	\$3,869	\$6,466	\$6,900	\$9,568	\$261	\$931	\$27,996	\$609
24	Structured Parking	\$4,413	\$0	\$0	\$0	\$0	\$1,062	\$5,476	\$13
25	Total Proposed	\$40,338	\$185,026	\$13,501	\$17,090	\$15,250	\$9,710	\$280,915	
26	Existing Vacant Office	\$4,035	\$0	\$0	\$0	\$0	\$971	\$5,006	\$80
27	Difference	\$36,303	\$185,026	\$13,501	\$17,090	\$15,250	\$8,739	\$275,909	
28									
29	Proposed Use/	Annual Net	Annual Net Township Rev.	Revenue >					
30	Scenario	Township Revenue	per Unit / 1K SF / Space	Expenditure					
31	1 BR Std. Apartments	\$16,681	\$194	29.5%					
32	1 BR WF Apartments	\$1,703	\$170	26.0%					
33	2 BR Std. Apartments	\$22,083	\$146	17.3%					
34	2 BR WF Apartments	\$2,053	\$121	14.3%					
35	Retail Commercial	\$10,485	\$228	59.9%					
36	Structured Parking	\$5,476	\$13	--					
37	Total Proposed	\$58,481		26.3%					
38	Existing Vacant Office	-\$4,012	-\$64	-44.5%					
39	Difference	\$62,493							
40									
41	NOTES:								
42	2026 Township Operating Expenditures (4 Funds)			\$12,206,371		2026 Township Real Estate Tax Millage (3 Funds)			1.223
43	Minus 2026 Pass-Through and Excluded Expenditures			\$3,676,481		Average Annual Worker Salary (BLS, 2024)			\$35,144
44	2026 Net Township Operating Expenditures			\$8,529,890		Average Annual Sales per SF			\$200
45	2026 Township Non-Residential Expenditures		30.9%	\$2,632,112		2026 PennDOT per Capita Subsidy			\$17.7182
46	2026 Township Residential Expenditures		69.1%	\$5,897,778		2026 Township Housing Unit Estimate			5,100
47	2026 Estimated Township Population			12,219		Annual Miscellaneous Revenue per Unit/10,000 SF			\$56.77
48	2026 Township Expenditure per Capita			\$482.67		2026 Interest Earnings (4 Funds)			\$396,576

	A	B	C	D	E	F	G	H	I
49	ANALYSIS OF THE ANNUAL FISCAL IMPACT TO THE WISSAHICKON SCHOOL DISTRICT								
50	Of the Proposed 321 Norristown Road Development							June 21, 2026	
51									
52	Proposed Use/	Number of	Assessment	Total	School Age	WSD (Public	Annual School Dist.	Exp's per Unit /	
53	Scenario	Units / SF / Spaces	per Unit / SF / Space	Assessment	Children per Unit	School) Students	Expenditures	1K SF / Space	
54	1 BR Std. Apartments	86	\$96,898	\$8,333,258	0.05	3	\$90,772	\$1,055	
55	1 BR WF Apartments	10	\$83,400	\$834,004	0.05	0	\$10,555	\$1,055	
56	2 BR Std. Apartments	151	\$102,898	\$15,537,650	0.09	11	\$286,881	\$1,900	
57	2 BR WF Apartments	17	\$88,565	\$1,505,598	0.09	1	\$32,298	\$1,900	
58	Retail Commercial	46,000	\$68.77	\$3,163,531	0.00	0	\$0	\$0	
59	Structured Parking	412	\$8,759	\$3,608,692	0.00	0	\$0	\$0	
60	Total Proposed	264 / 46,000 / 412		\$32,982,734		16	\$420,505		
61	Existing Vacant Office	62,400	\$52.87	\$3,299,365	0.00	0	\$0	\$0	
62	Difference			\$29,683,369		16	\$420,505		
63									
64		Annual School District Revenue							
65	Proposed Use/	Real Estate	Earned Income	State & Federal	Earnings on	Total Annual	Rev. per Unit /		
66	Scenario	Tax	Tax	Revenue	Investments	Revenue	1K SF / Space		
67	1 BR Std. Apartments	\$221,665	\$51,600	\$18,224	\$4,001	\$295,490	\$3,436		
68	1 BR WF Apartments	\$22,185	\$6,000	\$2,119	\$400	\$30,704	\$3,070		
69	2 BR Std. Apartments	\$413,301	\$108,720	\$57,598	\$7,459	\$587,078	\$3,888		
70	2 BR WF Apartments	\$40,049	\$12,240	\$6,484	\$723	\$59,496	\$3,500		
71	Retail Commercial	\$84,150	\$0	\$0	\$1,519	\$85,669	\$1,862		
72	Structured Parking	\$95,991	\$0	\$0	\$1,732	\$97,724	\$237		
73	Total Proposed	\$877,341	\$178,560	\$84,426	\$15,834	\$1,156,160			
74	Existing Vacant Office	\$87,763	\$0	\$0	\$1,584	\$89,347	\$1,432		
75	Difference	\$789,578	\$178,560	\$84,426	\$14,250	\$1,066,813			
76									
77	Proposed Use/	Annual Net School	Annual Net School Dist. Rev.	Revenue >					
78	Scenario	District Revenue	per Unit / 1K SF / Space	Expenditure					
79	1 BR Std. Apartments	\$204,718	\$2,380	225.5%					
80	1 BR WF Apartments	\$20,149	\$2,015	190.9%					
81	2 BR Std. Apartments	\$300,197	\$1,988	104.6%					
82	2 BR WF Apartments	\$27,198	\$1,600	84.2%					
83	Retail Commercial	\$85,669	\$1,862	--					
84	Structured Parking	\$97,724	\$237	--					
85	Total Proposed	\$735,655		174.9%					
86	Existing Vacant Office	\$89,347	\$1,432	--					
87	Difference	\$646,308							
88									
89	NOTES:								
90	Pct. of Township School Age Children in Public Schools (2024 ACS)			80.4%	2026-2027 WSD Net Expenditure per Student			\$26,263	
91	2026-2027 WSD Total Expenditures			\$139,390,314	2026-2027 WSD Real Estate Tax Millage			26.6000	
92	Minus Pass-Through Expenditures & Budgetary Reserve			\$1,692,360	2026-2027 WSD State/Federal Revenue per Student			\$5,273	
93	2026-2027 WSD Net Expenditures			\$137,697,954	2026-2027 WSD Earnings on Investments			\$1,814,786	
94	2026-2027 WSD Student Enrollment			5,243					



2500 East High Street, Suite 650, Pottstown, PA 19464
610.326.3100 | INFO@TPDINC.COM

WWW.TPDINC.COM

June 24, 2026

Ms. Mirlene Saintval
PennDOT 6-0
7000 Geerdes Boulevard
King of Prussia, PA 19406

RE: PennDOT Scoping Meeting Application Review Cycle #1

Springhouse Mixed-Use Development

Lower Gwynedd Township, Montgomery County, PA

TPD No. TPD Job # BETI.00012

EPS Application # S0620260033

Dear Ms. Saintval:

This letter pertains to the Proposed Springhouse Mixed-Use Development located on the northwestern corner of Norristown Road (SR 2052) and Boveri Drive in Lower Gwynedd Township, Montgomery County. Traffic Planning and Design, Inc. (TPD) has prepared this response letter to address the EPS Scoping review comments from PennDOT 6-0, dated April 2, 2026 (attached for reference). For the discussion below, the review comments are shown in italic type, with the corresponding TPD response shown in bold and regular type:

REVIEW COMMENTS

1. *This is a preliminary review. The Department reserves the right to make additional comments when the application includes a Transportation Impact Assessment (TIA) and detailed plans. The Department has determined that a scoping meeting is not necessary. If you have any questions about the technical aspects of this review, please contact the Department's representative, Dylan White, EI at DRWhite@mccormicktaylor.com.*

Response: So noted.

2. *The Department is now requiring a cost estimate to be entered into EPS prior to HOP issuance. This cost estimate must include all work proposed within Department Right-of-Way including signal equipment, roadway work, pavement markings, and signage plus a 15% contingency to be entered into the Fee information & Estimate Construction Cost section in the Application setup box. Further, this section requires the cost estimate to be broken down into site frontage costs and off-site improvements costs. Please enter this information in the manner required. This cost estimate will be the basis for the value of the Letter of Credit the Department will require as security prior to the start of actual construction.*

Response: Will comply as part of future HOP plan submissions.

3. *The Department requires written evidence, prior to issuing a permit, that Lower Gwynedd Township has had the opportunity to review and comment on the TIA. Provide written evidence (e.g., municipal engineering review, council or planning commission meeting minutes, executed TE-160, etc.), which is less*

than one year old, to satisfy this requirement (PA Code, Title 67, Chapter 441.3(j)).

Response: TPD has included a response letter addressing the most recent review letter issued by Lower Gwynedd Township consultants, as part of this submission.

4. *In future submissions include all relevant correspondence. This includes but is not limited to previous review letters, response to comments, County/Municipal reviews, and any relevant emails. In addition, the applicant's engineer should put together a letter that describes how each comment in this review has been addressed. PennDOT and Lower Gwynedd Township must be copied on all submissions related to this development.*

Response: See Appendix A of the submitted TIA.

5. *This application has been submitted in the name of a LLC. Please clarify whether this LLC will remain the owner of the "development" in perpetuity or if the "development" will be sold or otherwise transferred to another entity upon completion. If the "development" is to be transferred indicate what type of entity is to take ownership upon completion of the project. Please also indicate how they will become responsible for the perpetual maintenance of the access. Furthermore, if the property is to be transferred please be advised this HOP will be conditioned to require the transfer of the permit into the name of the future ownership or it will become invalid.*

Response: Will confirm/comply as needed.

6. *The Department concurs that a TIS is appropriate for this application. The Department generally concurs with the scoping items and methodologies to be used by the applicant's traffic engineer as stated in the scoping application unless otherwise commented upon in this review letter.*

Response: No response necessary.

7. *The Department has concerns regarding the proposed pedestrian walkway under SR 0309 and at the intersections. Given the speed of vehicles along Norristown Road and exiting from SR 0309, as well as the size of the ramp intersections, proposed pedestrian facilities must ensure safety for pedestrians to the maximum extent feasible. In addition to the proposed concrete barrier under SR 0309, the Department strongly supports the installation of 5' wide concrete sidewalk at the interchange to provide sufficient separation of pedestrian and vehicle traffic, and to tie into the proposed adjacent sidewalk/ path.*

Response: So noted. The Applicant will work with the Department on the design of the proposed pedestrian walkway under SR 0309. It should be noted that a similar pedestrian walkway under SR 0222, along Broadcasting Road, was recently permitted by PennDOT District 5-0.

8. *Boveri Drive is currently offset from Beach Hollow Road. Realign Boveri Drive to be opposite Beach Hollow Road.*

Response: The realignment of Boveri Drive opposite Beach Hollow Road is not feasible, nor is it necessary in TPD's opinion. Based on the grades to the east of Boveri Drive, as well as the existing drainage area and Township pedestrian trail prevent existing Boveri Drive from being shifted east to align with Beach Hollow Road. Furthermore, the Applicant does not own/control the

property necessary to complete a re-alignment. In addition, it is TPD's opinion that the re-alignment of Boveri Drive (signalized), which has been in its current location for over 35+ years and provides access to three (3) existing office buildings totaling approximately 143,295 sf of office space, opposite Beach Hollow Road, which services seven (7) single family homes, is unnecessary. However, based on conversations with the Township and residents of Beach Hollow Road, the Applicant has agreed to work with the Township and PennDOT on potential traffic signal timing modifications to increase the green time on the westbound Norristown Road approach in order to create a gap in the eastbound traffic to facilitate turns in/out of Beech Hollow Road.

9. *The provided site plan shows a proposed pedestrian crossing of Boveri Drive. This is highly desirable to connect the adjacent pedestrian facilities, however, the path shown on the northeast corner likely conflicts with the existing drainage and guiderail. This area will need careful design and may require modification to existing drainage infrastructure and/or guiderail.*

Response: So noted. The intent is to connect the proposed pedestrian crossing of Boveri Drive to the adjacent pedestrian facilities to the east, without affecting the existing drainage swale along Norristown Road. However, modifications to the existing guiderail will be required.

10. *The pedestrian improvements listed above may reduce the curve radii at the SR 0309 ramp intersections. If implemented, truck turning templates must be provided at these intersections for the proposed condition.*

Response: Truck turning templates will be provided as part of future HOP plan submissions.

11. *The segment/offset for the site driveway listed in the application is incorrect. Based on PennDOT straight line diagrams, the segment/offset should be 0033/0897.*

Response: The EPS submission has been revised accordingly.

12. *The PennDOT BPR growth rate listed in the application is outdated. The Montgomery County growth rate for August 2025-July2026 is 0.13%.*

Response: The TIS utilizes an older BPR Rate of 0.17%/year. Therefore, the results shown in the TIS are more conservative.

13. *If trip credits are utilized for existing uses on this site, they must be based on actual current count data instead of ITE Trip Generation data (which is based on a higher level of occupancy than currently occurs at this site). The counts/volumes must be fully documented.*

Response: TPD provided a trip generation comparison in the TIS. However, the only physical trip credit taken was based on zeroing out the turning movement counts conducted at the existing driveway.

14. *Include internalization calculations in next submission.*

Response: See Appendix E of the revised TIS.

15. *Use HCM 7th Edition for capacity analysis where feasible.*

Response: SYNCHRO analysis has been revised in the TIS to utilized HCM 7th Edition.

16. *Provide TE-672 forms for the PA 309 Ramps & SR 2007 (Norristown Road) and SR 2007 (Norristown Road) & Boveri Drive intersections in the next submission.*

Response: TE-672 forms will be provided once detailed designs are completed for the proposed pedestrian routes.

17. *Provide crash history for all study area intersections for the most recent five-year period.*

Response: All crash data referenced in the TIS was revised to the most recent five (5) year period.

18. *Coordinate with Lower Gwynedd Township to determine if there are any other planned roadway or development projects that need to be accounted for in the TIS.*

Response: This coordination has already occurred and the results of the coordination are included in the TIS.

19. *ADA compliance within the limits of work must be evaluated in the final design (i.e. new/modified facilities, impact to SEPTA bus stops, etc.). Coordinate with Lower Gwynedd Township regarding pedestrian needs along the site frontage including ADA curb ramps and crosswalks on the Plymouth Road (SR 3007) site access, sidewalk connection(s) from within the site to the site frontage, and possible improvements to existing sidewalks. Provide documentation of relevant correspondence in future submissions.*

Response: The Applicant has coordinated, and will continue to do so, in relation to ADA compliance and pedestrian needs along the site frontage. The results of the coordination that has occurred to date is depicted on the latest plan and will be refined through the PennDOT HOP process and the Township Land Development approval process. Note: It is assumed that the reviewer meant to reference Norristown Road instead of Plymouth Road in the above comment.

20. *Coordinate with Wissahickon School District to determine if the development will be served by school buses and, if so, where the bus stop would be located. Provide documentation of relevant correspondence in future submissions.*

Response: The Applicant will coordinate with the School District as part of the Township Land Development approval process and will provide the appropriate documentation in future submissions.

21. *Truck turning templates must be provided for the largest vehicle anticipated to access the site (all movements) to ensure that the driveways can safely accommodate the design vehicle. Additionally, the templates must show how these vehicles will circulate within the site. For each site access, if the largest permitted vehicle type to utilize that access is smaller than a WB-67, then a note must be included on the plans, turning templates for that vehicle size provided, appropriate signage provided, and that vehicle size will become a condition of the permit and be recorded.*

Response: Will comply as part of future HOP Plan Submissions

22. *As per Title 67, Chapter 441.8(h)(2)(iv), the Safe Stopping Sight Distance is the absolute minimum acceptable sight distance for driveways. Sight distance values obtained from the use of reduction factors which fall below the Safe Stopping Sight Distance will not be accepted by the Department. It is the designer's responsibility to ensure that this minimum requirement is satisfied. Provide full documentation of sight distance measurements and calculations at the proposed site driveways. Ensure that the available sight distance measurement is documented and indicate the roadway grade used in calculations.*

Response: Sight distance calculations are provided in Table 4 of the TIS.

23. *Per Strike-Off Letter 494-23-04, all low, medium, and high-volume driveways and local road HOP application submissions must include a correctly completed HOP Application Project Checklist, Part 1 and Part 2. All applications submitted with a TIS/TIA must also include a correctly completed TIS/TIA Review Checklist. These checklists can be found on the EPS 'Reference Material and Forms' screen as well as in Publication 282 and on PennDOT's HOP webpage.*

Response: A completed TIS/TIA checklist has been provided.

24. *PennDOT Form M-950AA, Applicant's Authorization for Agent to Apply for Highway Occupancy Permit, must be completed and submitted with all Highway Occupancy Permit applications.*

Response: A signed M-950AA form has been provided.

25. *Please be advised that if this project will include right-of-way to be deeded to the Commonwealth, the Applicant will be required to prepare the PennDOT conveyance of Right-of-Way form, M-950D1 (Deed Fee Simple) and an 8.5" x 11" drawing of the area being conveyed prepared in accordance with PennDOT Publication 14M. The Applicant may contact the District Permits Office (Mary Ellen Culhane, 610-205-6825) to obtain the correct and current version of the form. The form and drawing must be completed by the Applicant and submitted in EPS in the next cycle for review prior to obtaining the property owner signatures. Once approved, the signed form(s) must be submitted in EPS for the Department's signature. Finally, the Applicant is then responsible for recording the M-950D1 form and accompanying documents at the county courthouse and uploading to EPS prior to the issuance of the permit. In addition to the M-950D1 (deed fee simple), the Applicant will be responsible for submitting ROW plans for review that are prepared in accordance with Publication 14M (DM-3), latest edition, Chapter 3 Right-of-Way. These plans are required to be submitted during the permitting process and will be reviewed by District Right-of-Way and Survey staff as well as Central Office staff prior to permit issuance.*

Response: So noted.

26. *The connection to, or the installation of, a new closed drainage system within Department Right-of-Way requires a separate permit application in the name of the municipality for the maintenance of this system. Please submit the application as Permit Type: Miscellaneous, Permit Subtype: Curb, sidewalk, drainage or other application, Permit Use: Drainage for maintenance of the drainage system.*

Response: Will comply if applicable.

27. *Department records indicate that PennDOT Fiber Optic facilities are present within the proposed limits of*

work and may be impacted by the anticipated improvements. If fiber optic facilities are affected, the applicant is responsible for the relocation of the fiber, testing of the fiber communications both before and after the relocation of the fiber indicated on the approved plans, and the associated costs. Any relocation must be performed by a communications contractor that is acceptable to the District Traffic Unit. The Highway Occupancy Permit will not be issued until the fiber optic impact has been reviewed and the relocation scheme approved by the Department.

Response: So noted.

28. Consistent with current Department Policy, applicants for Highway Occupancy Permits must apply for an EPS Business Partner ID (BPID). The EPS BPID is used in the establishment of a billing account for the invoicing of inspection costs. After an EPS BPID is obtained and activated by the applicant's system administrator, a user ID will then need to be created to ensure that the EPS BPID is integrated into EPS and searchable through the "looking glass" feature. Once this has been established, please provide the following information in the applicant contact information tab under "Applicant Team":

a. BPID

b. Contact information (name/title/phone/email) for a general contact person (person that typically deals with the Highway Occupancy Permit application process)

c. Contact information (name/ title/phone/email) for a billing contact person (person that typically deals with the Highway Occupancy Permit invoicing process). For information on obtaining an EPS BPID, you may visit:

<https://www.dot14.state.pa.us/EPS/home/manageBPRRegistration.jsp>

(follow the instructions that are in the PINK area) or contact the ECMS Help Desk. Please be aware that having an ECMS BPID does not guarantee the establishment of an EPS BPID as they are not reciprocal to one another.

Response: A BPID has been obtained

If you have any questions, or need any additional information, please do not hesitate to contact us.

Sincerely,

TPD

A handwritten signature in blue ink, appearing to read "Matthew I. Hammond", with a stylized flourish at the end.

Matthew I. Hammond, P.E.

Executive Vice President

mhammond@TPDinc.com

Attachment: April 2, 2026 PennDOT EPS Review Letter Cycle 1

cc: Lower Gwynedd Township
Project Team (via Email)
TPD File

(12) ROADWAY IMPROVEMENTS/MODIFICATIONS BY OTHERS TO BE INCLUDED:

Roadway Improvements:

SHIP Development Improvements

(13) REQUIRED ANALYSIS:

(a) Analysis Acknowledgement:

Yes

(b) Capacity Analysis:

Yes

(c) Queue Analysis:

Yes

(d) Sight Distance Analysis:

Yes

(e) Signal Warrant Analysis:

(f) Turn Lane Warrant Analysis:

Yes

(g) Intersection Control Evaluation:

(h) Crash Analysis:

Yes

(i) Gap Studies:

(j) Identify any other analysis to be performed or revisions to the sections above:

(14) ADDITIONAL COMMENTS OR RECOMMENDATIONS RELATIVE TO THE SCOPE OF THE TIS:

Additional Comments:

On Norristown Road (SR 2052), west of Tennis Avenue(SR 2020),the Applicant, at the request of the Township, would like to coordinate shifting where the transition occurs between the one (1) westbound lane to two (2) westbound lanes further west in order to extend the existing eastbound left turn lane approaching Tennis Avenue.

PennDOT Review Comments: (Current Cycle Comments)

1). This is a preliminary review. The Department reserves the right to make additional comments when the application includes a Transportation Impact Assessment (TIA) and detailed plans. The Department has determined that a scoping meeting is not necessary. If you have any questions about the technical aspects of this review, please contact the Department's representative, Dylan White, EI at DRWhite@mccormicktaylor.com.

2). The Department is now requiring a cost estimate to be entered into EPS prior to HOP issuance. This cost estimate must include all work proposed within Department Right-of-Way including signal equipment, roadway work, pavement markings, and signage plus a 15% contingency to be entered into the Fee information & Estimate Construction Cost section in the Application setup box. Further, this section requires the cost estimate to be broken down into site frontage costs and off-site improvements costs. Please enter this information in the manner required. This cost estimate will be the basis for the value of the Letter of Credit the Department will require as security prior to the start of actual construction.

3). The Department requires written evidence, prior to issuing a permit, that Lower Gwynedd Township has had the opportunity to review and comment on the TIA. Provide written evidence (e.g., municipal engineering review, council or planning commission meeting minutes, executed TE-160, etc.), which is less than one year old, to satisfy this requirement (PA Code, Title 67, Chapter 441.3(j)).

- 4). In future submissions include all relevant correspondence. This includes but is not limited to previous review letters, response to comments, County/Municipal reviews, and any relevant emails. In addition, the applicant's engineer should put together a letter that describes how each comment in this review has been addressed. PennDOT and Lower Gwynedd Township must be copied on all submissions related to this development.
- 5). This application has been submitted in the name of a LLC. Please clarify whether this LLC will remain the owner of the "development" in perpetuity or if the "development" will be sold or otherwise transferred to another entity upon completion. If the "development" is to be transferred indicate what type of entity is to take ownership upon completion of the project. Please also indicate how they will become responsible for the perpetual maintenance of the access. Furthermore, if the property is to be transferred please be advised this HOP will be conditioned to require the transfer of the permit into the name of the future ownership or it will become invalid.
- 6). The Department concurs that a TIS is appropriate for this application. The Department generally concurs with the scoping items and methodologies to be used by the applicant's traffic engineer as stated in the scoping application unless otherwise commented upon in this review letter.
- 7). The Department has concerns regarding the proposed pedestrian walkway under SR 0309 and at the intersections. Given the speed of vehicles along Norristown Road and exiting from SR 0309, as well as the size of the ramp intersections, proposed pedestrian facilities must ensure safety for pedestrians to the maximum extent feasible. In addition to the proposed concrete barrier under SR 0309, the Department strongly supports the installation of 5' wide concrete sidewalk at the interchange to provide sufficient separation of pedestrian and vehicle traffic, and to tie into the proposed adjacent sidewalk/path.
- 8). Boveri Drive is currently offset from Beach Hollow Road. Realign Boveri Drive to be opposite Beach Hollow Road.
- 9). The provided site plan shows a proposed pedestrian crossing of Boveri Drive. This is highly desirable to connect the adjacent pedestrian facilities, however, the path shown on the northeast corner likely conflicts with the existing drainage and guiderail. This area will need careful design and may require modification to existing drainage infrastructure and/or guiderail.
- 10). The pedestrian improvements listed above may reduce the curve radii at the SR 0309 ramp intersections. If implemented, truck turning templates must be provided at these intersections for the proposed condition.
- 11). The segment/offset for the site driveway listed in the application is incorrect. Based on PennDOT straight line diagrams, the segment/offset should be 0033/0897.
- 12). The PennDOT BPR growth rate listed in the application is outdated. The Montgomery County growth rate for August 2025-July2026 is 0.13%.
- 13). If trip credits are utilized for existing uses on this site, they must be based on actual current count data instead of ITE Trip Generation data (which is based on a higher level of occupancy than currently occurs at this site). The counts/volumes must be fully documented.
- 14). Include internalization calculations in next submission.
- 15). Use HCM 7th Edition for capacity analysis where feasible.
- 16). Provide TE-672 forms for the PA 309 Ramps & SR 2007 (Norristown Road) and SR 2007 (Norristown Road) & Boveri Drive intersections in the next submission.
- 17). Provide crash history for all study area intersections for the most recent five-year period.
- 18). Coordinate with Lower Gwynedd Township to determine if there are any other planned roadway or development projects that need to be accounted for in the TIS.
- 19). ADA compliance within the limits of work must be evaluated in the final design (i.e. new/modified facilities, impact to SEPTA bus stops, etc.). Coordinate with Lower Gwynedd Township regarding pedestrian needs along the site frontage including ADA curb ramps and crosswalks on the Plymouth Road (SR 3007) site access, sidewalk connection(s) from within the site to the site frontage, and possible improvements to existing sidewalks. Provide documentation of relevant correspondence in future submissions.

20). Coordinate with Wissahickon School District to determine if the development will be served by school buses and, if so, where the bus stop would be located. Provide documentation of relevant correspondence in future submissions.

21). Truck turning templates must be provided for the largest vehicle anticipated to access the site (all movements) to ensure that the driveways can safely accommodate the design vehicle. Additionally, the templates must show how these vehicles will circulate within the site. For each site access, if the largest permitted vehicle type to utilize that access is smaller than a WB-67, then a note must be included on the plans, turning templates for that vehicle size provided, appropriate signage provided, and that vehicle size will become a condition of the permit and be recorded.

22). As per Title 67, Chapter 441.8(h)(2)(iv), the Safe Stopping Sight Distance is the absolute minimum acceptable sight distance for driveways. Sight distance values obtained from the use of reduction factors which fall below the Safe Stopping Sight Distance will not be accepted by the Department. It is the designer's responsibility to ensure that this minimum requirement is satisfied. Provide full documentation of sight distance measurements and calculations at the proposed site driveways. Ensure that the available sight distance measurement is documented and indicate the roadway grade used in calculations.

23). Per Strike-Off Letter 494-23-04, all low, medium, and high-volume driveways and local road HOP application submissions must include a correctly completed HOP Application Project Checklist, Part 1 and Part 2. All applications submitted with a TIS/TIA must also include a correctly completed TIS/TIA Review Checklist. These checklists can be found on the EPS 'Reference Material and Forms' screen as well as in Publication 282 and on PennDOT's HOP webpage.

24). PennDOT Form M-950AA, Applicant's Authorization for Agent to Apply for Highway Occupancy Permit, must be completed and submitted with all Highway Occupancy Permit applications.

25). Please be advised that if this project will include right-of-way to be deeded to the Commonwealth, the Applicant will be required to prepare the PennDOT conveyance of Right-of-Way form, M-950D1 (Deed Fee Simple) and an 8.5" x 11" drawing of the area being conveyed prepared in accordance with PennDOT Publication 14M. The Applicant may contact the District Permits Office (Mary Ellen Culhane, 610-205-6825) to obtain the correct and current version of the form. The form and drawing must be completed by the Applicant and submitted in EPS in the next cycle for review prior to obtaining the property owner signatures. Once approved, the signed form(s) must be submitted in EPS for the Department's signature. Finally, the Applicant is then responsible for recording the M-950D1 form and accompanying documents at the county courthouse and uploading to EPS prior to the issuance of the permit. In addition to the M-950D1 (deed fee simple), the Applicant will be responsible for submitting ROW plans for review that are prepared in accordance with Publication 14M (DM-3), latest edition, Chapter 3 Right-of-Way. These plans are required to be submitted during the permitting process and will be reviewed by District Right-of-Way and Survey staff as well as Central Office staff prior to permit issuance.

26). The connection to, or the installation of, a new closed drainage system within Department Right-of-Way requires a separate permit application in the name of the municipality for the maintenance of this system. Please submit the application as Permit Type: Miscellaneous, Permit Subtype: Curb, sidewalk, drainage or other application, Permit Use: Drainage for maintenance of the drainage system.

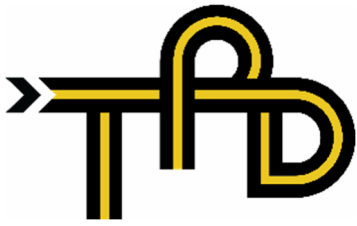
27). Department records indicate that PennDOT Fiber Optic facilities are present within the proposed limits of work and may be impacted by the anticipated improvements. If fiber optic facilities are affected, the applicant is responsible for the relocation of the fiber, testing of the fiber communications both before and after the relocation of the fiber indicated on the approved plans, and the associated costs. Any relocation must be performed by a communications contractor that is acceptable to the District Traffic Unit. The Highway Occupancy Permit will not be issued until the fiber optic impact has been reviewed and the relocation scheme approved by the Department.

28). Consistent with current Department Policy, applicants for Highway Occupancy Permits must apply for an EPS Business Partner ID (BPID). The EPS BPID is used in the establishment of a billing account for the invoicing of inspection costs. After an EPS BPID is obtained and activated by the applicant's system administrator, a user ID will then need to be created to ensure that the EPS BPID is integrated into EPS and searchable through the "looking glass" feature. Once this has been established, please provide the following information in the applicant contact information tab under "Applicant Team": a. BPID b. Contact information (name/title/phone/email) for a general contact person (person that typically deals with the Highway Occupancy Permit application process) c. Contact information (name/title/phone/email) for a billing contact person (person that typically deals with the Highway Occupancy Permit invoicing process). For information on obtaining an EPS BPID, you may visit: <https://www.dot14.state.pa.us/EPS/home/manageBPRegistration.jsp> (follow the instructions that are in the

PINK area) or contact the ECMS Help Desk. Please be aware that having an ECMS BPID does not guarantee the establishment of an EPS BPID as they are not reciprocal to one another.

After review of the scoping meeting application, the Department will contact the applicant regarding the need for a scoping meeting prior to applying for a highway occupancy permit.

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March 18, 2025
(Last Revised June 24, 2026)
TPD# BETI.00012

Springhouse Mixed Use Development

Transportation Impact Study

Lower Gwynedd Township, Montgomery County, PA

For Submission To:

Lower Gwynedd Township, Montgomery County, PA
& PennDOT District 6-0

SPRINGHOUSE MIXED USE DEVELOPMENT TRANSPORTATION IMPACT STUDY

FOR SUBMISSION TO:

Lower Gwynedd Township, Montgomery County, PA
& PennDOT District 6-0

Prepared For:

BT 309, LLC

Mr. Peter Clelland

200 Dryden Road, Suite 2000

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March 18, 2025

(Last Revised June 24, 2026)

TPD # BETI.00012



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EXECUTIVE SUMMARY

The purpose of this study is to examine the potential traffic impact associated with the proposed Springhouse Mixed-Use development on the roadway network in Lower Gwynedd Township, Montgomery County, PA. Based on this evaluation, the following conclusions were reached:

- » The project site is located on the northwestern corner of Norristown Road (SR 2052) and Boveri Drive and currently consists of 143,295 sf of office space.
- » The proposed site will be redeveloped and will consist of the following uses:
 - » 77,619 sf of Office Space;
 - » A 30,750 sf Grocery Store;
 - » 16,000 sf of Retail Space;
 - » 264 mid-rise apartments.
- » Access to the Proposed Site will be provided via one (1) full-access signalized driveway via existing Boveri Drive. In addition, an emergency access is proposed to connect to the Gwynedd Estates parking lot adjacent (east) to the property.
- » All measured sight distances at the site driveway exceed the acceptable sight distances and, in most cases, exceed PennDOT's desirable sight distance requirements.
- » Upon full build-out, the proposed development is expected to generate **306 new trips** during the weekday A.M. peak hour, **341 new trips** during the weekday P.M. peak hour, and **381 new trips** during the Saturday midday peak hour.
- » The Existing Site (at full capacity) will generate **180 new trips** during the weekday AM peak hour, **173 new trips** during the weekday PM peak hour, and **126 new trips** during the Saturday Midday peak hour.
- » When compared to the Existing Site (at full capacity), the **Proposed Site** will generate **126 more net new trips** during the weekday AM peak hour, **168 more net new trips** during the weekday PM peak hour, and **255 more net new trips** during the Saturday Midday peak hour.
- » Under the 2027 and 2032 projected conditions, with the development of the proposed site, with site-related recommendations outline in **Table II**, all study area intersections will satisfy PennDOT ILOS Standards.
- » Levels of Service (LOS) for the study area intersections have been summarized in matrix form. **Table I** details the overall intersection LOS for each study area intersection:

**TABLE I
OVERALL INTERSECTION LEVEL OF SERVICE SUMMARY**

Intersection	Peak Hour	2024 Existing	Opening Year 2027			Design Year 2032 ¹			Design Year 2032 ²			Meets LOS Requirements?
			Base	Projected	Projected ^{3,4}	Without SHIP Development			With SHIP Development			
						Base	Projected	Projected ^{3,4}	Base	Projected	Projected ^{3,4}	
Norristown Road (SR 2052) & Boveri Drive (Site Driveway)	Weekday A.M.	A (0.8)	A (0.8)	A (5.8)	A (5.8)	A (0.8)	A (5.8)	A (5.8)	A (0.8)	A (5.4)	A (5.4)	YES
	Weekday P.M.	A (1.2)	A (1.2)	A (8.1)	A (8.1)	A (1.2)	A (8.1)	A (8.1)	A (1.4)	A (8.3)	A (8.3)	
	Saturday	A (0.7)	A (0.7)	A (8.0)	A (8.0)	A (0.7)	A (8.0)	A (8.0)	A (0.7)	A (7.9)	A (7.9)	
Norristown Road (SR 2052) & Beech Hollow Road	Weekday A.M.	A (0.0)	A (0.0)	A (0.0)	--	A (0.0)	A (0.0)	--	A (0.0)	A (0.0)	--	YES
	Weekday P.M.	A (0.1)	A (0.1)	A (0.1)	--	A (0.1)	A (0.1)	--	A (0.1)	A (0.1)	--	
	Saturday	A (0.0)	A (0.0)	A (0.0)	--	A (0.0)	A (0.0)	--	A (0.0)	A (0.0)	--	
Norristown Road (SR 2052) & Route 309 NB Ramps	Weekday A.M.	C (31.3)	C (31.2)	C (30.1)	--	C (27.5)	C (26.7)	--	C (26.3)	C (26.7)	--	YES
	Weekday P.M.	B (17.8)	B (18.7)	B (18.4)	--	B (18.1)	B (17.8)	--	B (18.4)	B (18.6)	--	
	Saturday	C (21.2)	C (23.1)	C (21.4)	--	C (23.2)	C (21.4)	--	C (22.3)	C (20.7)	--	
Norristown Road (SR 2052) & Route 309 SB Ramps	Weekday A.M.	B (15.1)	B (15.5)	B (19.1)	--	B (15.8)	B (18.6)	--	B (19.6)	C (27.4)	--	YES
	Weekday P.M.	B (16.4)	B (16.9)	B (16.8)	--	B (17.3)	B (17.2)	--	B (19.4)	B (19.3)	--	
	Saturday	B (11.0)	B (10.8)	B (12.0)	--	B (11.0)	B (12.0)	--	B (11.4)	B (12.5)	--	
Norristown Road (SR 2052) & Tennis Avenue	Weekday A.M.	C (20.8)	C (21.4)	C (22.8)	--	C (20.8)	C (22.1)	--	C (26.9)	C (30.5)	--	YES
	Weekday P.M.	B (19.8)	B (19.8)	C (21.3)	--	C (20.3)	C (22.3)	--	C (23.6)	C (27.3)	--	
	Saturday	B (16.8)	B (16.7)	B (16.7)	--	B (16.5)	B (16.4)	--	B (17.2)	B (16.9)	--	
Norristown Road (SR 2052) & Residential Driveway/ SHIP Driveway	Weekday A.M.	A (2.2)	A (2.2)	A (2.2)	--	A (2.2)	A (2.2)	--	A (5.6)	A (5.8)	--	YES
	Weekday P.M.	A (3.5)	A (3.5)	A (3.4)	--	A (3.4)	A (3.4)	--	B (12.3)	B (12.6)	--	
	Saturday	A (2.0)	A (2.0)	A (2.0)	--	A (2.0)	A (2.0)	--	A (3.9)	A (3.9)	--	
Norristown Road (SR 2052) & McKean Road	Weekday A.M.	B (13.3)	B (13.5)	B (15.7)	--	B (13.7)	B (16.0)	--	B (13.4)	B (14.7)	--	YES
	Weekday P.M.	B (15.3)	B (15.0)	B (16.1)	--	B (15.2)	B (16.4)	--	B (17.1)	B (18.6)	--	
	Saturday	A (8.2)	A (8.2)	A (8.9)	--	A (8.3)	A (8.9)	--	A (8.8)	A (9.4)	--	
Norristown Road (SR 2052)/ Sumneytown Pike & Bethlehem Pike	Weekday A.M.	D (51.2)	D (40.4)	D (43.2)	--	D (40.9)	D (43.9)	--	D (49.2)	D (53.7)	--	YES
	Weekday P.M.	D (53.8)	D (47.1)	D (50.6)	--	D (45.2)	D (48.4)	--	D (45.8)	D (51.7)	--	
	Saturday	C (29.9)	C (29.8)	C (30.9)	--	C (29.9)	C (31.1)	--	C (30.3)	C (31.5)	--	

Base = No-Build scenario, Projected = Build scenario

1 = Without SHIP Traffic and Roadway Improvements

2 = With SHIP Traffic and Roadway Improvements

3 = with site-related improvements

4 = Signal timing adjustments proposed at all signalized intersections within the study area

» Site-related recommendations are summarized in **Table II:**

**TABLE II
RECOMMENDATIONS**

Intersection	Recommendation
Norristown Road (SR 2052) Corridor	Optimize traffic signals timings at the signalized study area intersections.
Norristown Road (SR 2052) & Boveri Drive (Site Driveway)	Restripe the Eastbound Left Turn Lane to increase the storage length to 250 feet.
	Extend the southbound Boveri Drive right turn lane, via widening, to the first internal intersection in order to accommodate future queue lengths.
	Work with the Township and PennDOT on potential traffic signal equipment upgrades.
	Work with the Township and PennDOT on potential traffic signal timing modifications to increase the green time on the westbound Norristown Road approach in order to create a gap in the eastbound traffic to facilitate turns in/out of Beech Hollow Road.
	Maintenance of on-site vegetation to maximize available sight distance.
Norristown Road (SR 2052) & Tennis Avenue (SR 2020)	Coordinate with the Township and PennDOT on shifting where the transition occurs between the one (1) westbound lane to two (2) westbound lanes further west in order to extend the existing eastbound left turn lane approaching Tennis Avenue.
Norristown Road Frontage	Provide a 10' wide trail beginning within the site and connecting to the existing trail located to the east of the site.
	Provide a 10' wide trail along the property's frontage.
	Provide sidewalk extending across the northbound Route 309 on-ramp, under Route 309, across the southbound Route 309 off-ramp and terminating at/near the SHIP property to the west of the site.
	Provide PennDOT compliant crosswalks and pedestrian traffic signal equipment at the existing signalized intersections between Boveri Drive and the Route 309 southbound off-ramp.

INTRODUCTION

Traffic Planning and Design, Inc. (TPD) has completed a Revised Transportation Impact Study (TIS) for the proposed Springhouse Mixed-Use Development in Lower Gwynedd Township, Montgomery County, Pennsylvania. The project site is located on the northwestern corner of Norristown Road (SR 2052) and Boveri Drive, and consists of 143,295 sf of office space, as shown in **Figure 1**. As shown in **Figure 2**, the proposed site will consist of the following uses:

- » 77,619 sf of Office Space;
- » A 30,750 sf Grocery Store;
- » 16,000 sf of Retail Space;
- » 264 mid-rise apartments.

TPD assumed an opening year of 2027 and a design year of 2032. This report has been prepared in accordance with PennDOT's *Policies and Procedures for Transportation Impact Studies*, found in PennDOT's Publication 282, Appendix A, dated September 2022. This TIS has been revised based on review comments received from PennDOT and Township Consultants. Project Correspondence is contained in **Appendix A**.

EXISTING ROADWAY NETWORK

A field review of the existing roadway system in the study area was conducted. The existing roadway characteristics within the study area are summarized in **Table 1**. Photographs of the study area intersections are included in **Appendix B**.

TABLE 1
ROADWAY CHARACTERISTICS WITHIN STUDY AREA

Roadway	Ownership	Functional Classification/ Roadway Type	Predominant Directional Orientation	Average Daily Traffic	Posted Speed Limit
Bethlehem Pike	State (SR 2018)	Minor Arterial	North-South	16,215	40 mph
Norristown Road	State (SR 2052)	Minor Arterial	East-West	19,169	45/40 mph
Tennis Avenue	State (SR 2020)	Urban Collector	North-South	5,277	40 mph
Route 309 NB Off Ramp	State (SR 8039)	Other Freeway	North	5,089	40 mph
Route 309 NB On Ramp	State (SR 8039)	Other Freeway	North	453	--
Route 309 SB Off Ramp	State (SR 8039)	Other Freeway	South	507	40 mph
Route 309 SB On Ramp	State (SR 8039)	Other Freeway	South	4,311	--
Sumneytown Pike	Other Principle Arterial Highway		East-West	14,748	35 mph
McKean Road	Urban Collector		North-South	2,981	35 mph
Boveri Drive	Local Road		North-South	--	25 mph
Beech Hollow Road	Local Road		North-South	--	--

Bicycle and Pedestrian Facilities

Based on observations during field visits at the study area intersections, there are no bicycle specific accommodations present. Pedestrian accommodations are detailed per intersection below.

- » Norristown Road (SR 2052) & Boveri Drive – The signalized intersection does not have sidewalks. One (1) curb ramp exists on the NW corner serving one (1) crosswalk that crosses Norristown Road. Pedestrians are prohibited via signage from crossing the northern and eastern approaches.

- » Norristown Road (SR 2052) & Beech Hollow Road – The unsignalized intersection does not have any pedestrian accommodations besides paved shoulders.
- » Norristown Road (SR 2052) & Route 309 NB Ramps – The signalized intersection does not have any pedestrian accommodations besides paved shoulders. Pedestrians are prohibited via signage from crossing all approaches.
- » Norristown Road (SR 2052) & Route 309 SB Ramps – The signalized intersection does not have any pedestrian accommodations besides paved shoulders. Pedestrians are prohibited via signage from crossing all approaches.
- » Norristown Road (SR 2052) & Tennis Avenue – The signalized intersection has pedestrian curb ramps and crosswalks on all four approaches. There are pedestrian push buttons on the Norristown Road crossings.
- » Norristown Road (SR 2052) & Residential Driveway/SHIP Driveway – The signalized intersection does not have any sidewalks or pedestrian curb ramps. There are crosswalks across Norristown Road with pedestrian push buttons.
- » Norristown Road (SR 2052) & McKean Road – The signalized intersection has pedestrian curb ramps on the Northwestern, Northeastern, and Southeastern corners of the intersection. There are pedestrian push buttons and crosswalks on the southbound and westbound approaches, while pedestrians are prohibited via signage from crossing the Eastbound approach.
- » Norristown Road (SR 2052)/Sumneytown Pike & Bethlehem Pike (SR 2018) – The signalized intersection has pedestrian curb ramps on all four corners of the intersection. There are pedestrian push buttons and crosswalks on all approaches.

Mass Transit Facilities

Montgomery County and the Lower Gwynedd area are provided with public transportation by SEPTA. Public transportation is not currently available in the vicinity of the proposed site.

Crash Data Investigation

Crash data were obtained from PennDOT for the study area intersections. PennDOT defines a reportable crash as follows, “A reportable (crash) is one in which an injury or fatality occurs or if at least one of the vehicles involved requires towing from the scene.” Reportable crashes were tabulated for the five-year time period beginning 01/01/2021 and ending 12/31/2025. For a given intersection, PennDOT considers a crash occurrence of 5 reportable, correctable crashes over a continuous twelve-month period during the past five years to be a threshold value, above which the intersection design should be reviewed to examine if corrective measures can be taken to enhance safety. The number of reportable crashes at the study area intersections is shown in **Table 2**.

TABLE 2
PENNDOT REPORTABLE CRASH DATA

Study Area Intersection	Number of Reportable Crashes				
	2021	2022	2023	2024	2025
Norristown Road (SR 2052) & Boveri Drive (Site Driveway)	1	0	2	0	0
Norristown Road (SR 2052) & Beech Hollow Road	0	0	0	0	0
Norristown Road (SR 2052) & Route 309 NB Ramps	2	5	0	0	2
Norristown Road (SR 2052) & Route 309 SB Ramps	0	0	0	1	2
Norristown Road (SR 2052) & Tennis Avenue	1	1	1	3	2
Norristown Road (SR 2052) & Residential Driveway/SHIP Driveway	1	2	2	8	3
Norristown Road (SR 2052) & McKean Road	4	2	4	1	2
Norristown Road/Sumneytown Pike & Bethlehem Pike (SR 2018)	2	4	5	1	6

Based on a review of the crash data, there were no continuous twelve-month periods during the past five years where 5 or more crashes occurred that were deemed correctable, except for the following intersection:

- » Norristown Road (SR 2052) & Route 309 NB Ramps – There were 5 or more reportable crashes that occurred in 2022. The primary types of crash were the angle and rear-end crashes. The primary causation of the crashes was due to driver error such as improper/careless turn, driving too fast for conditions, and running red light.
- » Norristown Road (SR 2052) & Residential Driveway/SHIP Driveway - There were 5 or more reportable crashes that occurred in 2024 and 2025. The primary type of crash was the angle. The primary causation of the crashes was due to driver error such as improper/careless turn and running red light.
- » Norristown Road/Sumneytown Pike & Bethlehem Pike (SR 2018) - There were 5 or more reportable crashes that occurred in 2021, 2022, 2023, and 2025. The primary type of crash was the angle. The primary causation of the crashes was due to driver error such as improper/careless turn, speeding, and running red light.

EXISTING TRAFFIC CONDITIONS

Manual Turning Movement Counts

Manual traffic counts were conducted on 15-minute intervals during the weekday morning (6:00 to 10:00 A.M.), weekday evening (3:00 to 7:00 P.M.) and Saturday midday (10:00 A.M. to 2:00 P.M.) peak periods. Data pertaining to heavy vehicles, pedestrians and transit vehicles were observed during the turning movement counts. Peak hours and count dates for the study area intersections are identified in **Table 3**.

TABLE 3
TRAFFIC COUNT INFORMATION

Intersection	Date of Traffic Counts	Time Period	Intersection Peak Hour ¹
Norristown Road (SR 2052) & Boveri Drive (Site Driveway)	Thursday, October 24, 2024	Weekday A.M.	7:30 to 8:30 A.M.
		Weekday P.M.	3:00 to 4:00 P.M.
	Saturday, October 26, 2024	Saturday Midday	12:15 to 1:15 P.M.
Norristown Road (SR 2052) & Beech Hollow Road	Thursday, October 24, 2024	Weekday A.M.	7:30 to 8:30 A.M.
		Weekday P.M.	3:00 to 4:00 P.M.
	Saturday, October 26, 2024	Saturday Midday	12:15 to 1:15 P.M.
Norristown Road (SR 2052) & Route 309 NB Ramps	Thursday, October 24, 2024	Weekday A.M.	7:30 to 8:30 A.M.
		Weekday P.M.	3:00 to 4:00 P.M.
	Saturday, October 26, 2024	Saturday Midday	12:30 to 1:30 P.M.
Norristown Road (SR 2052) & Route 309 SB Ramps	Thursday, October 24, 2024	Weekday A.M.	7:30 to 8:30 A.M.
		Weekday P.M.	4:15 to 5:15 P.M.
	Saturday, October 26, 2024	Saturday Midday	1:00 to 2:00 P.M.
Norristown Road (SR 2052) & Tennis Avenue	Thursday, October 24, 2024	Weekday A.M.	7:30 to 8:30 A.M.
		Weekday P.M.	3:00 to 4:00 P.M.
	Saturday, October 26, 2024	Saturday Midday	12:00 to 1:00 P.M.
Norristown Road (SR 2052) & Residential Driveway/SHIP Driveway	Thursday, October 24, 2024	Weekday A.M.	7:30 to 8:30 A.M.
		Weekday P.M.	4:15 to 5:15 P.M.
	Saturday, October 26, 2024	Saturday Midday	12:30 to 1:30 P.M.
Norristown Road (SR 2052) & McKean Road	Thursday, February 13, 2025	Weekday A.M.	7:15 to 8:15 A.M.
		Weekday P.M.	4:15 to 5:15 P.M.
	Saturday, February 15, 2025	Saturday Midday	11:30 A.M. to 12:30 P.M.
Norristown Road/Sumneytown Pike & Bethlehem Pike	Thursday, February 13, 2025	Weekday A.M.	7:15 to 8:15 A.M.
		Weekday P.M.	4:30 to 5:30 P.M.
	Saturday, February 15, 2025	Saturday Midday	12:15 to 1:15 P.M.

Peak Hour consists of the four consecutive 15-minute intervals where the highest traffic volumes occur.

Existing condition traffic volumes for the weekday A.M., weekday P.M., and Saturday peak hours are illustrated in **Figures 3-5**, respectively. Traffic count data sheets are provided in **Appendix C**.

BASE (NO-BUILD) CONDITIONS

Annual Background Growth

A background growth factor for the roadways in the study area was developed based on growth factors for August 2024 to July 2025 obtained from the PennDOT Bureau of Planning and Research (BPR). The PennDOT BPR suggests using a background growth trend factor of 0.17% per year in Montgomery County for urban non-interstate roadways. Also, existing counts contained in this TIS were conducted in both 2024 and 2025. As such, the background growth factor was applied annually to yield overall growth percentages of 0.34%-0.51% (0.17% per year, compounded over 2-3 years) for the 2027 opening year and 1.2%-1.37% (0.17% per year, compounded over 7-8 years) for the 2032 design year.

Nearby Proposed Developments

Base (no-build) traffic conditions were calculated to include traffic volumes from proposed developments, which, though not operating under existing conditions, may be operating by the opening year (2027) and design year (2032) of the proposed development. Based on discussions with Lower Gwynedd Township staff, the following nearby planned development was specifically included in this study:

SHIP Development - The project site is located on the northeastern corner of Norristown Road (S.R. 2007) and McKean Road. The Proposed Site will be a redevelopment of the former Rohm and Haas campus and

will consist of the following uses: 80,606 ksf Manufacturing and 598.161 ksf of Research and Development. TPD based trip generation and distribution on previous Traffic Impact Studies (TIS) conducted for this site. The latest TIS called for the following roadway improvements as a result of the development:

- Norristown Road (S.R. 2007) & McKean Road
 - 350' EB left-turn lane
- Norristown Road (S.R. 2007) & SHIP Driveway/Springhouse Estates
 - 250' EB left-turn lane
 - 225' WB right-turn lane

Based on the current schedule for this site and the Proposed Site, TPD included the traffic associated with this development under 2032 Design Year Conditions only. The site-related improvements listed above were included under 2032 Base and 2032 Projected Conditions. ***In addition, as requested by Township Consultants in their review, 2032 Base and 2032 Projected Conditions have been analyzed with and without the traffic and roadway improvements associated with this development.***

Additionally, through further coordination with Lower Gwynedd Township, the proposed developments of Ambler Yards, Maple Glen Townhomes and Promenade East in Upper Dublin were mentioned. However, it is TPD's opinion that due to their proximity to the site, any traffic associated with these developments would be captured in the annual background growth rates applied.

The additional traffic volumes due to background growth and background developments (as relevant) were added to the existing traffic data to produce 2027 and 2032 base (no-build) condition traffic volumes (with and without SHIP Development traffic and improvements). Base condition volumes for the weekday A.M., weekday P.M. and Saturday midday peak hours are illustrated in **Figures 6-8** for the 2027 opening year conditions and **Figures 9-14** for the 2032 design year conditions (with and without SHIP Development traffic and improvements). Trip distributions for background developments are provided in **Appendix D**.

SCHEDULED ROADWAY IMPROVEMENTS

Based on a review of the Pennsylvania and DVRPC Transportation Improvement Programs (TIP) there are no programmed roadway improvements in the vicinity of the proposed site.

As stated above, the nearby planned SHIP Development includes several roadway improvements in the Study Area. Design Year (2032 Base and Projected) Conditions are assumed with and without SHIP Development traffic and improvements.

PROPOSED SITE ACCESS

The proposed site will be served by one (1) full-movement signalized driveway to Norristown Road (SR 2052), via existing Boveri Drive. In addition, an emergency access will be provided in coordination with the Township Fire Marshal.

Sight Distance Analysis

A sight distance analysis was prepared for the proposed site driveway. In general, recommended safe sight distances depend upon the posted speed limit and roadway grades. The existing sight distances at the proposed driveways were measured in accordance with PennDOT Publication 282 Highway Occupancy Permit Operations Manual and compared to PennDOT's desirable sight distance standard, which is identified in 67 PA Code Chapter 441.8(h), "Access to and Occupancy of Highways by Driveways and Local Roads." In addition,

measured sight distances at the proposed driveways were compared to PennDOT's safe stopping sight distance standard, which is calculated by the following equation:

$$SSSD = 1.47VT + V^2/[30(f \pm g)]$$

SSSD = safe stopping sight distance (acceptable sight distance)

V = Vehicle Speed

T = Perception Reaction Time of Driver (2.5 seconds)

f = Coefficient of Friction for Wet Pavements

g = Percent of Roadway Grade Divided by 100

Table 4 shows the measured, desirable, acceptable (SSSD) sight distances at the site driveway for vehicles entering and exiting the site.

TABLE 4
SIGHT DISTANCE ANALYSIS

	Direction	Speed	Grade ¹	Sight Distances (feet)		
				DES	SSSD	EXIST ²
Site Driveway (Boveri Drive) to Norristown Road (SR 2052)						
Exiting Movements	To the left	45 mph	-1%	635'	390'	650'+
	To the right	45 mph	-1%	570'	390'	450'
Entering Left Turns	Approaching same direction	45 mph	-1%	N/A	390'	600'+
	Approaching opposite direction	45 mph	-1%	445'	390'	650'+

DES = PennDOT Desirable Sight Distance

SSSD = PennDOT Acceptable Sight Distance

EXIST = Existing (measured) Sight Distance

1 = Roadway Grade Approaching Driveway

2 = With removal of vegetation

As shown in **Table 4** above, all measured sight distances at the signalized site driveway exceed the acceptable sight distances and, in most cases, exceed PennDOT's desirable sight distance requirements.

TRIP GENERATION

The trip generation rates for the Proposed Site were obtained from the Trip Generation Manual, Twelfth Edition, 2025, an institute of Transportation Engineers (ITE) Informational Report. Land Use Code #221 (Multifamily Housing (Mid-Rise) – Not Close to Rail Transit), #710 (General Office), #821 (Shopping Plaza (40-150K) - with Supermarket) was used to calculate the number of vehicular trips generated during the following time periods: average weekday; weekday A.M. peak hour, weekday P.M. peak hour and Saturday Midday peak hour.

Table 5 shows the rates and directional percentages for the analyzed time periods.

TABLE 5
ITE TRIP GENERATION DATA

Land Use	ITE #	Units	Time Period	Equations/Rates	Entering %	Pass-By %
Multifamily Housing (Mid-Rise) (Not Close to Rail Transit)	221	264 du	Average Weekday	$T = 4.55*(X) - 17.52$	50%	--
			Weekday A.M. Peak Hour	$T = 0.42*(X) - 7.77$	23%	--
			Weekday P.M. Peak Hour	$T = 0.38*(X)$	64%	--
			Saturday Midday Peak Hour	$T = 0.36*(X)$	51%	--
General Office	710	77.619 ksf	Average Weekday	$T = 6.18*(X) + 207.96$	50%	--
			Weekday A.M. Peak Hour	$T = 1.12*(X) + 19.95$	88%	--
			Weekday P.M. Peak Hour	$T = 0.99*(X) + 31.14$	16%	--
			Saturday Midday Peak Hour	$T = 0.88*(X)$	54%	--
Shopping Plaza (40-150K) - with Supermarket	821	46.750 ksf	Average Weekday	$T = 101.43*(X)$	50%	--
			Weekday A.M. Peak Hour	$T = 3.54*(X)$	60%	30% ¹
			Weekday P.M. Peak Hour	$T = 8.58*(X)$	49%	40%
			Saturday Midday Peak Hour	$T = 5.46*(X) + 168.21$	49%	31%

T = number of site-generated vehicular trips
X = independent variable (ksf = 1000 sf, du= Dwelling Units)
1 = Data not published, used 10% less than PM Peak Hour

Internal Trips

TPD assumed interaction between the individual uses for the Proposed (Future Build) scenario utilizing the methodology outlined in the NHCPR Report 684. Based on this methodology, the following overall weighted interaction percentages were calculated:

- » Average Weekday – 14.8% (weighted average based on AM and PM, by land use)
- » Weekday AM Peak Hour – 5.9%
- » Weekday PM Peak Hour – 22.0%
- » SAT Midday Peak Hour – 15.5% (weighted average based on AM and PM, by land use, by enter and exit)

The interaction worksheets are included in **Appendix E** and are summarized in **Table 6**. ***As requested, descriptions of the interaction calculations for the Average Weekday and Saturday Midday are also included in Appendix E.***

**TABLE 6
TRIP GENERATION SUMMARY**

Land Use	Total Trips			Interaction			Pass-By Trips			New Trips		
	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Average Weekday												
Multifamily Housing (Mid-Rise)	884	592	292	-218	-109	-109	--	--	--	666	483	183
General Office	688	344	344	-106	-53	-53	--	--	--	582	291	291
Shopping Plaza (40-150K)	4742	2371	2371	-612	-306	-306	--	--	--	4130	2065	2065
Total	6314	3307	3007	-936	-468	-468	--	--	--	5378	2839	2539
Weekday A.M. Peak Hour												
Multifamily Housing (Mid-Rise)	103	24	79	-3	0	-3	0	0	0	100	24	76
General Office	107	94	13	-10	-6	-4	0	0	0	97	88	9
Shopping Plaza (40-150K)	165	99	66	-9	-5	-4	47	28	19	109	66	43
Total	375	217	158	-22	-11	-11	47	28	19	306	178	128
Weekday P.M. Peak Hour												
Multifamily Housing (Mid-Rise)	100	64	36	-47	-31	-16	0	0	0	53	33	20
General Office	108	17	91	-23	-5	-18	0	0	0	85	12	73
Shopping Plaza (40-150K)	401	197	204	-64	-31	-33	134	66	68	203	100	103
Total	609	278	331	-134	-67	-67	134	66	68	341	145	196
Saturday Midday Peak Hour												
Multifamily Housing (Mid-Rise)	95	48	47	-25	-17	-8	0	0	0	70	31	39
General Office	68	37	31	-11	-4	-7	0	0	0	57	33	24
Shopping Plaza (40-150K)	423	207	216	-55	-25	-30	114	56	58	254	126	128
Total	586	292	294	-91	-46	-45	114	56	58	381	190	191

Based on Table 6, the Proposed Site will generate 306 new trips during the weekday AM peak hour, 341 new trips during the weekday PM peak hour, and 381 new trips during the Saturday Midday peak hour.

Trip Generation Comparison

It is TPD's understanding the Existing Site consists of 143,295 sf of general office space. Based on the trip generation data contained in **Table 5** (ITE #710), the Existing Site (at full capacity) would generate **180 new trips** during the weekday AM peak hour, **173 new trips** during the weekday PM peak hour, and **126 new trips** during the Saturday Midday peak hour. Therefore, when compared to the Existing Site (at full capacity), the **Proposed Site** will generate **126 more net new trips** during the weekday AM peak hour, **168 more net new trips** during the weekday PM peak hour, and **255 more net new trips** during the Saturday Midday peak hour.

Trip Generation Credit

In order to account for the traffic associated with the Existing Site (at current capacity) being replaced by the traffic associated with the Proposed Site (at full capacity), TPD developed a base condition redistribution based on the counts performed at Norristown Road (S.R. 2052) and Boveri Drive, which will zero-out the current trip generation. This base redistribution is shown in **Figures 15-17**.

TRIP DISTRIBUTION

The distribution of trips generated by the proposed development was based on the local road network, the existing traffic patterns, the proposed use of the site, and the site driveway location. The new trips for the proposed development were distributed to the local roadway network based on the percentages shown in **Table 7**.

TABLE 7
TRIP DISTRIBUTION PERCENTAGES – NEW TRIPS

Direction - To/From	Assignment (To/From)	Distribution Percentage
West	via Sumneytown Pike	20%
South	via Bethlehem Pike	17%
South	via Route 309 NB	16%
North	via Bethlehem Pike	13%
East	via Norristown Road	12%
South	via Tennis Avenue	7%
North	via Tennis Avenue	7%
North	via McKean Road	6%
North	via Route 309 SB	2%

Pass-By Trips

Pass-by trips were established based on the existing traffic patterns in the vicinity of the site and the location and configuration of the site driveway. The percentages used for the distribution of pass-by trips to the project site are shown below in **Table 8**.

TABLE 8
TRIP DISTRIBUTION PERCENTAGES – PASS-BY TRIPS

Direction	Pass-by Trip Distribution Percentages		
	Weekday A.M.	Weekday P.M.	Saturday Midday
EB via Norristown Road	53%	65%	50%
WB via Norristown Road	47%	35%	50%

The assignment of site-generated trips for the proposed developments during the weekday A.M., P.M., and Saturday midday peak hours are shown in **Figures 18-20**. The trip distribution and assignment percentage information are included in **Appendix F**. ***It should be noted that, in order to comply with a review comment from the Township Traffic Engineer (pertaining to pass-by trips balancing), TPD conservatively increased the respective lower enter or exit pass-by trip numbers during each peak hour to be equal with the higher enter or exit pass-by trip numbers. This is reflected in the volume development spreadsheet and figures.***

PROJECTED (BUILD) CONDITION TRAFFIC VOLUMES

The site-generated trips for the proposed development were added to the 2027 and respective 2032 base (no-build) condition traffic volumes to develop the 2027 and 2032 projected (build) (with and without SHIP Development traffic and improvements) condition traffic volumes. Projected condition traffic volumes for the opening year of 2027 for the weekday A.M., P.M., and Saturday midday peak hours are shown in **Figures 21-23**. Projected condition traffic volumes for the design year of 2032 (with and without SHIP Development traffic and improvements) for the weekday A.M., P.M., and Saturday midday peak hours are shown in **Figures 24-29**. Traffic volume development worksheets are also contained in **Appendix F**.

LEVELS OF SERVICE FOR AN INTERSECTION

For analysis of intersections, level of service is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. LOS criteria is stated in terms of control delay per vehicle

for a one-hour analysis period. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The criteria are shown in **Table 9**. Delay, as it relates to level of service, is a complex measure and is dependent upon a number of variables. For signalized intersections, these variables include the quality of vehicle progression, the cycle length, the green time ratio, and the volume/capacity ratio for the lane group in question. For unsignalized intersections, delay is related to the availability of gaps in the flow of traffic on the major street and the driver's discretion in selecting an appropriate gap for a particular movement from the minor street (straight across, left or right turn).

TABLE 9
LEVEL OF SERVICE CRITERIA
UNSIGNALIZED AND SIGNALIZED INTERSECTIONS¹

Level of Service	Control Delay Per Vehicle (Seconds)	
	Signalized	Unsignalized
A	< 10	< 10
B	> 10 and < 20	> 10 and < 15
C	> 20 and < 35	> 15 and < 25
D	> 35 and < 55	> 25 and < 35
E	> 55 and < 80	> 35 and < 50
F	> 80 or v/c > 1.0	> 50 or v/c > 1.0

¹ Obtained from Exhibits 19-8 and 20-2 of the Transportation Research Board's Highway Capacity Manual 6th Edition

CAPACITY ANALYSIS METHODOLOGY

Capacity analyses were conducted for the weekday A.M., P.M., and Saturday midday peak hours at the study area intersections. These analyses were conducted according to the methodologies contained in the *Highway Capacity Manual 7th Edition* (HCM) using *Synchro 12* software, a Trafficware product.

The following conditions were analyzed, as applicable:

- » Existing conditions;
- » 2027 Base conditions (Build-out year without development);
- » 2027 Projected conditions (Build-out year with development);
- » 2032 Base conditions (Design year without development) – Without SHIP Traffic/Improvements;
- » 2032 Projected conditions (Design year with development) – Without SHIP Traffic/Improvements;
- » 2032 Base conditions (Design year without development) – With SHIP Traffic/Improvements;
- » 2032 Projected conditions (Design year with development) – With SHIP Traffic/Improvements.

It should be noted that based on methodologies contained in Chapter 10 of PennDOT's Publication 46, TPD adjusted the following 2010 HCM default values in the *Synchro 12* capacity analysis. These adjustments were made at the signalized intersections within the study area for all time periods based on the study area location being classified as Suburban:

- » Base saturation flow rates for signalized intersections. The saturation flow rate was changed from the default value of 1900 to 1800 based on Exhibit 10-9.
- » Start-up lost time and extension of effective green time for signalized intersections. The startup lost time was changed from the default value of 2.0 seconds to 2.5 seconds. Based on the total clearance time (yellow plus all-red time) being greater than 5 seconds, the extension of green time

was changed from the default value of 2 seconds to 3.5 seconds. These adjusted values were based on Exhibit 10-10.

- » Critical and Follow-Up Gap times were adjusted relative to the difference between default and PA Default values contained in Exhibits 10-11 and 10-12. As requested by PennDOT, worksheets/tables showing how these values were calculated are included in **Appendix G**.
- » Due to limitations of the HCM methodology to analyze clustered intersections, the signalized intersections of Norristown Road (SR 2052) and Route 309 Ramps have been analyzed with the synchro percentile methodology.
- » Due to limitations of the HCM methodology to analyze intersections which have protected left turn movements from a shared left-thru lane, the signalized intersection of Norristown Road (SR 2052) and Tennis Avenue (SR 2020) has been analyzed with the synchro percentile methodology.
- » Due to limitations of the HCM methodology to analyze intersections which have protected left turn movements from a shared left-thru lane, the signalized intersection of Norristown Road (SR 2052) and McKean Road has been analyzed with the synchro percentile methodology.

In addition, capacity analyses were conducted at the proposed site driveway intersection under the 2027 and 2032 projected conditions. The capacity analysis worksheets are included in **Appendix H**. The PennDOT-approved signal plans are included in **Appendix I**.

PennDOT's Transportation Impact Study Guidelines outlined in PennDOT's *Policies and Procedures for Transportation Impact Studies*, found in PennDOT's Publication 282, Appendix A, dated September 2022 contain the following criteria regarding levels of service:

- » Page 29 of the Guidelines state that if evaluation of the With Development Horizon Year Scenario to the Without Development Horizon Year Scenario indicates that the overall intersection level of service has dropped, the applicant will be required to mitigate the level of service if the increase in overall intersection delay is greater than 10-seconds. If the overall intersection delay increase is less than or equal to 10-seconds, mitigation of the intersection will not be required.
- » Page 29 of the Guidelines state that for mitigation scenarios, applicants are expected to mitigate the overall intersection LOS to the original Without Development LOS; the 10-second delay variance is not applied to mitigation scenarios. Applicants may be required to address available storage and queue lengths at critical movements or approaches even if the overall LOS requirements are met.
- » Page 31 of the Guidelines state that if signalization is the preferred alternative for mitigation, overall intersection LOS C in rural areas and LOS D in urban areas is acceptable.
- » Page 31 of the Guidelines states new signalized or unsignalized intersection established to serve as access to the development shall be designed to operate at minimum LOS C for rural areas, and minimum LOS D for urban areas.

LEVELS OF SERVICE IN THE STUDY AREA

Level of service (LOS) matrices for the study area intersections are shown in **Tables 10-12** for the weekday A.M., weekday P.M., and Saturday midday peak hours.

TABLE 10
LEVEL OF SERVICE DELAY (SECONDS) SUMMARY

Intersection	Movement	Weekday A.M. Peak Hour									
		Existing Condition	Opening Year 2027			Design Year 2032 ¹			Design Year 2032 ²		
			Base	Proj.	Proj. ^{3,4}	Base	Proj.	Proj. ^{3,4}	Base	Proj.	Proj. ^{3,4}
Norristown Road (SR 2052) & Boveri Drive/ Site Driveway	EB L	A	A	A	A	A	A	A	A	A	A
	EB T	A	A	A	A	A	A	A	A	A	A
	WB T	A	A	A	A	A	A	A	A	A	A
	WB TR	A	A	A	A	A	A	A	A	A	A
	SB L	D	D	D	D	D	D	D	D	D	D
	SB R	D	D	D	D	D	D	D	D	D	D
	ILOS	A (0.8)	A (0.8)	A (5.8)	A (5.8)	A (0.8)	A (5.8)	A (5.8)	A (0.8)	A (5.4)	A (5.4)
Norristown Road (SR 2052) & Beech Hollow Road	WB LT	A	A	A	--	A	A	--	A	A	--
	NB LR	B	B	B	--	B	B	--	B	B	--
	ILOS	A (0.0)	A (0.0)	A (0.0)	--	A (0.0)	A (0.0)	--	A (0.0)	A (0.0)	--
Norristown Road (SR 2052) & Route 309 NB Ramps	EB L	B	B	B	--	B	B	--	B	B	--
	EB T	A	A	A	--	A	A	--	A	A	--
	WB TR	C	C	C	--	C	C	--	C	C	--
	NB L	E	E	E	--	D	D	--	D	D	--
	NB LT	E	E	E	--	D	D	--	D	D	--
	NB R	A	A	A	--	A	A	--	A	A	--
	ILOS	C (31.3)	C (31.2)	C (30.1)	--	C (27.5)	C (26.7)	--	C (26.3)	C (26.7)	--
Norristown Road (SR 2052) & Route 309 SB Ramps	EB T	C	C	C	--	C	C	--	C	D	--
	EB R	B	B	B	--	B	B	--	B	B	--
	WB L	D	D	D	--	D	D	--	D	D	--
	WB T	A	A	B	--	A	A	--	B	C	--
	SB L	C	C	C	--	C	C	--	C	C	--
	SB R	A	A	A	--	A	A	--	A	A	--
	ILOS	B (15.1)	B (15.5)	B (19.1)	--	B (15.8)	B (18.6)	--	B (19.6)	C (27.4)	--
Norristown Road (SR 2052) & Tennis Avenue	EB L	B	B	C	--	C	C	--	D	E	--
	EB TR	A	A	B	--	A	B	--	B	B	--
	WB L	B	B	B	--	B	B	--	B	B	--
	WB TR	C	C	C	--	C	C	--	D	D	--
	NB LT	C	C	C	--	C	C	--	C	C	--
	NB R	A	A	A	--	A	A	--	A	A	--
	SB LTR	C	C	C	--	C	C	--	C	C	--
	ILOS	C (20.8)	C (21.4)	C (22.8)	--	C (20.8)	C (22.1)	--	C (26.9)	C (30.5)	--
Norristown Road (SR 2052) & Residential Driveway/ SHIP Driveway	EB L	A	A	A	--	A	A	--	B	B	--
	EB T								A	A	--
	EB TR	A	A	A	--	A	A	--	A	A	--
	WB LT	A	A	A	--	A	A	--	A	A	--
	WB T	A	A	A	--	A	A	--	A	A	--
	WB R								A	A	--
	NB L	D	D	D	--	D	D	--	D	D	--
	NB TR	D	D	D	--	D	D	--	D	D	--
	SB L	D	D	D	--	D	D	--	D	D	--
	SB TR	D	D	D	--	D	D	--	D	D	--
	ILOS	A (2.2)	A (2.2)	A (2.2)	--	A (2.2)	A (2.2)	--	A (5.6)	A (5.8)	--

Base = No-Build scenario, Proj. = Build scenario

1 = Without SHIP Traffic and Roadway Improvements

2 = With SHIP Traffic and Roadway Improvements

3 = with site-related improvements

4 = Signal timing adjustments proposed at all signalized intersections within the study area

TABLE 10 (CONTINUED)
LEVEL OF SERVICE DELAY (SECONDS) SUMMARY

Intersection	Movement	Weekday A.M. Peak Hour									
		Existing Condition	Opening Year 2027			Design Year 2032 ¹			Design Year 2032 ²		
			Base	Proj.	Proj. ^{3,4}	Base	Proj.	Proj. ^{3,4}	Base	Proj.	Proj. ^{3,4}
Norristown Road (SR 2052) & McKean Road	EB L	B	B	B	--	B	B	--	A	B	--
	EB T								A	A	--
	WB T	B	B	B	--	B	B	--	B	C	--
	WB R	A	A	A	--	A	A	--	A	A	--
	NB LTR	A	A	A	--	A	A	--	A	A	--
	SB L	D	D	D	--	D	D	--	D	D	--
	SB R	B	B	B	--	B	C	--	B	B	--
		ILOS	B (13.3)	B (13.5)	B (15.7)	--	B (13.7)	B (16.0)	--	B (13.4)	B (14.7)
Norristown Road (SR 2052) /Sumneytown Pike & Bethlehem Pike	EB L	C	C	C	--	C	C	--	C	C	--
	EB T	F (97.7)	E	E	--	E	E	--	F (87.7)	F (99.6)	--
	EB R	C	C	C	--	C	C	--	C	C	--
	WB L	D	D	D	--	D	D	--	D	E	--
	WB T	D	D	D	--	D	D	--	D	D	--
	WB TR	D	D	D	--	D	D	--	D	D	--
	NB L	C	C	C	--	C	C	--	C	C	--
	NB T	C	C	C	--	C	C	--	C	D	--
	NB TR	C	C	C	--	C	C	--	D	D	--
	SB L	C	C	C	--	C	C	--	C	C	--
	SB T	C	C	C	--	C	C	--	C	C	--
	SB TR	A	A	A	--	A	A	--	A	A	--
		ILOS	D (51.2)	D (40.4)	D (43.2)	--	D (40.9)	D (43.9)	--	D (49.2)	D (53.7)

Base = No-Build scenario, Proj. = Build scenario

1 = Without SHIP Traffic and Roadway Improvements

2 = With SHIP Traffic and Roadway Improvements

3 = with site-related improvements

4 = Signal timing adjustments proposed at all signalized intersections within the study area

TABLE 11
LEVEL OF SERVICE DELAY (SECONDS) SUMMARY

Intersection	Movement	Weekday P.M. Peak Hour									
		Existing Condition	Opening Year 2027			Design Year 2032 ¹			Design Year 2032 ²		
			Base	Proj.	Proj. ^{3,4}	Base	Proj.	Proj. ^{3,4}	Base	Proj.	Proj. ^{3,4}
Norristown Road (SR 2052) & Boveri Drive/ Site Driveway	EB L	A	A	A	A	A	A	A	A	A	A
	EB T	A	A	A	A	A	A	A	A	A	A
	WB T	A	A	A	A	A	A	A	A	A	A
	WB TR	A	A	A	A	A	A	A	A	A	A
	SB L	D	D	D	D	D	D	D	D	D	D
	SB R	A	A	D	D	A	D	D	A	D	D
	ILOS	A (1.2)	A (1.2)	A (8.1)	A (8.1)	A (1.2)	A (8.1)	A (8.1)	A (1.4)	A (8.3)	A (8.3)
Norristown Road (SR 2052) & Beech Hollow Road	WB LT	B	B	B	--	B	B	--	B	B	--
	NB LR	D	D	D	--	D	D	--	E	F (52.4)	--
	ILOS	A (0.1)	A (0.1)	A (0.1)	--	A (0.1)	A (0.1)	--	A (0.1)	A (0.1)	--
Norristown Road (SR 2052) & Route 309 NB Ramps	EB L	C	C	C	--	C	C	--	C	C	--
	EB T	A	A	A	--	A	A	--	A	A	--
	WB TR	B	B	B	--	B	B	--	B	B	--
	NB L	D	D	D	--	D	D	--	D	D	--
	NB LT	D	D	D	--	D	D	--	D	D	--
	NB R	B	B	B	--	B	B	--	B	B	--
	ILOS	B (17.8)	B (18.7)	B (18.4)	--	B (18.1)	B (17.8)	--	B (18.4)	B (18.6)	--
Norristown Road (SR 2052) & Route 309 SB Ramps	EB T	C	C	C	--	C	C	--	C	C	--
	EB R	C	C	C	--	C	C	--	C	C	--
	WB L	D	D	D	--	D	D	--	D	D	--
	WB T	A	A	A	--	A	A	--	A	A	--
	SB L	C	C	C	--	C	C	--	C	C	--
	SB R	A	A	A	--	A	A	--	A	A	--
	ILOS	B (16.4)	B (16.9)	B (16.8)	--	B (17.3)	B (17.2)	--	B (19.4)	B (19.3)	--
Norristown Road (SR 2052) & Tennis Avenue	EB L	A	A	B	--	A	B	--	C	D	--
	EB TR	B	B	B	--	B	B	--	B	C	--
	WB L	B	B	B	--	B	B	--	B	B	--
	WB TR	C	C	C	--	C	C	--	C	D	--
	NB LT	D	D	D	--	D	D	--	D	D	--
	NB R	A	A	A	--	A	A	--	A	A	--
	SB LTR	C	C	C	--	C	C	--	C	C	--
	ILOS	B (19.8)	B (19.8)	C (21.3)	--	C (20.3)	C (22.3)	--	C (23.6)	C (27.3)	--
Norristown Road (SR 2052) & Residential Driveway/ SHIP Driveway	EB L	A	A	A	--	A	A	--	A	A	--
	EB T								A	A	--
	EB TR	A	A	A	--	A	A	--	A	A	--
	WB LT	A	A	A	--	A	A	--	A	B	--
	WB T	A	A	A	--	A	A	--	B	B	--
	WB R								A	A	--
	NB L	D	D	D	--	D	D	--	C	C	--
	NB TR	D	D	D	--	D	D	--	C	C	--
	SB L	D	D	D	--	D	D	--	D	D	--
	SB TR	D	D	D	--	D	D	--	C	C	--
	ILOS	A (3.5)	A (3.5)	A (3.4)	--	A (3.4)	A (3.4)	--	B (12.3)	B (12.6)	--

Base = No-Build scenario, Proj. = Build scenario

1 = Without SHIP Traffic and Roadway Improvements

2 = With SHIP Traffic and Roadway Improvements

3 = with site-related improvements

4 = Signal timing adjustments proposed at all signalized intersections within the study area

TABLE 11 (CONTINUED)
LEVEL OF SERVICE DELAY (SECONDS) SUMMARY

Intersection	Movement	Weekday P.M. Peak Hour									
		Existing Condition	Opening Year 2027			Design Year 2032 ¹			Design Year 2032 ²		
			Base	Proj.	Proj. ^{3,4}	Base	Proj.	Proj. ^{3,4}	Base	Proj.	Proj. ^{3,4}
Norristown Road (SR 2052) & McKean Road	EB L	B	B	B	--	B	B	--	A	B	--
	EB T								A	A	--
	WB T	A	A	A	--	A	A	--	B	B	--
	WB R	A	A	A	--	A	A	--	A	A	--
	NB LTR	A	A	A	--	A	A	--	A	A	--
	SB L	E	E	E	--	E	E	--	E	E	--
	SB R	A	A	B	--	A	B	--	B	B	--
	ILOS	B (15.3)	B (15.0)	B (16.1)	--	B (15.2)	B (16.4)	--	B (17.1)	B (18.6)	--
Norristown Road (SR 2052) /Sumneytown Pike & Bethlehem Pike	EB L	D	D	D	--	C	C	--	C	C	--
	EB T	F (116.9)	F (88.2)	F (98.7)	--	F (79.4)	F (87.9)	--	E	E	--
	EB R	C	C	C	--	C	C	--	C	C	--
	WB L	D	D	D	--	D	D	--	E	F (95.0)	--
	WB T	D	D	D	--	D	D	--	D	D	--
	WB TR	D	D	D	--	D	D	--	D	D	--
	NB L	C	C	C	--	C	C	--	C	C	--
	NB T	C	C	C	--	C	C	--	D	D	--
	NB TR	C	C	C	--	C	D	--	D	D	--
	SB L	C	C	C	--	C	C	--	D	D	--
	SB T	C	C	C	--	C	C	--	D	D	--
	SB TR	A	A	A	--	A	A	--	A	A	--
	ILOS	D (53.8)	D (47.1)	D (50.6)	--	D (45.2)	D (48.4)	--	D (45.8)	D (51.7)	--

Base = No-Build scenario, Proj. = Build scenario

1 = Without SHIP Traffic and Roadway Improvements

2 = With SHIP Traffic and Roadway Improvements

3 = with site-related improvements

4 = Signal timing adjustments proposed at all signalized intersections within the study area

TABLE 12
LEVEL OF SERVICE DELAY (SECONDS) SUMMARY

Intersection	Movement	SAT Midday Peak Hour									
		Existing Condition	Opening Year 2027			Design Year 2032 ¹			Design Year 2032 ²		
			Base	Proj.	Proj. ^{3,4}	Base	Proj.	Proj. ^{3,4}	Base	Proj.	Proj. ^{3,4}
Norristown Road (SR 2052) & Boveri Drive/ Site Driveway	EB L	A	A	A	A	A	A	A	A	A	A
	EB T	A	A	A	A	A	A	A	A	A	A
	WB T	A	A	A	A	A	A	A	A	A	A
	WB TR	A	A	A	A	A	A	A	A	A	A
	SB L	D	D	D	D	D	D	D	D	D	D
	SB R	A	A	D	D	A	D	D	A	D	D
	ILOS	A (0.7)	A (0.7)	A (8.0)	A (8.0)	A (0.7)	A (8.0)	A (8.0)	A (0.7)	A (7.9)	A (7.9)
Norristown Road (SR 2052) & Beech Hollow Road	WB LT	A	A	A	--	A	A	--	A	A	--
	NB LR	B	B	B	--	B	B	--	B	B	--
	ILOS	A (0.0)	A (0.0)	A (0.0)	--	A (0.0)	A (0.0)	--	A (0.0)	A (0.0)	--
Norristown Road (SR 2052) & Route 309 NB Ramps	EB L	C	C	C	--	C	C	--	C	C	--
	EB T	A	A	A	--	A	A	--	A	A	--
	WB TR	C	C	C	--	C	C	--	C	C	--
	NB L	D	E	E	--	E	E	--	D	D	--
	NB LT	D	E	E	--	E	E	--	D	D	--
	NB R	A	A	B	--	B	B	--	A	A	--
	ILOS	C (21.2)	C (23.1)	C (21.4)	--	C (23.2)	C (21.4)	--	C (22.3)	C (20.7)	--
Norristown Road (SR 2052) & Route 309 SB Ramps	EB T	C	B	C	--	B	C	--	C	C	--
	EB R	A	A	A	--	A	A	--	A	A	--
	WB L	D	D	D	--	D	D	--	D	D	--
	WB T	A	A	A	--	A	A	--	A	A	--
	SB L	C	C	C	--	C	C	--	C	C	--
	SB R	A	A	A	--	A	A	--	A	A	--
	ILOS	B (11.0)	B (10.8)	B (12.0)	--	B (11.0)	B (12.0)	--	B (11.4)	B (12.5)	--
Norristown Road (SR 2052) & Tennis Avenue	EB L	A	A	A	--	A	A	--	A	A	--
	EB TR	A	A	A	--	A	A	--	A	A	--
	WB L	A	A	A	--	A	A	--	A	A	--
	WB TR	B	B	B	--	B	B	--	B	B	--
	NB LT	E	E	E	--	E	E	--	E	E	--
	NB R	A	A	A	--	A	A	--	A	A	--
	SB LTR	C	C	C	--	C	C	--	C	C	--
	ILOS	B (16.8)	B (16.7)	B (16.7)	--	B (16.5)	B (16.4)	--	B (17.2)	B (16.9)	--
Norristown Road (SR 2052) & Residential Driveway/ SHIP Driveway	EB L	A	A	A	--	A	A	--	A	A	--
	EB T								A	A	--
	EB TR	A	A	A	--	A	A	--	A	A	--
	WB LT	A	A	A	--	A	A	--	A	A	--
	WB T	A	A	A	--	A	A	--	A	A	--
	WB R								A	A	--
	NB L	D	D	D	--	D	D	--	D	D	--
	NB TR	D	D	D	--	D	D	--	D	D	--
	SB L	D	D	D	--	D	D	--	D	D	--
	SB TR	A	A	A	--	A	A	--	D	D	--
	ILOS	A (2.0)	A (2.0)	A (2.0)	--	A (2.0)	A (2.0)	--	A (3.9)	A (3.9)	--

Base = No-Build scenario, Proj. = Build scenario

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2 = With SHIP Traffic and Roadway Improvements

3 = with site-related improvements

4 = Signal timing adjustments proposed at all signalized intersections within the study area

TABLE 12 (CONTINUED)
LEVEL OF SERVICE DELAY (SECONDS) SUMMARY

Intersection	Movement	SAT Midday Peak Hour									
		Existing Condition	Opening Year 2027			Design Year 2032 ¹			Design Year 2032 ²		
			Base	Proj.	Proj. ^{3,4}	Base	Proj.	Proj. ^{3,4}	Base	Proj.	Proj. ^{3,4}
Norristown Road (SR 2052) & McKean Road	EB L	A	A	A	--	A	A	--	A	A	--
	EB T								A	A	--
	WB T	A	A	A	--	A	A	--	B	B	--
	WB R	A	A	A	--	A	A	--	A	A	--
	NB LTR	A	A	A	--	A	A	--	A	A	--
	SB L	D	D	D	--	D	D	--	D	D	--
	SB R	A	A	A	--	A	A	--	A	A	--
	ILOS	A (8.2)	A (8.2)	A (8.9)	--	A (8.3)	A (8.9)	--	A (8.8)	A (9.4)	--
Norristown Road (SR 2052) /Sumneytown Pike & Bethlehem Pike	EB L	C	C	C	--	C	C	--	C	C	--
	EB T	D	D	D	--	D	D	--	D	D	--
	EB R	C	C	C	--	C	C	--	C	C	--
	WB L	C	C	C	--	C	C	--	C	C	--
	WB T	D	D	D	--	D	D	--	D	D	--
	WB TR	D	D	D	--	D	D	--	D	D	--
	NB L	B	B	B	--	B	B	--	B	B	--
	NB T	C	C	C	--	C	C	--	C	C	--
	NB TR	C	C	C	--	C	C	--	C	C	--
	SB L	B	B	B	--	B	B	--	B	C	--
	SB T	C	C	C	--	C	C	--	C	C	--
	SB TR	A	A	A	--	A	A	--	A	A	--
	ILOS	C (29.9)	C (29.8)	C (30.9)	--	C (29.9)	C (31.1)	--	C (30.3)	C (31.5)	--

Base = No-Build scenario, Proj. = Build scenario

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4 = Signal timing adjustments proposed at all signalized intersections within the study area

As shown in **Tables 10-12**, under all projected (build) conditions with the development of the proposed site and with site-related recommendations outlined in **Table 17**, all study area intersections will satisfy PennDOT ILOS Standards.

95TH PERCENTILE QUEUE ANALYSIS

Queue analyses were conducted at the study area intersections using *Synchro 12* software. For this analysis, the 95th percentile queue is defined as the queue length that is exceeded in 5% of the signal cycles. As an example, for a signal with a 90-second cycle, this means that the 95th percentile queue length will be exceeded during 2 of the 40 signal cycles that occur during the peak hour. The queue analysis results are summarized in **Table 13 - 15** for the analyzed peak hours.

TABLE 13
95TH PERCENTILE QUEUE ANALYSIS (FEET)

Intersection	Movement	Available Storage	Weekday A.M. Peak Hour									
			Existing Condition	Opening Year 2027			Design Year 2032 ¹			Design Year 2032 ²		
				Base	Proj.	Proj. ^{3,4}	Base	Proj.	Proj. ^{3,4}	Base	Proj.	Proj. ^{3,4}
Norristown Road (SR 2052) & Boveri Drive (Site Driveway)	EB L	150'	0'	0'	28'	28'	0'	28'	28'	0'	30'	30'
	EB T	575' ³	3'	3'	50'	50'	3'	50'	50'	5'	55'	55'
	WB T	50' ³	8'	8'	8'	8'	8'	8'	8'	10'	13'	13'
	WB TR	605'	8'	8'	8'	8'	8'	8'	8'	10'	13'	13'
	SB L	250' ⁵	0'	0'	45'	45'	0'	45'	45'	0'	45'	45'
	SB R	250' ³	3'	3'	118'	118'	3'	118'	118'	3'	118'	118'
Norristown Road (SR 2052) & Beech Hollow Road	WB LT	895' ³	0'	0'	0'	--	0'	0'	--	0'	0'	--
	NB LR	335' ³	0'	0'	0'	--	0'	0'	--	0'	0'	--
Norristown Road (SR 2052) & Route 309 NB Ramps	EB L	110'	6'	6'	4'	--	6'	4'	--	7'	5'	--
	EB T	160' ³	36'	37'	56'	--	37'	54'	--	44'	61'	--
	WB TR	350'+	99'	108'	91'	--	110'	92'	--	143'	148'	--
	NB L	350'	407'	409'	409'	--	393'	393'	--	398'	398'	--
	NB LT	350'	408'	410'	410'	--	393'	393'	--	401'	401'	--
	NB R	140'	67'	69'	73'	--	64'	67'	--	62'	68'	--
Norristown Road (SR 2052) & Route 309 SB Ramps	EB T	580' ³	119'	121'	147'	--	121'	146'	--	133'	157'	--
	EB R	60'	226'	243'	250'	--	241'	242'	--	268'	275'	--
	WB L	110'	72'	72'	80'	--	75'	82'	--	70'	73'	--
	WB T	160' ³	39'	39'	41'	--	39'	45'	--	77'	96'	--
	SB L	50'	48'	48'	51'	--	50'	54'	--	53'	58'	--
	SB R	1000'+ ³	0'	0'	0'	--	0'	0'	--	0'	0'	--
Norristown Road (SR 2052) & Tennis Avenue	EB L	100'	118'	126'	170'	--	132'	120'	--	210'	247'	--
	EB TR	885' ³	83'	85'	93'	--	82'	92'	--	83'	93'	--
	WB L	70'	62'	62'	64'	--	64'	64'	--	66'	66'	--
	WB TR	950' ³	329'	365'	391'	--	328'	354'	--	400'	426'	--
	NB LT	430' ³	111'	112'	120'	--	110'	120'	--	143'	156'	--
	NB R	35'	25'	25'	24'	--	25'	25'	--	24'	24'	--
	SB LTR	1000'+ ³	248'	251'	253'	--	247'	256'	--	308'	316'	--
Norristown Road (SR 2052) & Residential Driveway/SHIP Driveway	EB L	250'	10'	10'	10'	--	8'	8'	--	103'	118'	--
	EB T	865' ³								55'	65'	--
	EB TR	865' ³	8'	8'	8'	--	8'	8'	--	58'	68'	--
	WB LT	160' ³	18'	18'	18'	--	18'	20'	--	88'	98'	--
	WB T	160' ³	15'	15'	18'	--	15'	18'	--	70'	75'	--
	WB R	225'								15'	15'	--
	NB L	50'	8'	8'	8'	--	8'	8'	--	8'	8'	--
	NB TR	50'	3'	3'	3'	--	3'	3'	--	3'	3'	--
	SB L	35'	8'	8'	8'	--	8'	8'	--	58'	58'	--
	SB TR	365' ³	0'	0'	0'	--	0'	0'	--	40'	40'	--

Base = No-Build scenario, Proj. = Build scenario

1 = Without SHIP Traffic and Roadway Improvements

2 = With SHIP Traffic and Roadway Improvements

3 = with site-related improvements

4 = Signal timing adjustments proposed at all signalized intersections within the study area

5 = Distance to nearest public intersection

TABLE 13 (CONT'D)
95TH PERCENTILE QUEUE ANALYSIS (FEET)

Intersection	Movement	Available Storage	Weekday A.M. Peak Hour									
			Existing Condition	Opening Year 2027			Design Year 2032 ¹			Design Year 2032 ²		
				Base	Proj.	Proj. ^{3,4}	Base	Proj.	Proj. ^{3,4}	Base	Proj.	Proj. ^{3,4}
Norristown Road (SR 2052) & McKean Road	EB L	350'	211'	213'	267'	--	216'	276'	--	81'	91'	--
	EB T	1000'+ ³		213'	267'	--	216'	276'	--	235'	273'	--
	WB T	870' ³	225'	227'	257'	--	229'	260'	--	330'	381'	--
	WB R	230'	32'	32'	33'	--	32'	33'	--	45'	48'	--
	NB LTR	--	0'	0'	0'	--	0'	0'	--	0'	0'	--
	SB L	70'	157'	158'	166'	--	159'	167'	--	164'	172'	--
	SB R	820' ³	77'	81'	82'	--	81'	83'	--	69'	65'	--
Norristown Road (SR 2052) / Sumneytown Pike & Bethlehem Pike	EB L	100'	53'	50'	50'	--	50'	50'	--	50'	50'	--
	EB T	585' ³	655'	535'	583'	--	545'	593'	--	690'	753'	--
	EB R	305'	215'	205'	205'	--	208'	208'	--	208'	208'	--
	WB L	600'+	150'	150'	183'	--	153'	185'	--	183'	225'	--
	WB T	1000'+ ³	405'	380'	403'	--	385'	408'	--	400'	425'	--
	WB TR	1000'+ ³	415'	390'	413'	--	395'	415'	--	410'	433'	--
	NB L	135'	168'	183'	188'	--	185'	190'	--	190'	190'	--
	NB T	340' ³	183'	195'	215'	--	195'	218'	--	260'	280'	--
	NB TR	340' ³	183'	195'	213'	--	195'	215'	--	250'	270'	--
	SB L	325'	73'	78'	98'	--	80'	100'	--	138'	158'	--
	SB T	512' ³	203'	213'	213'	--	215'	215'	--	215'	215'	--
	SB TR	110'	0'	0'	0'	--	0'	0'	--	0'	0'	--

Base = No-Build scenario, Proj. = Build scenario

1 = Without SHIP Traffic and Roadway Improvements

2 = With SHIP Traffic and Roadway Improvements

3 = with site-related improvements

4 = Signal timing adjustments proposed at all signalized intersections within the study area

5 = Distance to nearest public intersection

TABLE 14
95TH PERCENTILE QUEUE ANALYSIS (FEET)

Intersection	Movement	Available Storage	Weekday P.M. Peak Hour									
			Existing Condition	Opening Year 2027			Design Year 2032 ¹			Design Year 2032 ²		
				Base	Proj.	Proj. ^{3,4}	Base	Proj.	Proj. ^{3,4}	Base	Proj.	Proj. ^{3,4}
Norristown Road (SR 2052) & Boveri Drive (Site Driveway)	EB L	150'	0'	0'	45'	45'	0'	45'	45'	0'	48'	48'
	EB T	575 ⁵	8'	10'	148'	148'	10'	148'	148'	13'	190'	190'
	WB T	50 ⁵	5'	5'	10'	10'	5'	10'	10'	5'	10'	10'
	WB TR	605'	0'	0'	10'	10'	0'	10'	10'	0'	13'	13'
	SB L	250 ⁵	3'	3'	110'	110'	3'	110'	110'	3'	110'	110'
	SB R	250 ⁵	0'	0'	200'	200'	0'	200'	200'	0'	200'	200'
Norristown Road (SR 2052) & Beech Hollow Road	WB LT	895 ⁵	0'	0'	0'	--	0'	0'	--	0'	0'	--
	NB LR	335 ⁵	3'	3'	3'	--	3'	3'	--	5'	5'	--
Norristown Road (SR 2052) & Route 309 NB Ramps	EB L	110'	33'	33'	33'	--	33'	32'	--	36'	34'	--
	EB T	160 ⁵	54'	52'	53'	--	55'	56'	--	58'	69'	--
	WB TR	350'+	47'	49'	84'	--	46'	82'	--	54'	89'	--
	NB L	350'	189'	209'	209'	--	192'	192'	--	213'	213'	--
	NB LT	350'	190'	210'	210'	--	194'	194'	--	214'	214'	--
	NB R	140'	64'	66'	84'	--	66'	84'	--	66'	84'	--
Norristown Road (SR 2052) & Route 309 SB Ramps	EB T	580 ⁵	120'	119'	131'	--	124'	137'	--	145'	157'	--
	EB R	60'	516'	544'	552'	--	551'	557'	--	444'	445'	--
	WB L	110'	81'	79'	93'	--	81'	94'	--	80'	93'	--
	WB T	160 ⁵	32'	33'	32'	--	32'	31'	--	33'	32'	--
	SB L	50'	38'	38'	40'	--	38'	40'	--	38'	40'	--
	SB R	1000'+ ⁵	0'	0'	0'	--	0'	0'	--	0'	0'	--
Norristown Road (SR 2052) & Tennis Avenue	EB L	100'	60'	67'	94'	--	76'	162'	--	288'	320'	--
	EB TR	885 ⁵	401'	410'	437'	--	413'	457'	--	462'	492'	--
	WB L	70'	44'	45'	48'	--	45'	50'	--	49'	49'	--
	WB TR	950 ⁵	325'	320'	345'	--	365'	392'	--	336'	384'	--
	NB LT	430 ⁵	179'	177'	179'	--	182'	178'	--	178'	190'	--
	NB R	35'	25'	25'	23'	--	25'	23'	--	24'	24'	--
	SB LTR	1000'+ ⁵	180'	179'	177'	--	183'	175'	--	181'	188'	--
Norristown Road (SR 2052) & Residential Driveway/SHIP Driveway	EB L	250'	15'	15'	13'	--	13'	13'	--	13'	15'	--
	EB T	865 ⁵								128'	138'	--
	EB TR	865 ⁵	15'	15'	15'	--	15'	15'	--	133'	145'	--
	WB LT	160 ⁵	60'	60'	70'	--	63'	73'	--	215'	245'	--
	WB T	160 ⁵	53'	50'	60'	--	53'	60'	--	198'	225'	--
	WB R	225'								13'	13'	--
	NB L	50'	13'	13'	13'	--	13'	13'	--	13'	13'	--
	NB TR	50'	20'	20'	20'	--	20'	20'	--	15'	15'	--
	SB L	35'	55'	55'	55'	--	55'	55'	--	270'	270'	--
	SB TR	365 ⁵	20'	20'	20'	--	20'	20'	--	168'	168'	--

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5 = Distance to nearest public intersection

TABLE 14 (CONT'D)
95TH PERCENTILE QUEUE ANALYSIS (FEET)

Intersection	Movement	Available Storage	Weekday P.M. Peak Hour									
			Existing Condition	Opening Year 2027			Design Year 2032 ¹			Design Year 2032 ²		
				Base	Proj.	Proj. ^{3,4}	Base	Proj.	Proj. ^{3,4}	Base	Proj.	Proj. ^{3,4}
Norristown Road (SR 2052) & McKean Road	EB L	350'	189'	207'	227'	--	210'	230'	--	43'	43'	--
	EB T	1000'+ ⁵								200'	220'	--
	WB T	870' ⁵	126'	127'	141'	--	130'	144'	--	259'	296'	--
	WB R	230'	21'	20'	18'	--	21'	18'	--	25'	32'	--
	NB LTR	--	0'	0'	0'	--	0'	0'	--	0'	0'	--
	SB L	70'	275'	259'	272'	--	262'	274'	--	294'	307'	--
	SB R	820' ⁵	68'	73'	87'	--	75'	89'	--	119'	126'	--
Norristown Road (SR 2052) / Sumneytown Pike & Bethlehem Pike	EB L	100'	65'	65'	65'	--	65'	65'	--	63'	63'	--
	EB T	585' ⁵	648'	573'	620'	--	553'	593'	--	520'	558'	--
	EB R	305'	148'	143'	143'	--	143'	140'	--	135'	135'	--
	WB L	600'+	205'	205'	240'	--	208'	243'	--	318'	420'	--
	WB T	1000'+ ⁵	450'	433'	465'	--	433'	463'	--	490'	535'	--
	WB TR	1000'+ ⁵	455'	440'	470'	--	440'	465'	--	490'	535'	--
	NB L	135'	178'	185'	190'	--	190'	195'	--	203'	203'	--
	NB T	340' ⁵	298'	305'	328'	--	313'	335'	--	350'	368'	--
	NB TR	340' ⁵	293'	303'	323'	--	310'	330'	--	345'	358'	--
	SB L	325'	135'	140'	168'	--	145'	175'	--	180'	90'	--
	SB T	512' ⁵	213'	218'	223'	--	223'	228'	--	238'	238'	--
	SB TR	110'	0'	0'	0'	--	0'	0'	--	0'	0'	--

Base = No-Build scenario, Proj. = Build scenario

1 = Without SHIP Traffic and Roadway Improvements

2 = With SHIP Traffic and Roadway Improvements

3 = with site-related improvements

4 = Signal timing adjustments proposed at all signalized intersections within the study area

5 = Distance to nearest public intersection

TABLE 15
95TH PERCENTILE QUEUE ANALYSIS (FEET)

Intersection	Movement	Available Storage	Midday Saturday Peak Hour									
			Existing Condition	Opening Year 2027			Design Year 2032 ¹			Design Year 2032 ²		
				Base	Proj.	Proj. ^{3,4}	Base	Proj.	Proj. ^{3,4}	Base	Proj.	Proj. ^{3,4}
Norristown Road (SR 2052) & Boveri Drive (Site Driveway)	EB L	150'	0'	0'	35'	35'	0'	35'	35'	0'	35'	35'
	EB T	575' ⁵	3'	3'	43'	43'	3'	43'	43'	3'	45'	45'
	WB T	50' ⁵	5'	5'	8'	8'	5'	8'	8'	5'	8'	8'
	WB TR	605'	5'	5'	8'	8'	5'	8'	8'	5'	8'	8'
	SB L	250' ⁵	3'	3'	75'	75'	3'	75'	75'	3'	75'	75'
	SB R	250' ⁵	0'	0'	180'	180'	0'	180'	180'	0'	180'	180'
Norristown Road (SR 2052) & Beech Hollow Road	WB LT	895' ⁵	0'	0'	0'	--	0'	0'	--	0'	0'	--
	NB LR	335' ⁵	0'	0'	0'	--	0'	0'	--	0'	0'	--
Norristown Road (SR 2052) & Route 309 NB Ramps	EB L	110'	12'	13'	10'	--	13'	10'	--	17'	13'	--
	EB T	160' ⁵	14'	12'	29'	--	13'	30'	--	19'	34'	--
	WB TR	350'+	88'	88'	110'	--	89'	111'	--	91'	111'	--
	NB L	350'	189'	212'	212'	--	215'	215'	--	212'	212'	--
	NB LT	350'	189'	212'	212'	--	216'	216'	--	213'	213'	--
	NB R	140'	53'	55'	61'	--	56'	61'	--	55'	60'	--
Norristown Road (SR 2052) & Route 309 SB Ramps	EB T	580' ⁵	85'	81'	110'	--	84'	110'	--	94'	119'	--
	EB R	60'	130'	127'	134'	--	131'	134'	--	138'	142'	--
	WB L	110'	53'	51'	65'	--	51'	65'	--	52'	67'	--
	WB T	160' ⁵	41'	46'	46'	--	47'	46'	--	46'	45'	--
	SB L	50'	49'	50'	50'	--	50'	51'	--	49'	52'	--
	SB R	1000'+ ⁵	0'	0'	0'	--	0'	0'	--	0'	0'	--
Norristown Road (SR 2052) & Tennis Avenue	EB L	100'	24'	24'	21'	--	24'	23'	--	25'	28'	--
	EB TR	885' ⁵	35'	36'	59'	--	36'	60'	--	46'	66'	--
	WB L	70'	23'	23'	27'	--	24'	28'	--	25'	29'	--
	WB TR	950' ⁵	238'	240'	285'	--	247'	296'	--	261'	314'	--
	NB LT	430' ⁵	137'	137'	142'	--	137'	141'	--	142'	145'	--
	NB R	35'	9'	9'	9'	--	10'	9'	--	9'	9'	--
	SB LTR	1000'+ ⁵	135'	137'	134'	--	137'	134'	--	139'	135'	--
Norristown Road (SR 2052) & Residential Driveway/SHIP Driveway	EB L	250'	8'	8'	8'	--	8'	8'	--	3'	3'	--
	EB T	865' ⁵								25'	28'	--
	EB TR	865' ⁵	8'	8'	8'	--	8'	8'	--	25'	30'	--
	WB LT	160' ⁵	10'	10'	13'	--	10'	13'	--	33'	38'	--
	WB T	160' ⁵	8'	8'	10'	--	8'	10'	--	25'	28'	--
	WB R	225'								0'	0'	--
	NB L	50'	8'	8'	8'	--	8'	8'	--	8'	8'	--
	NB TR	50'	5'	5'	5'	--	5'	5'	--	5'	5'	--
	SB L	35'	8'	8'	8'	--	8'	8'	--	40'	40'	--
	SB TR	365' ⁵	0'	0'	0'	--	0'	0'	--	25'	25'	--

Base = No-Build scenario, Proj. = Build scenario

1 = Without SHIP Traffic and Roadway Improvements

2 = With SHIP Traffic and Roadway Improvements

3 = with site-related improvements

4 = Signal timing adjustments proposed at all signalized intersections within the study area

5 = Distance to nearest public intersection

TABLE 15 (CONT'D)
95TH PERCENTILE QUEUE ANALYSIS (FEET)

Intersection	Movement	Available Storage	Midday Saturday Peak Hour									
			Existing Condition	Opening Year 2027			Design Year 2032 ¹			Design Year 2032 ²		
				Base	Proj.	Proj. ^{3,4}	Base	Proj.	Proj. ^{3,4}	Base	Proj.	Proj. ^{3,4}
Norristown Road (SR 2052) & McKean Road	EB L	350'	94'	95'	117'	--	96'	118'	--	37'	38'	--
	EB T	1000'+ ⁵								85'	106'	--
	WB T	870' ⁵	117'	118'	147'	--	120'	149'	--	142'	175'	--
	WB R	230'	8'	8'	13'	--	9'	13'	--	11'	17'	--
	NB LTR	--	0'	0'	0'	--	0'	0'	--	0'	0'	--
	SB L	70'	91'	91'	98'	--	91'	100'	--	94'	102'	--
	SB R	820' ⁵	34'	34'	33'	--	34'	34'	--	32'	31'	--
Norristown Road (SR 2052) / Sumneytown Pike & Bethlehem Pike	EB L	100'	55'	55'	53'	--	55'	55'	--	55'	55'	--
	EB T	585' ⁵	225'	225'	243'	--	228'	245'	--	230'	250'	--
	EB R	305'	128'	128'	125'	--	128'	125'	--	128'	123'	--
	WB L	600'+	110'	108'	135'	--	110'	135'	--	120'	145'	--
	WB T	1000'+ ⁵	258'	255'	278'	--	258'	283'	--	268'	293'	--
	WB TR	1000'+ ⁵	260'	258'	278'	--	260'	283'	--	268'	290'	--
	NB L	135'	100'	100'	108'	--	103'	108'	--	105'	110'	--
	NB T	340' ⁵	213'	215'	240'	--	218'	243'	--	228'	253'	--
	NB TR	340' ⁵	215'	215'	238'	--	218'	240'	--	228'	250'	--
	SB L	325'	95'	95'	123'	--	98'	123'	--	108'	135'	--
	SB T	512' ⁵	168'	170'	180'	--	173'	183'	--	178'	188'	--
	SB TR	110'	0'	0'	0'	--	0'	0'	--	0'	0'	--

Base = No-Build scenario, Proj. = Build scenario

1 = Without SHIP Traffic and Roadway Improvements

2 = With SHIP Traffic and Roadway Improvements

3 = with site-related improvements

4 = Signal timing adjustments proposed at all signalized intersections within the study area

5 = Distance to nearest public intersection

The queues are accommodated within the available storage in most cases.

With respect to the eastbound Norristown Road left turn queue storage area approaching Tennis Avenue, the Applicant will coordinate with the Township and PennDOT on the possibility of shifting where the transition occurs between the one (1) westbound lane to two (2) westbound lanes further west in order to extend the existing eastbound left turn lane approaching Tennis Avenue in order to accommodate the existing and projected queues. In regard to the eastbound Sumneytown Pike approach to Bethlehem Pike, based on a review of the conditions in the field, the available storage within the eastbound approach accommodates the existing queues, which was confirmed by the Township Traffic Engineer. The difference between the field observations (i.e. actual operations) and the analysis conducted relates to the use of an adaptive traffic signal system at this intersection. Due to the complications in modeling an adaptive system, the analysis conducted in the Traffic Impact Study should be considered conservative (i.e. less efficient than actual operations).

Queue analysis worksheets are included with the capacity analysis worksheets provided in **Appendix H**.

AUXILIARY TURN LANE ANALYSIS

Methodology

TPD evaluated auxiliary turn lane warrants at the site access intersection. The warrant analysis methodology contained within Chapter 11 of PennDOT's *Publication 46*, Section 11.17 and Strike-Off Letter 470-08-07 was utilized for this evaluation.

Findings

Table 16 summarizes the results of the auxiliary turn lane analysis at the site access intersections.

TABLE 16
AUXILIARY TURN LANE ANALYSIS SUMMARY

Intersection	Auxiliary Lane	Warrant Satisfied?	Required Lane Length	Proposed Lane Length
Norristown Road (SR 2052) & Boveri Drive (Site Driveway)	EB Left-Turn Lane	Yes	250'	250'
	WB Right-Turn Lane	Yes	175'	--

As shown in **Table 16**, warrants are satisfied for a 250' eastbound left turn lane and a 175' westbound right turn lane at the existing signalized site driveway (Boveri Drive). TPD recommends restriping the existing gore area located before the existing eastbound left turn lane in order to accommodate the additional storage length warranted for the eastbound left turn lane.

While a 175' westbound right turn lane is warranted, there exists a steep drop off adjacent to the existing shoulder area on the northern side of Norristown Road (SR 2052). In addition, a newly constructed walking trail also precludes the construction of the right turn lane. Furthermore, as shown above in **Tables 10-15**, the westbound approaches operate at LOS A with the longest queue in the westbound direction projected to be less than one (1) vehicle length. Therefore, TPD does not recommend the installation of a westbound right turn lane. The calculations for the auxiliary turn lane warrants are included in **Appendix J**.

RECOMMENDATIONS

TPD has made the following recommendations in relation to the proposed Springhouse Mixed-Use development in Lower Gwynedd Township, Montgomery County, as outlined in **Table 17**.

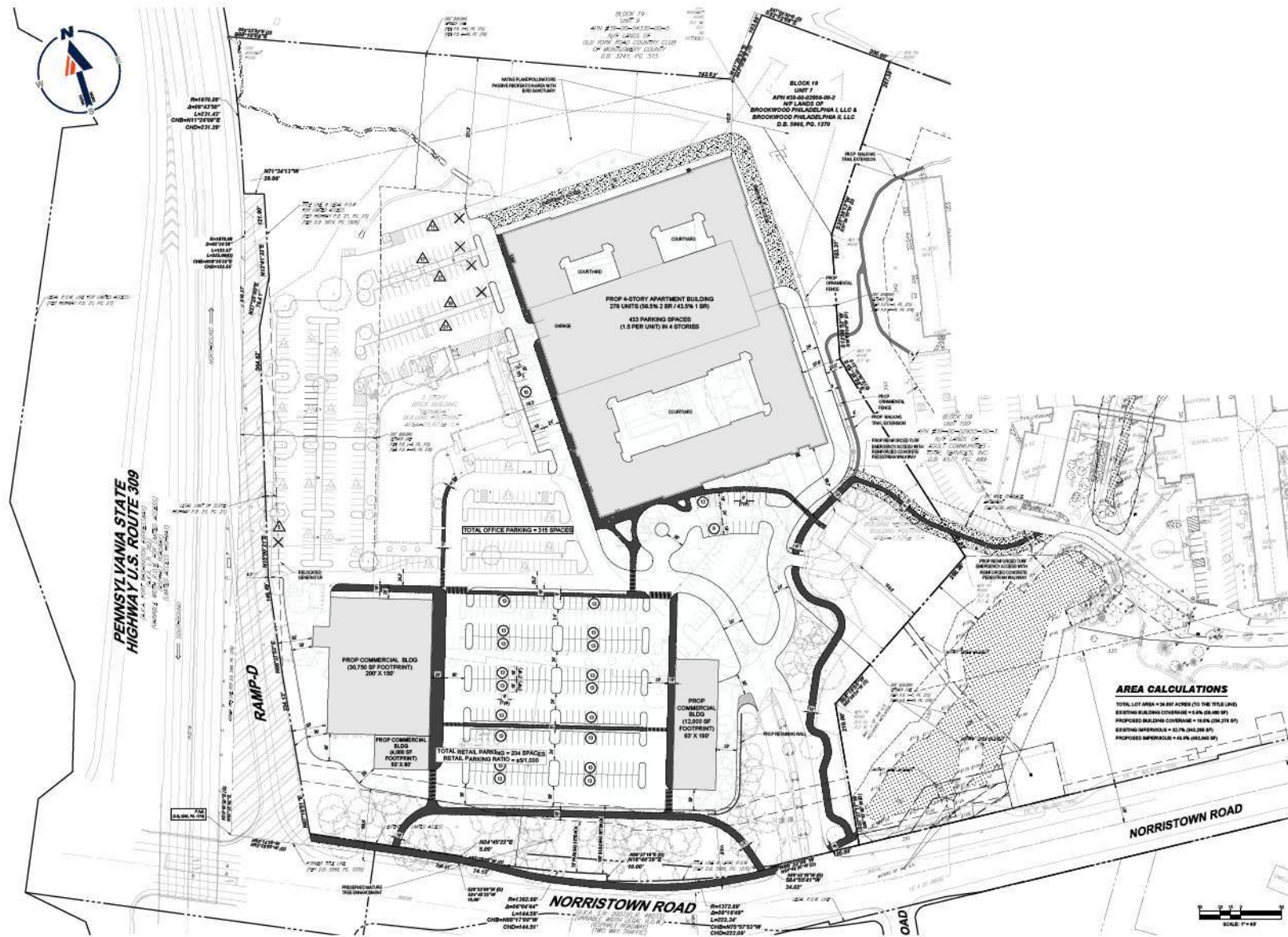
TABLE 17
RECOMMENDATIONS

Intersection	Recommendation
Norristown Road (SR 2052) Corridor	Optimize traffic signals timings at the signalized study area intersections.
Norristown Road (SR 2052) & Boveri Drive (Site Driveway)	Restripe the Eastbound Left Turn Lane to increase the storage length to 250 feet.
	Extend the southbound Boveri Drive right turn lane, via widening, to the first internal intersection in order to accommodate future queue lengths.
	Work with the Township and PennDOT on potential traffic signal equipment upgrades.
	Work with the Township and PennDOT on potential traffic signal timing modifications to increase the green time on the westbound Norristown Road approach in order to create a gap in the eastbound traffic to facilitate turns in/out of Beech Hollow Road.
	Maintenance of on-site vegetation to maximize available sight distance.
Norristown Road (SR 2052) & Tennis Avenue (SR 2020)	Coordinate with the Township and PennDOT on shifting where the transition occurs between the one (1) westbound lane to two (2) westbound lanes further west in order to extend the existing eastbound left turn lane approaching Tennis Avenue.
Norristown Road Frontage	Provide a 10' wide trail beginning within the site and connecting to the existing trail located to the east of the site.
	Provide a 10' wide trail along the property's frontage.
	Provide sidewalk extending across the northbound Route 309 on-ramp, under Route 309, across the southbound Route 309 off-ramp and terminating at/near the SHIP property to the west of the site.
	Provide PennDOT compliant crosswalks and pedestrian traffic signal equipment at the existing signalized intersections between Boveri Drive and the Route 309 southbound off-ramp.

CONCLUSIONS

- » The project site is located on the northwestern corner of Norristown Road (SR 2052) and Boveri Drive and currently consists of 143,295 sf of office space.
- » The proposed site will be redeveloped and will consist of the following uses:
 - » 77,619 sf of Office Space;
 - » A 30,750 sf Grocery Store;
 - » 16,000 sf of Retail Space;
 - » 264 mid-rise apartments.
- » Access to the Proposed Site will be provided via one (1) full-access signalized driveway via existing Boveri Drive. In addition, an emergency access is proposed to connect to the Gwynedd Estates parking lot adjacent (east) to the property.
- » All measured sight distances at the site driveway exceed the acceptable sight distances and, in most cases, exceed PennDOT's desirable sight distance requirements.
- » Upon full build-out, the proposed development is expected to generate **306 new trips** during the weekday A.M. peak hour, **341 new trips** during the weekday P.M. peak hour, and **381 new trips** during the Saturday midday peak hour.
- » The Existing Site (at full capacity) will generate **180 new trips** during the weekday AM peak hour, **173 new trips** during the weekday PM peak hour, and **126 new trips** during the Saturday Midday peak hour.
- » When compared to the Existing Site (at full capacity), the **Proposed Site** will generate **126 more net new trips** during the weekday AM peak hour, **168 more net new trips** during the weekday PM peak hour, and **255 more net new trips** during the Saturday Midday peak hour.
- » Under the 2027 and 2032 projected conditions, with the development of the proposed site, with site-related recommendations outline in **Table 17**, all study area intersections will satisfy PennDOT ILOS Standards.





KEY:
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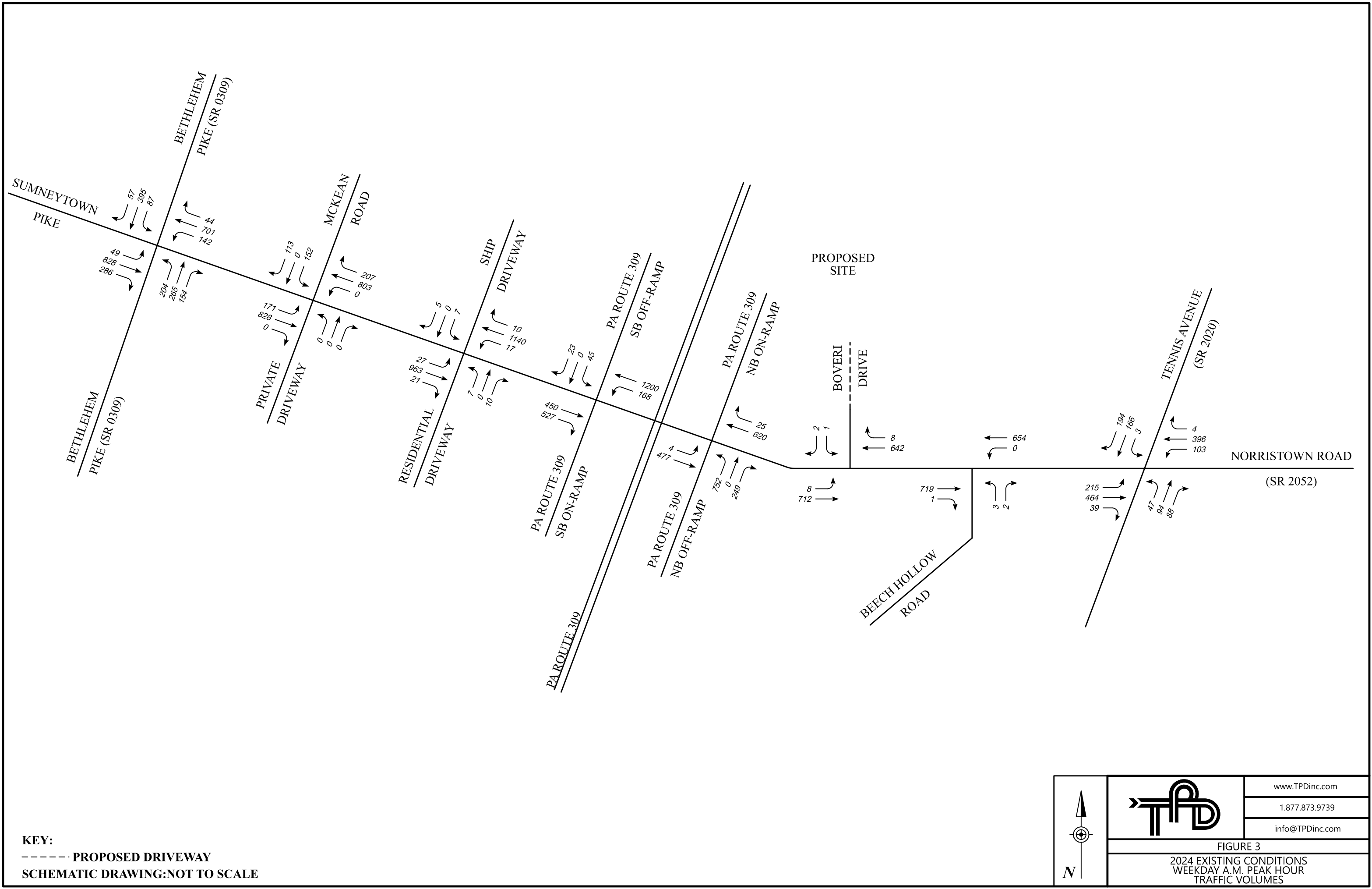
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FIGURE 2

PROPOSED SITE PLAN



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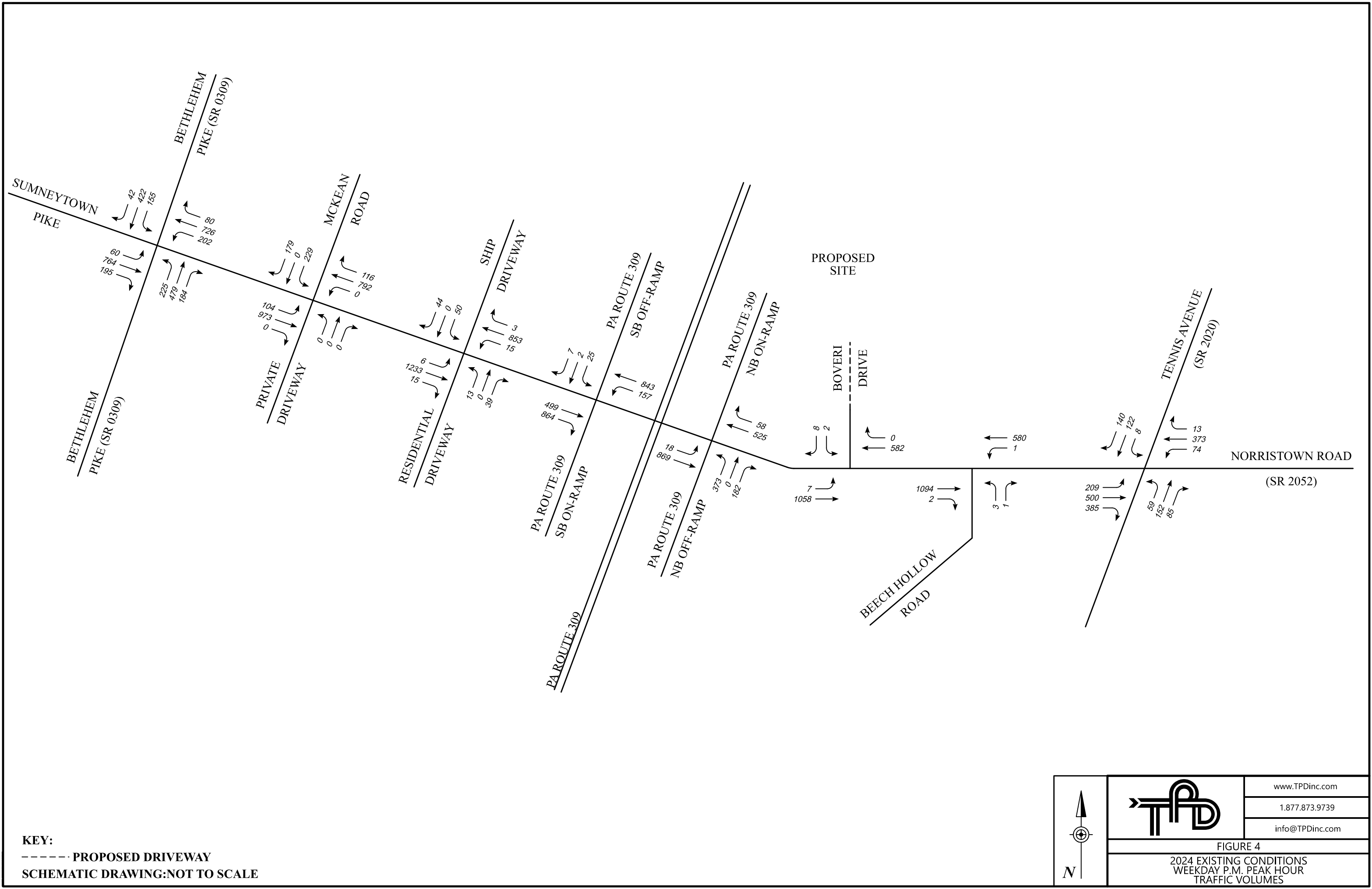
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FIGURE 3

2024 EXISTING CONDITIONS
WEEKDAY A.M. PEAK HOUR
TRAFFIC VOLUMES





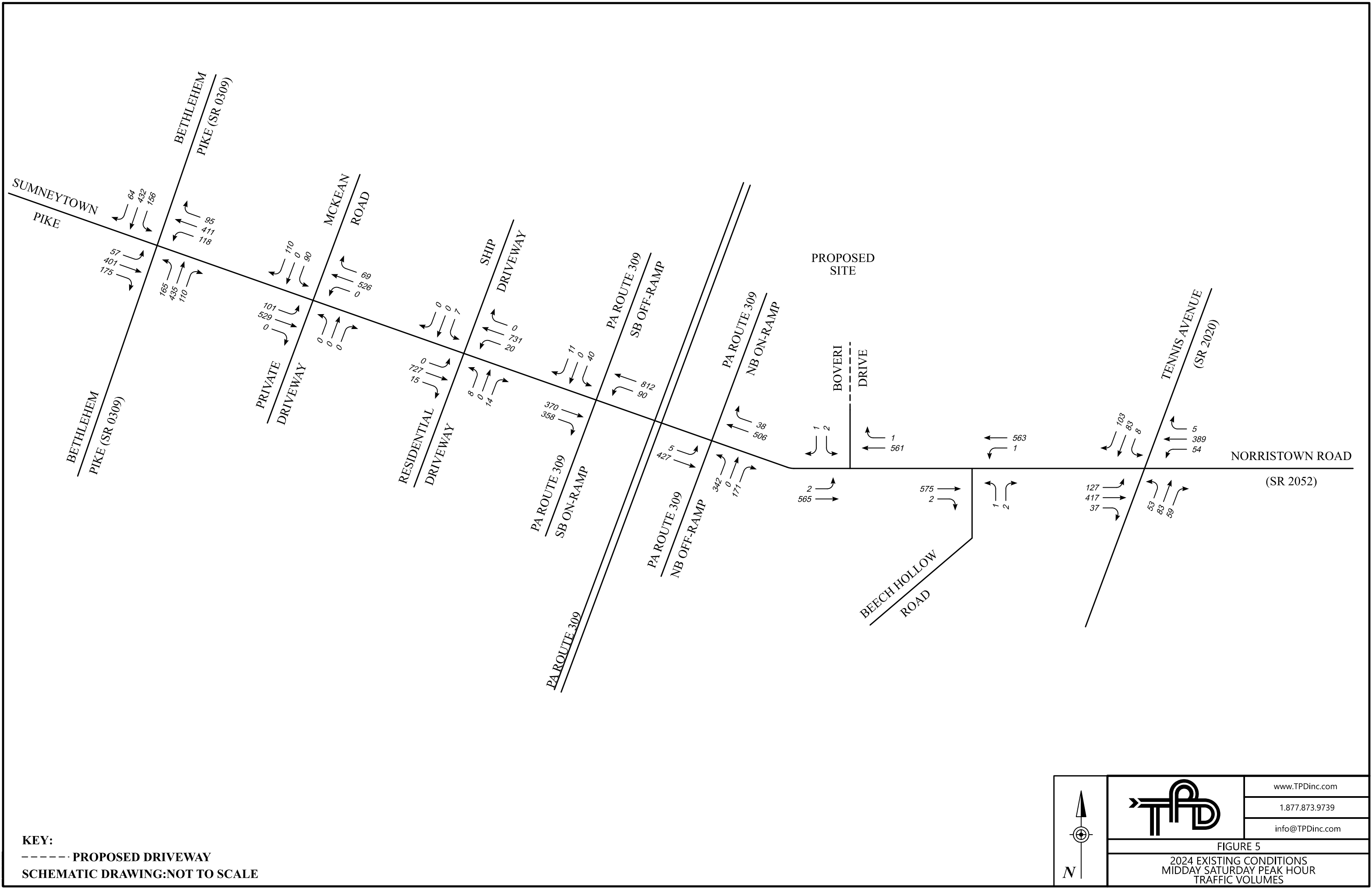
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FIGURE 4

2024 EXISTING CONDITIONS
WEEKDAY P.M. PEAK HOUR
TRAFFIC VOLUMES



KEY:
----- PROPOSED DRIVEWAY
SCHEMATIC DRAWING:NOT TO SCALE

N

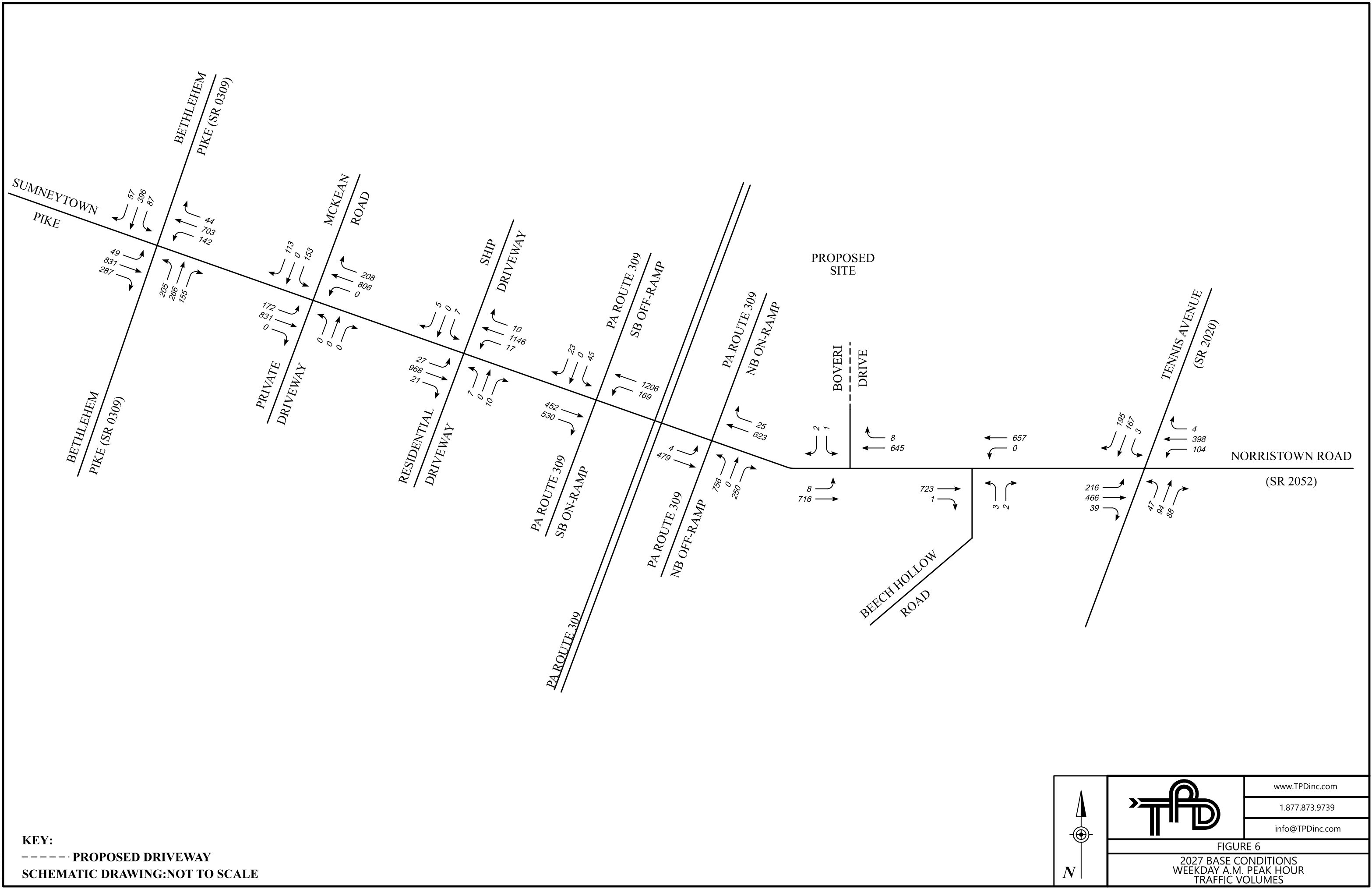
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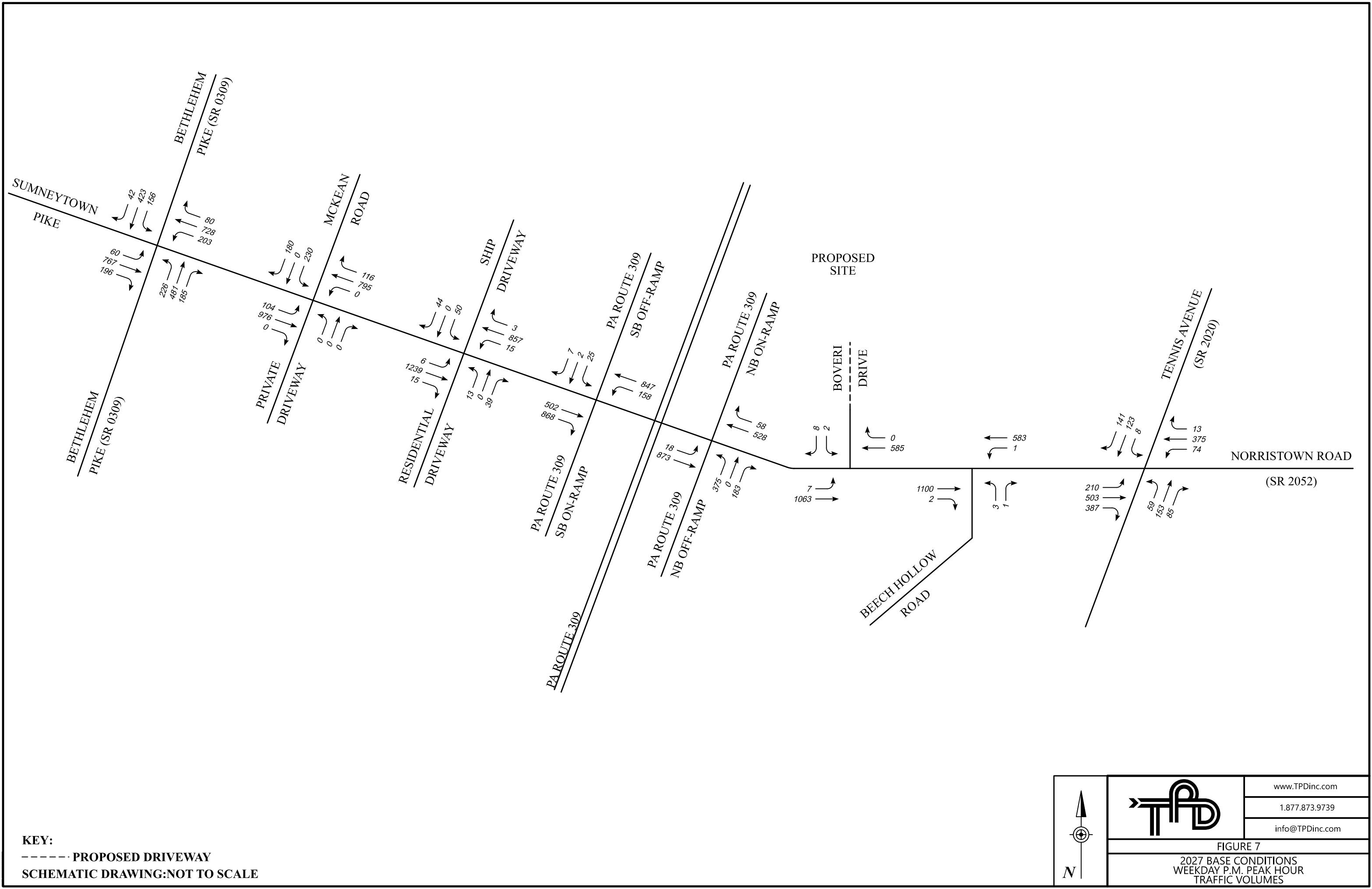
FIGURE 5

2024 EXISTING CONDITIONS
MIDDAY SATURDAY PEAK HOUR
TRAFFIC VOLUMES

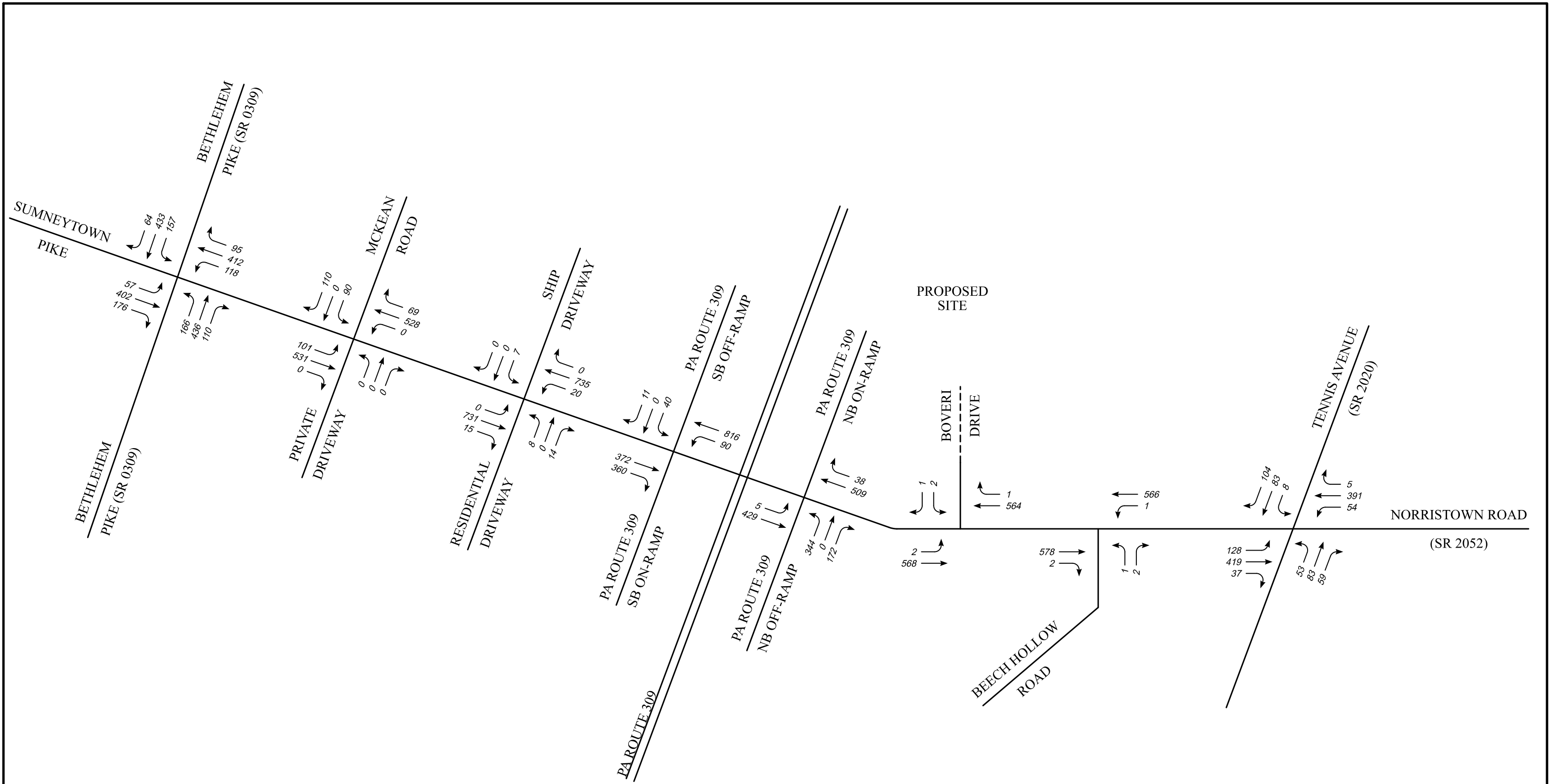


KEY:
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 SCHEMATIC DRAWING: NOT TO SCALE

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	FIGURE 6 2027 BASE CONDITIONS WEEKDAY A.M. PEAK HOUR TRAFFIC VOLUMES	

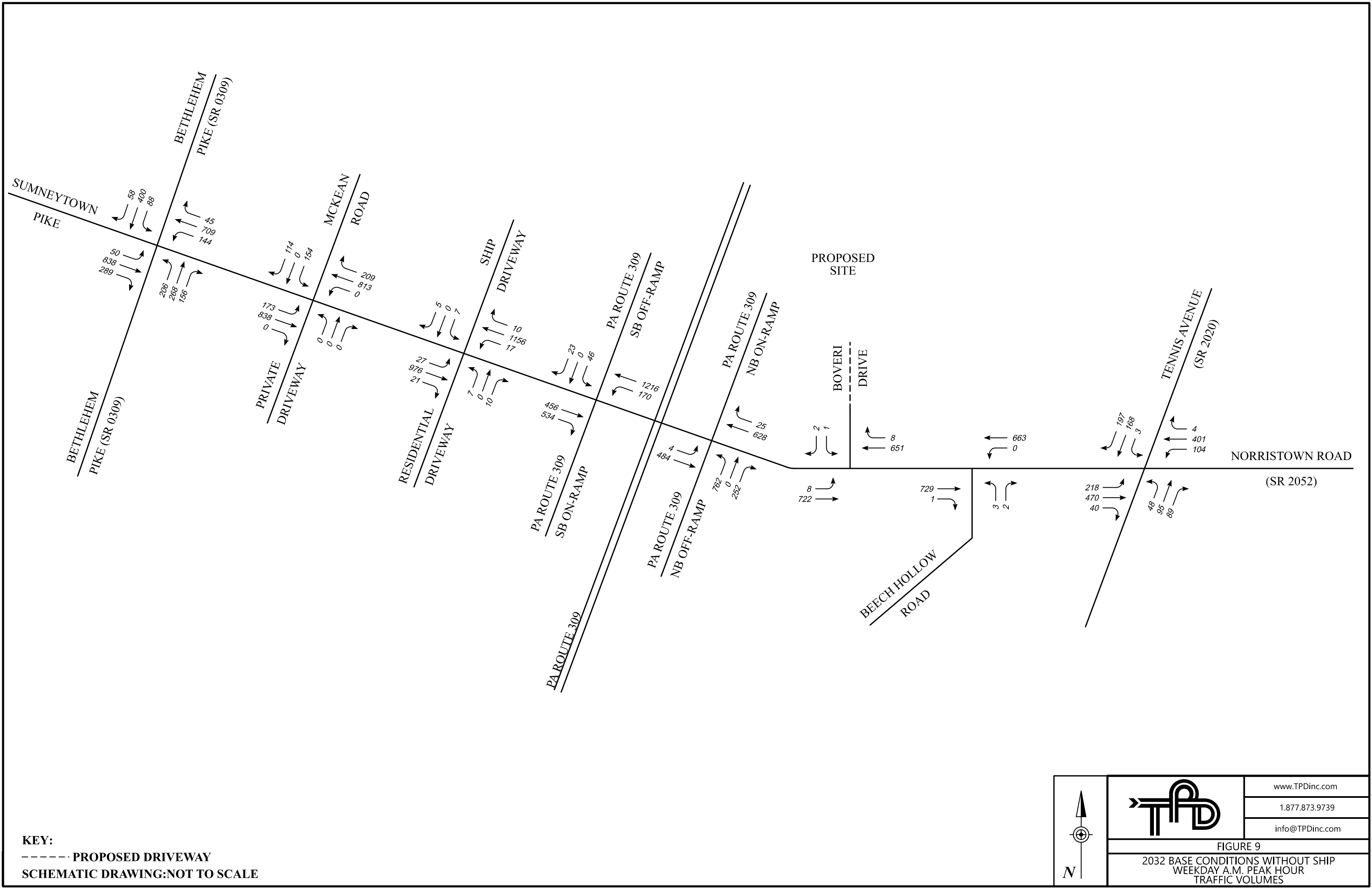


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	FIGURE 7 2027 BASE CONDITIONS WEEKDAY P.M. PEAK HOUR TRAFFIC VOLUMES	

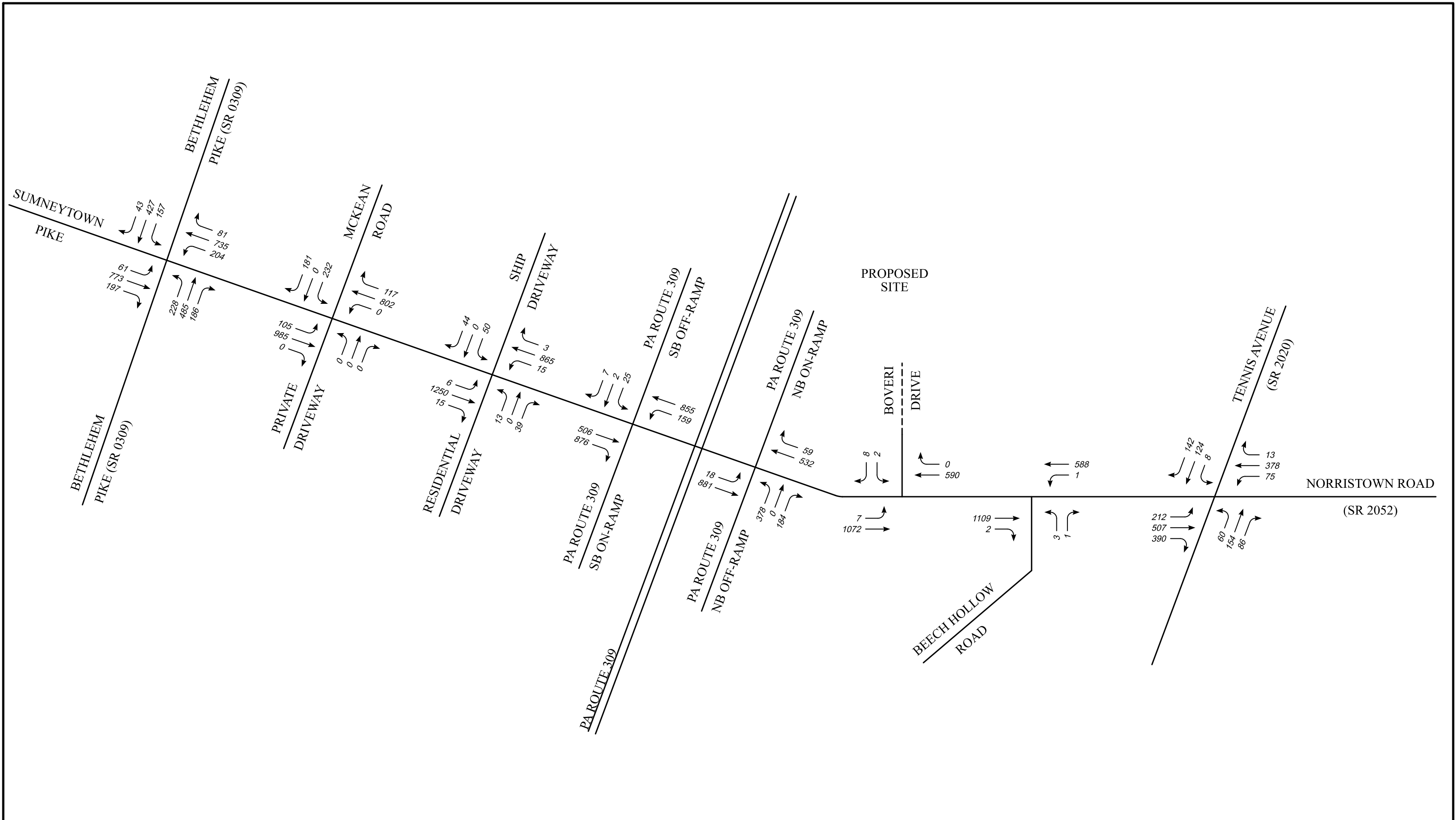


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 ----- PROPOSED DRIVEWAY
 SCHEMATIC DRAWING: NOT TO SCALE

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	FIGURE 8 2027 BASE CONDITIONS MIDDAY SATURDAY PEAK HOUR TRAFFIC VOLUMES	



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	FIGURE 9 2032 BASE CONDITIONS WITHOUT SHIP WEEKDAY A.M. PEAK HOUR TRAFFIC VOLUMES	



KEY:
 ----- PROPOSED DRIVEWAY
 SCHEMATIC DRAWING: NOT TO SCALE

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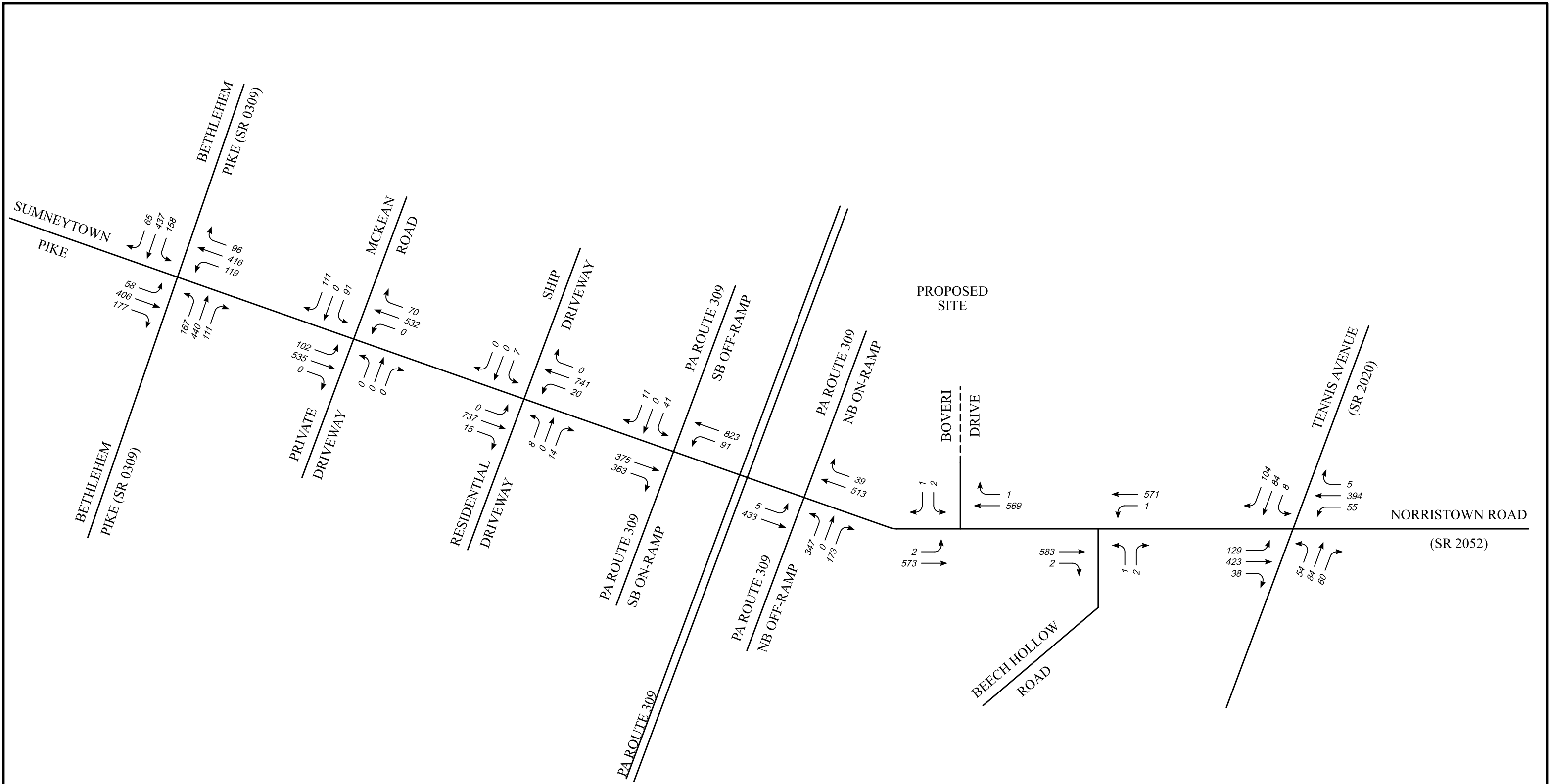
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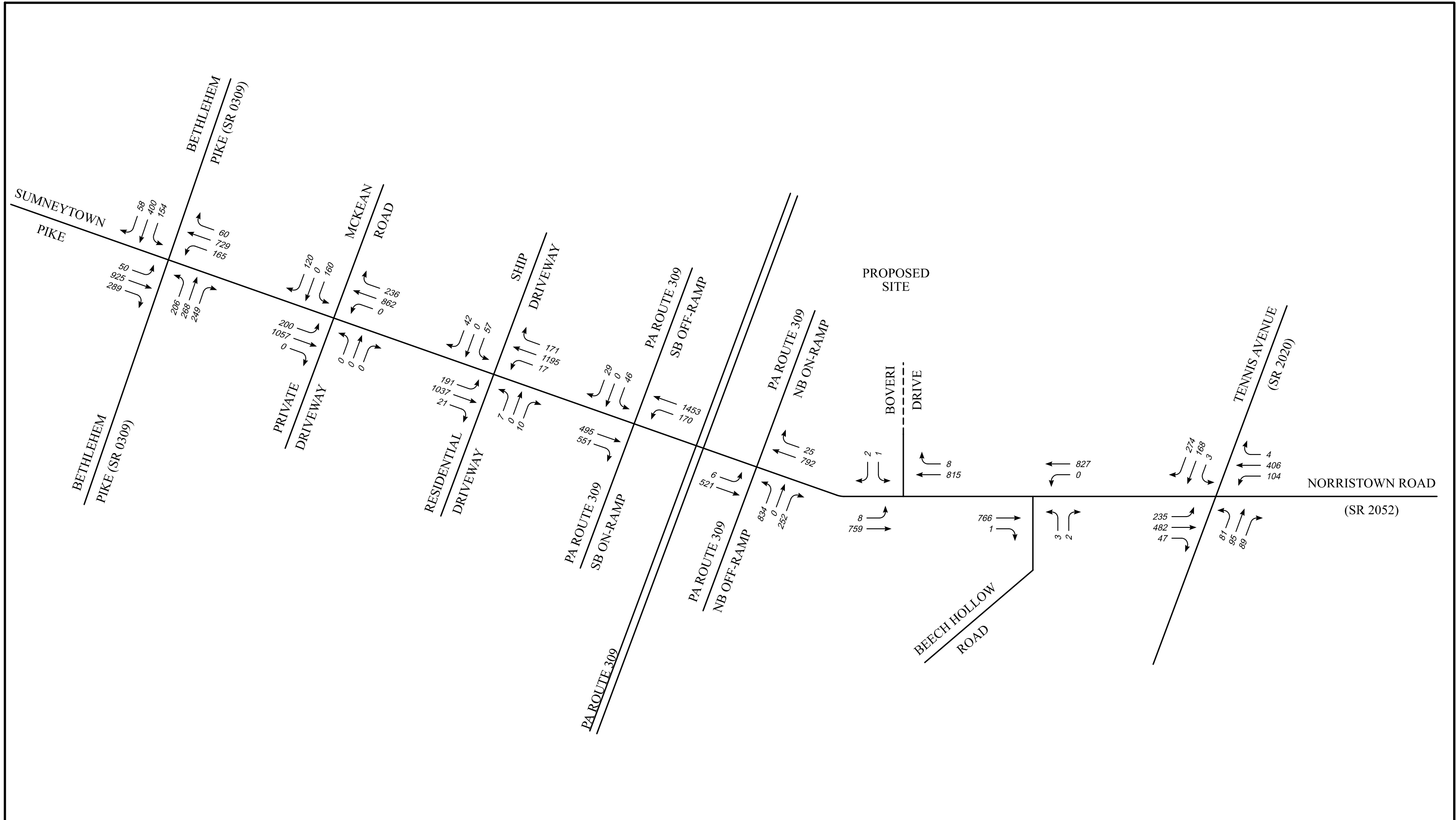
FIGURE 10

2032 BASE CONDITIONS WITHOUT SHIP
WEEKDAY P.M. PEAK HOUR
TRAFFIC VOLUMES



KEY:
 ----- PROPOSED DRIVEWAY
 SCHEMATIC DRAWING: NOT TO SCALE

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	FIGURE 11 2032 BASE CONDITIONS WITHOUT SHIP MIDDAY SATURDAY PEAK HOUR TRAFFIC VOLUMES	



KEY:
 ----- PROPOSED DRIVEWAY
 SCHEMATIC DRAWING: NOT TO SCALE

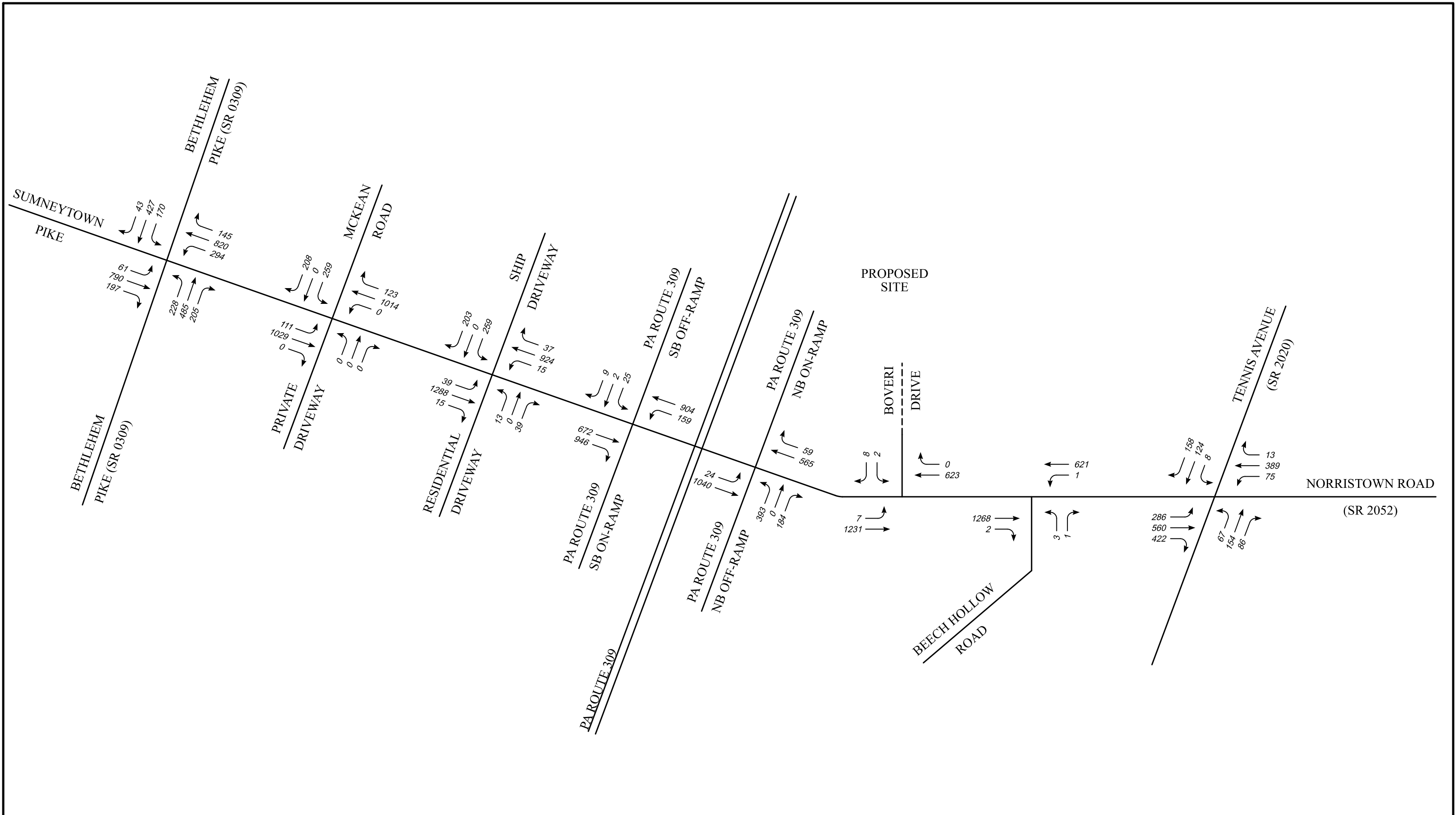
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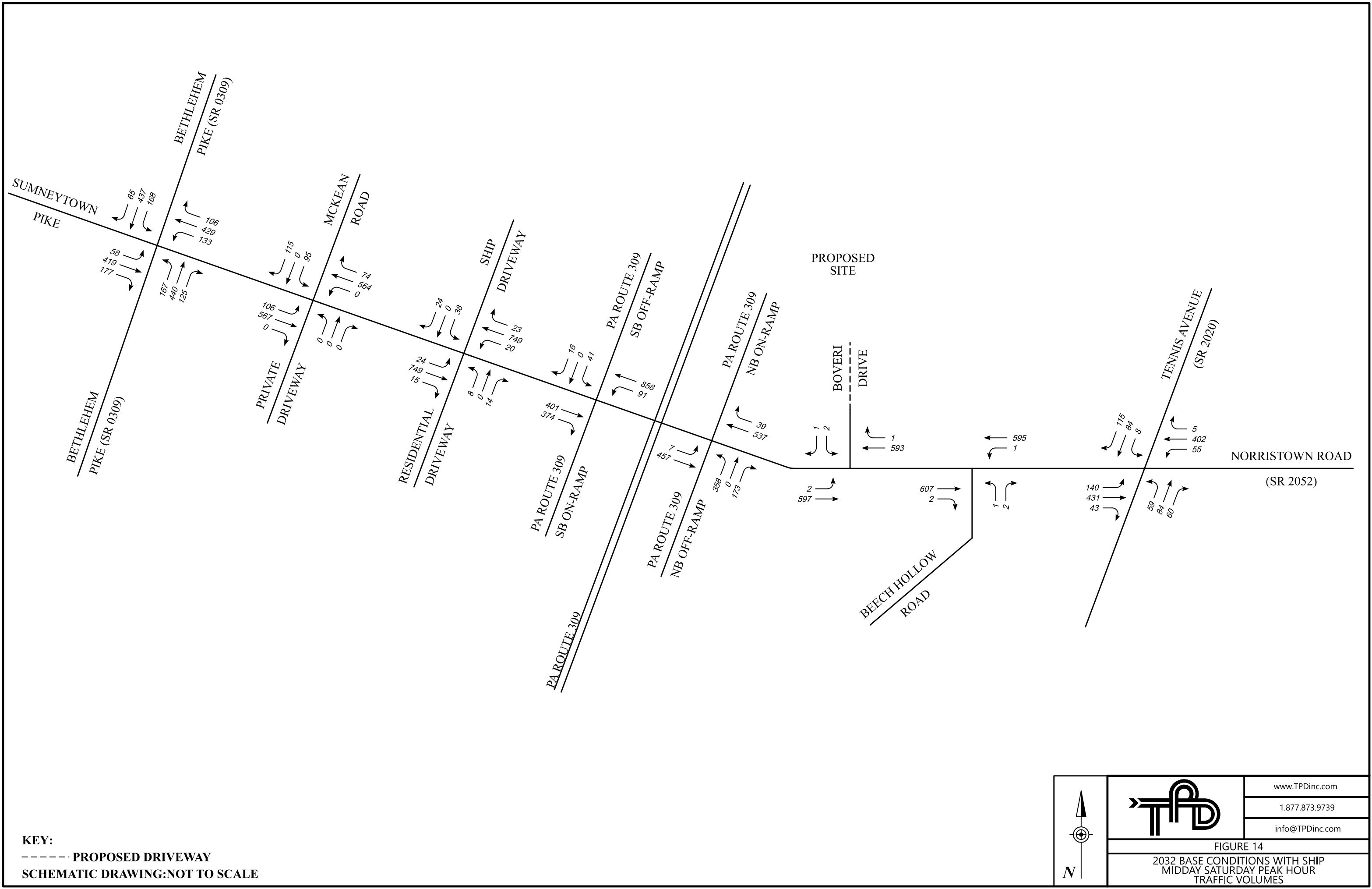
FIGURE 12

2032 BASE CONDITIONS WITH SHIP
 WEEKDAY A.M. PEAK HOUR
 TRAFFIC VOLUMES



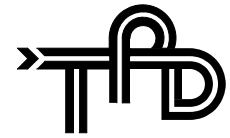
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	FIGURE 13 2032 BASE CONDITIONS WITH SHIP WEEKDAY P.M. PEAK HOUR TRAFFIC VOLUMES	



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SCHEMATIC DRAWING:NOT TO SCALE





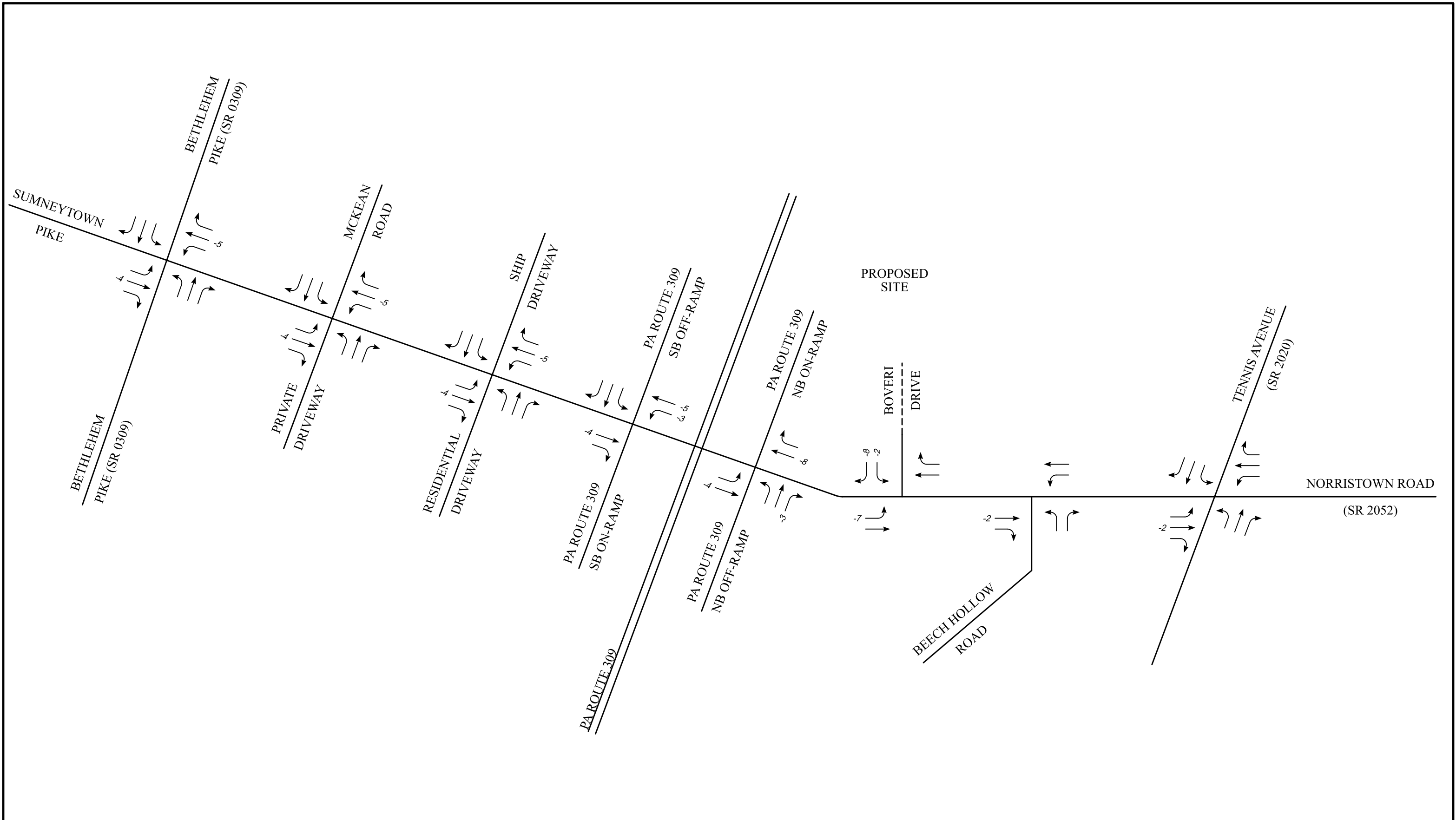
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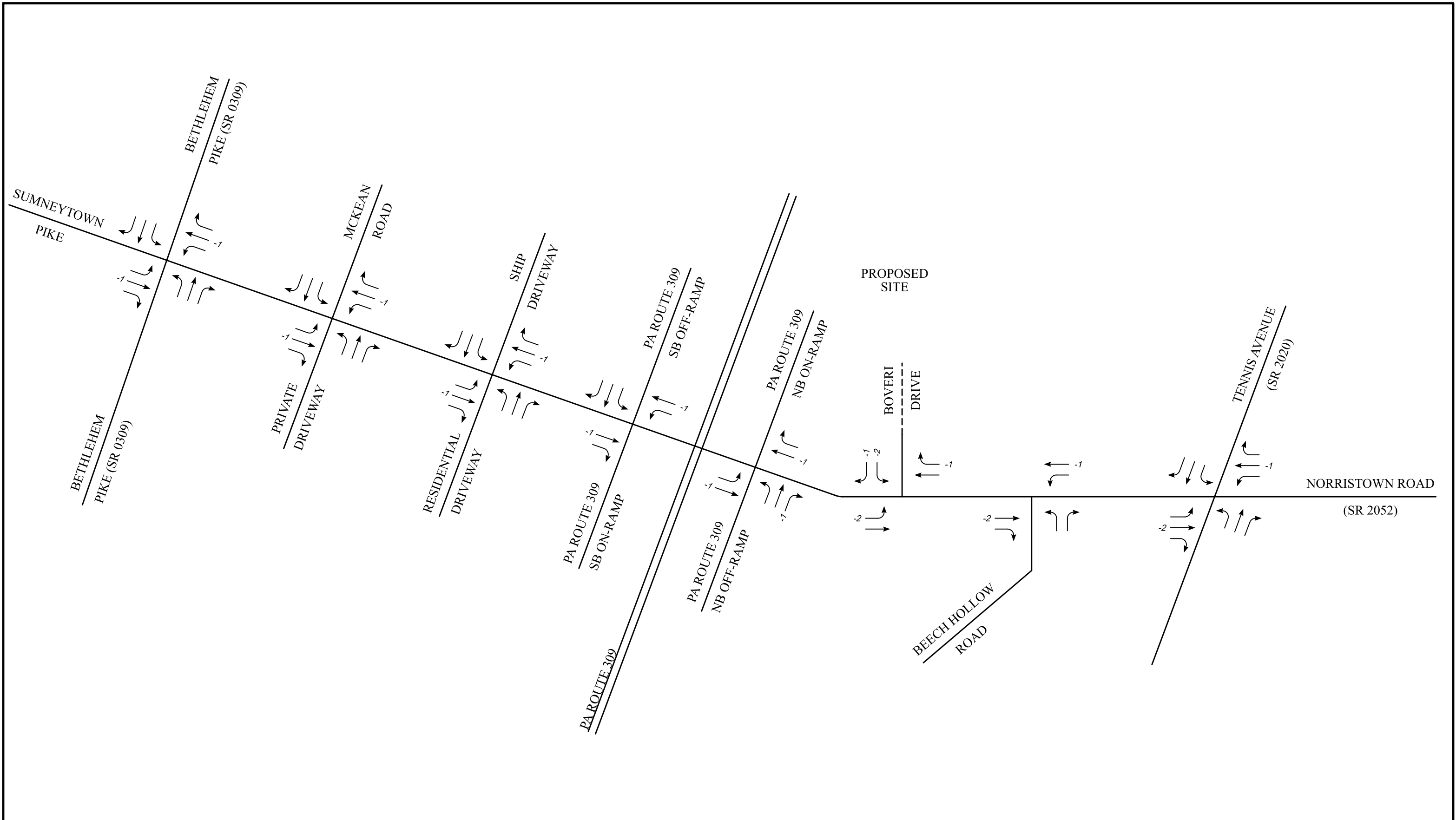
FIGURE 14

2032 BASE CONDITIONS WITH SHIP
MIDDAY SATURDAY PEAK HOUR
TRAFFIC VOLUMES



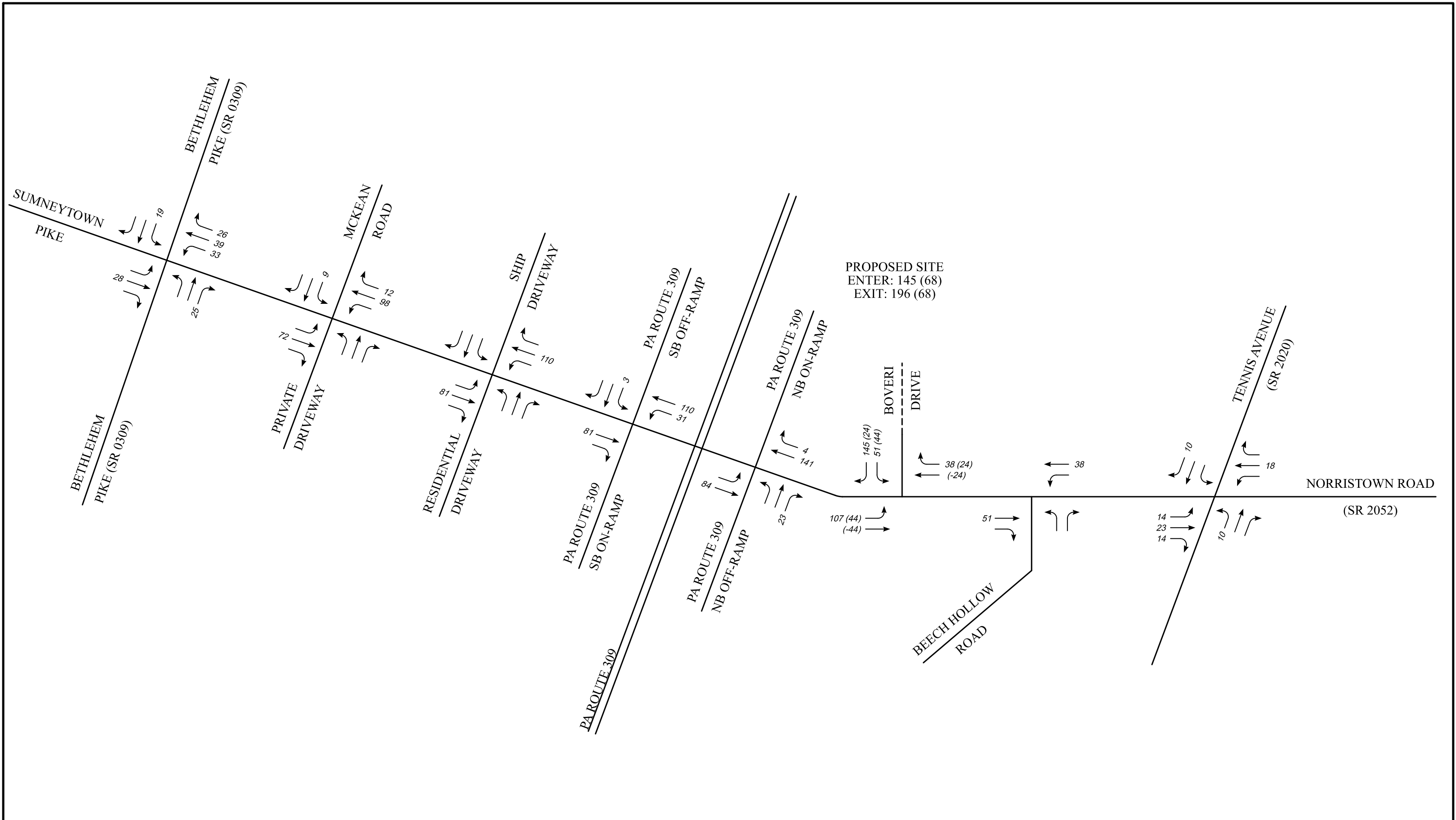
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 SCHEMATIC DRAWING:NOT TO SCALE

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	FIGURE 16 BASE REDISTRIBUTION WEEKDAY P.M. PEAK HOUR TRIP DISTRIBUTION	



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 ----- PROPOSED DRIVEWAY
 SCHEMATIC DRAWING:NOT TO SCALE

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FIGURE 17 BASE REDISTRIBUTION MIDDAY SATURDAY PEAK HOUR TRIP DISTRIBUTION		



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 ----- PROPOSED DRIVEWAY
 NEW(PASS-BY)TRIPS
 SCHEMATIC DRAWING:NOT TO SCALE

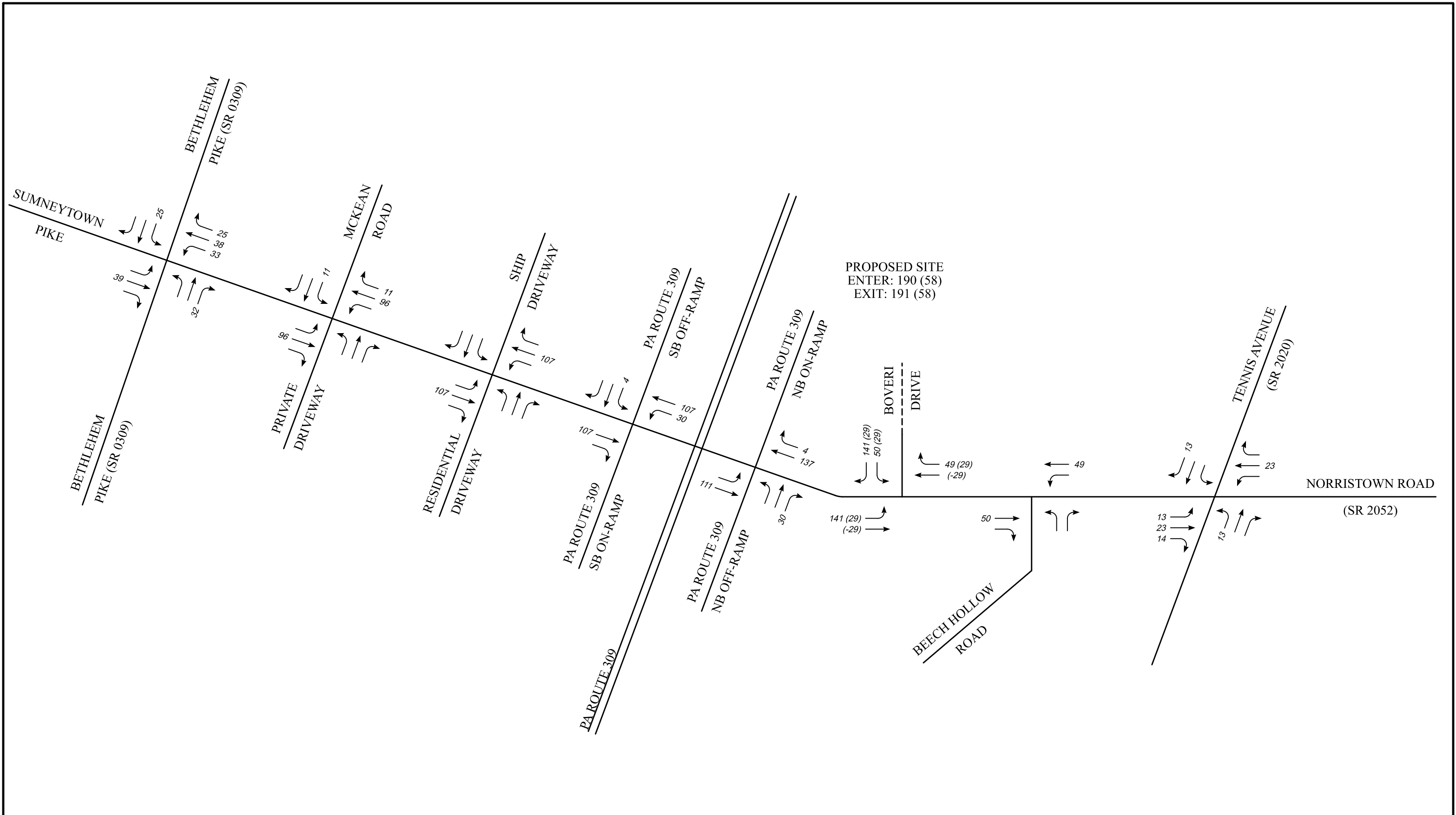
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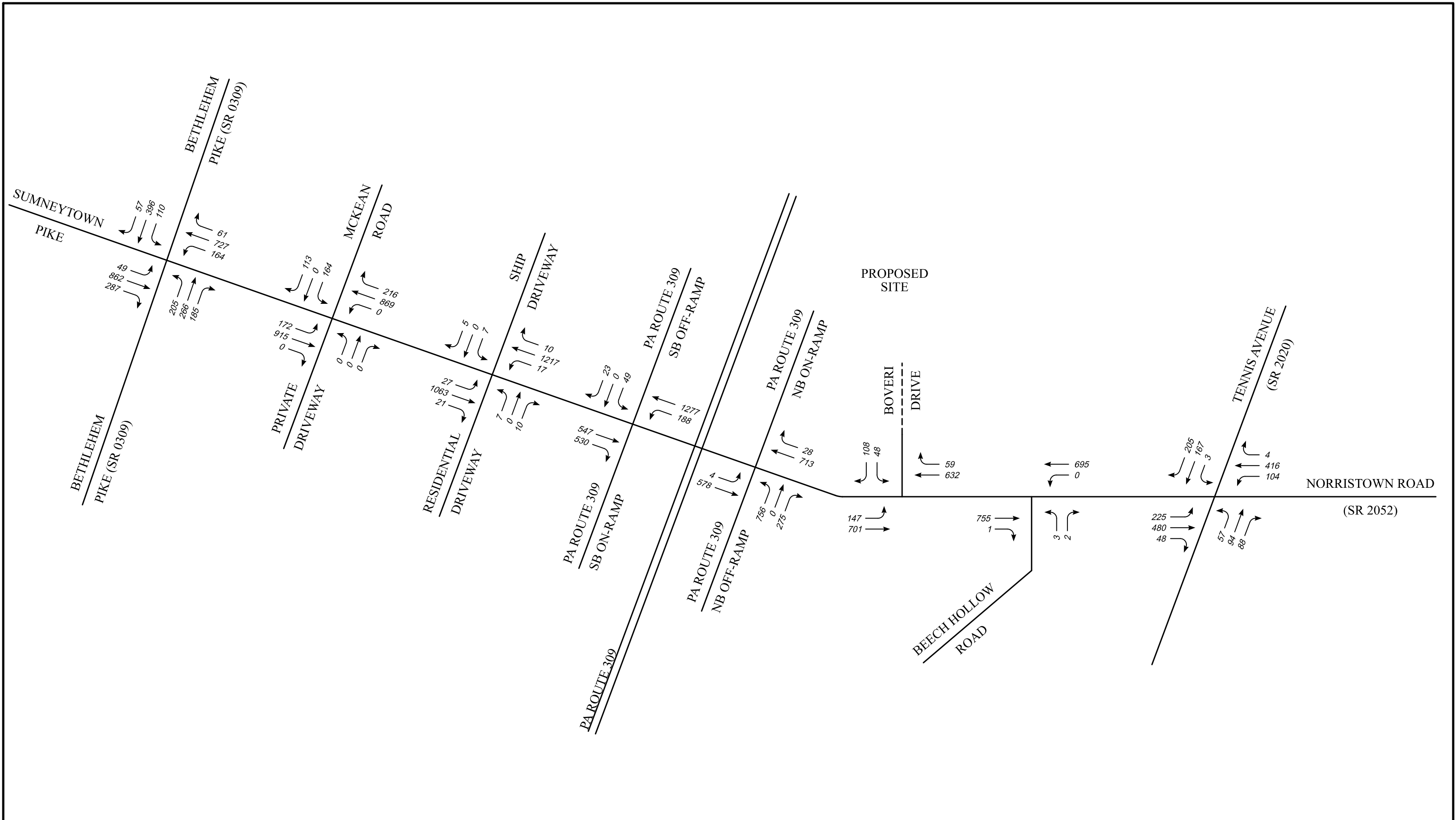
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FIGURE 19
 SPRINGHOUSE MIXED USE DEVELOPMENT
 WEEKDAY P.M. PEAK HOUR
 TRIP DISTRIBUTION



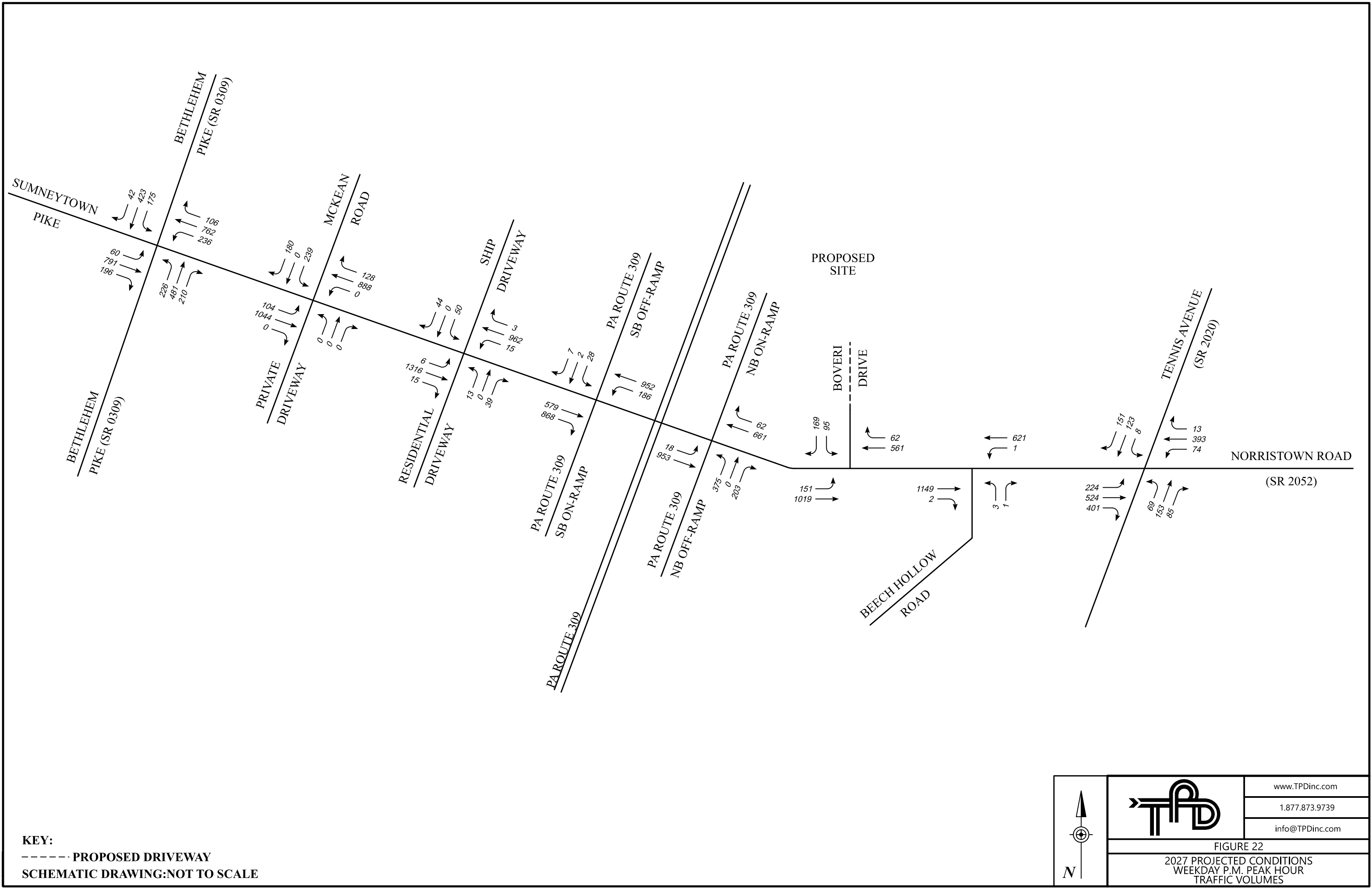
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NEW(PASS-BY)TRIPS
SCHEMATIC DRAWING:NOT TO SCALE

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	FIGURE 20 SPRINGHOUSE MIXED USE DEVELOPMENT MIDDAY SATURDAY PEAK HOUR TRIP DISTRIBUTION	



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 ----- PROPOSED DRIVEWAY
 SCHEMATIC DRAWING: NOT TO SCALE

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	FIGURE 21 2027 PROJECTED CONDITIONS WEEKDAY A.M. PEAK HOUR TRAFFIC VOLUMES	





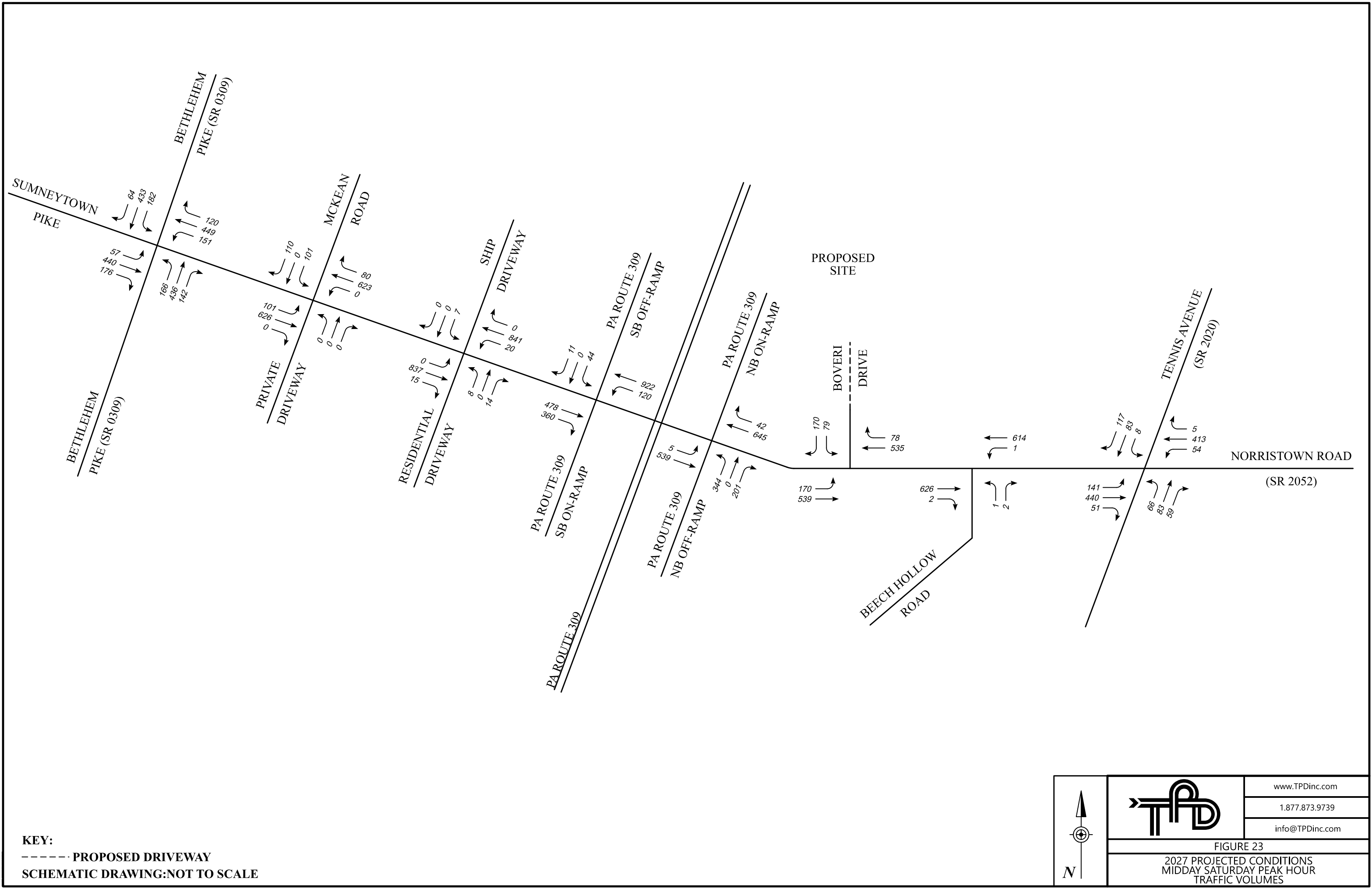
N



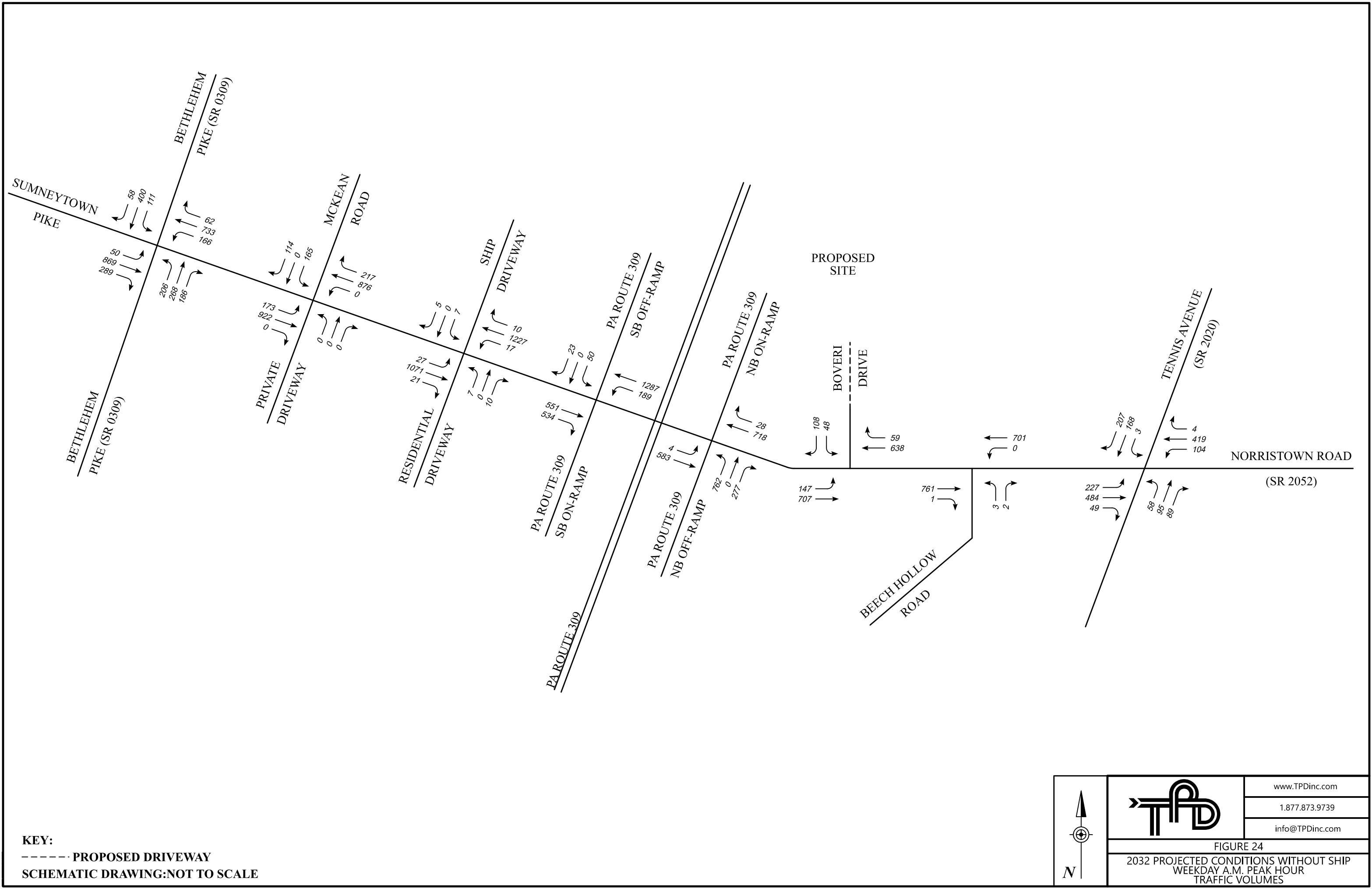
www.TPDinc.com
1.877.873.9739
info@TPDinc.com

FIGURE 22

2027 PROJECTED CONDITIONS
WEEKDAY P.M. PEAK HOUR
TRAFFIC VOLUMES



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	FIGURE 23 2027 PROJECTED CONDITIONS MIDDAY SATURDAY PEAK HOUR TRAFFIC VOLUMES	



N

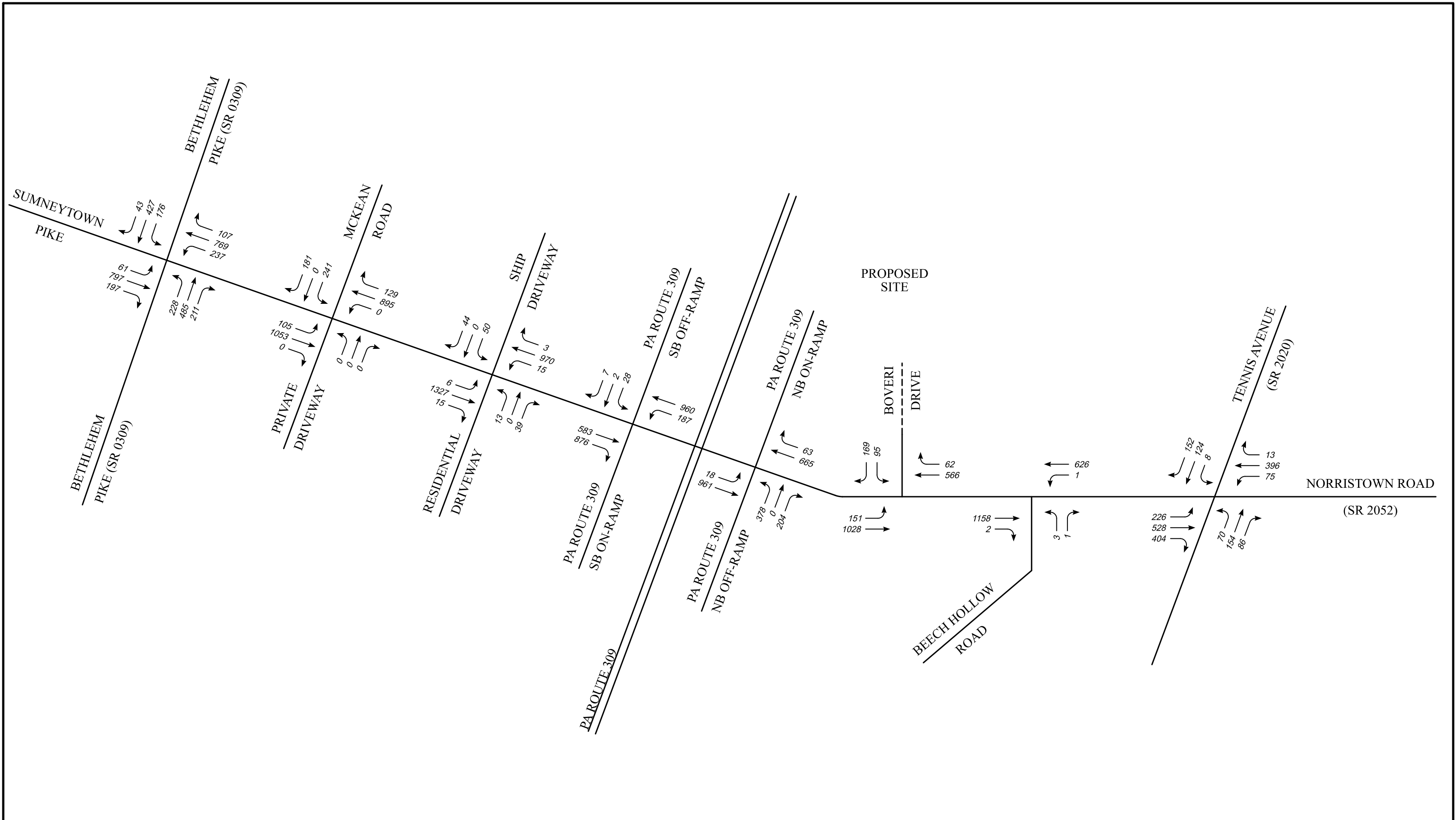
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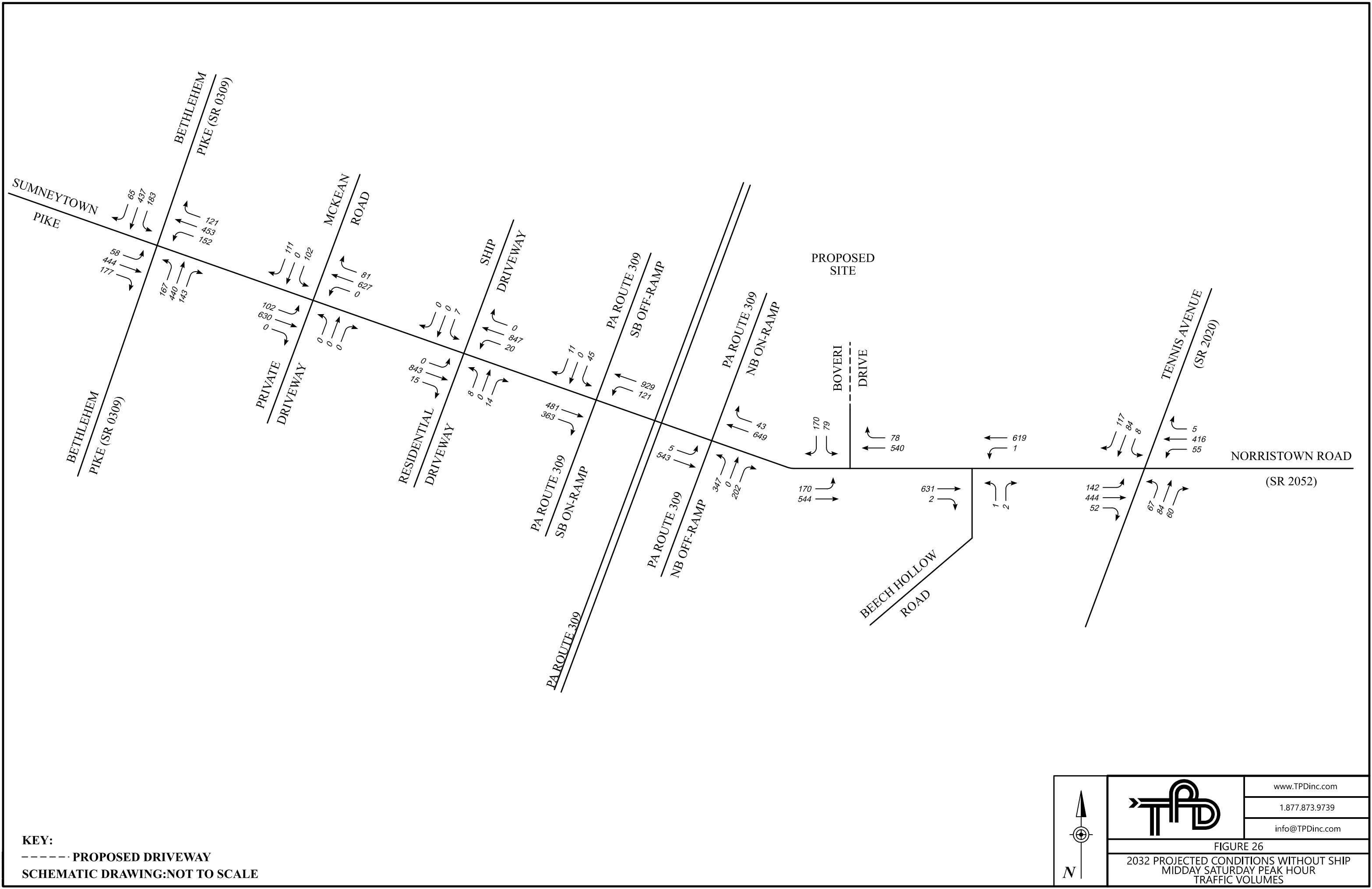
FIGURE 24

2032 PROJECTED CONDITIONS WITHOUT SHIP
WEEKDAY A.M. PEAK HOUR
TRAFFIC VOLUMES



KEY:
 ----- PROPOSED DRIVEWAY
 SCHEMATIC DRAWING: NOT TO SCALE

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		info@TPDinc.com
	FIGURE 25 2032 PROJECTED CONDITIONS WITHOUT SHIP WEEKDAY P.M. PEAK HOUR TRAFFIC VOLUMES	

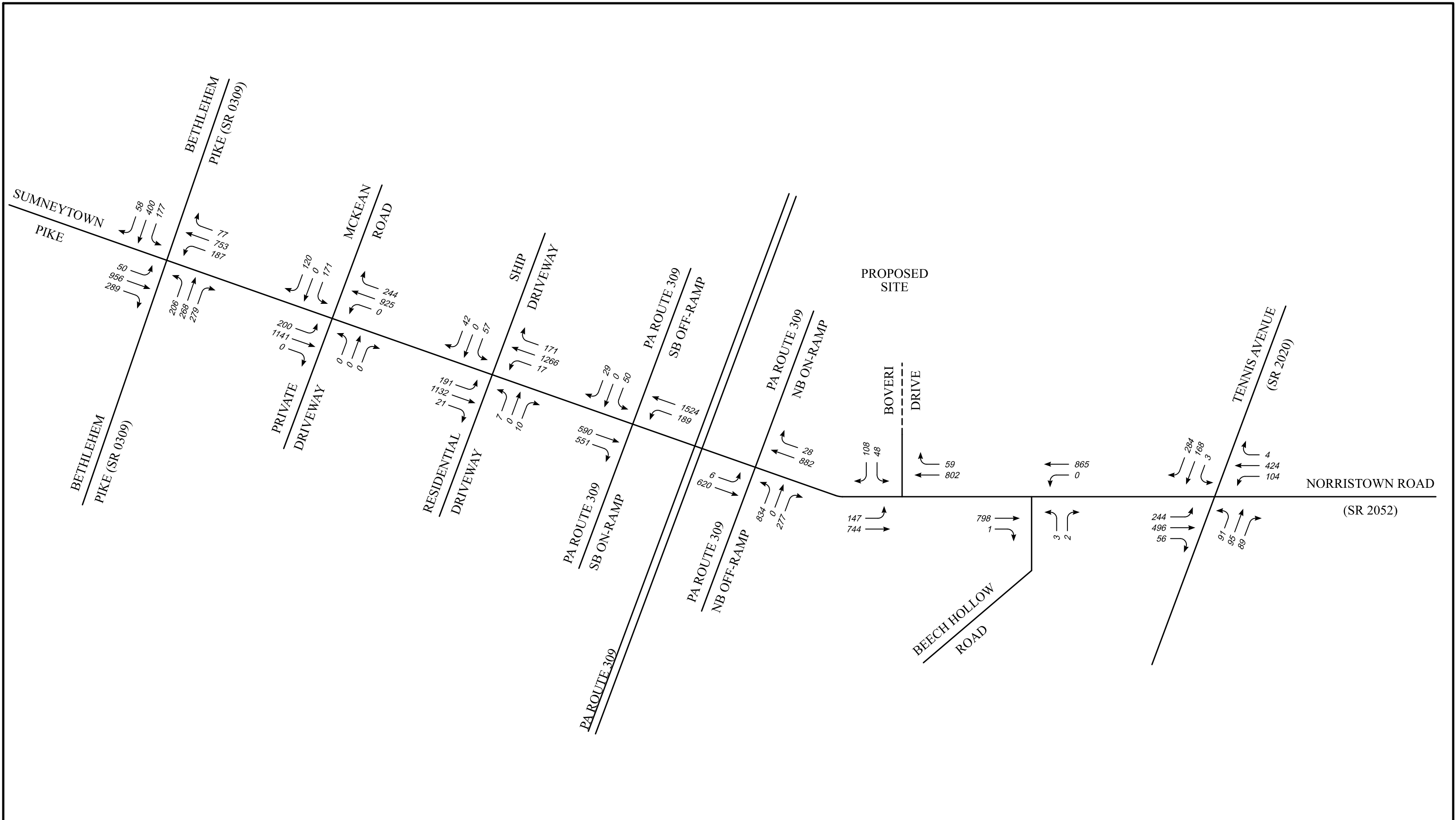


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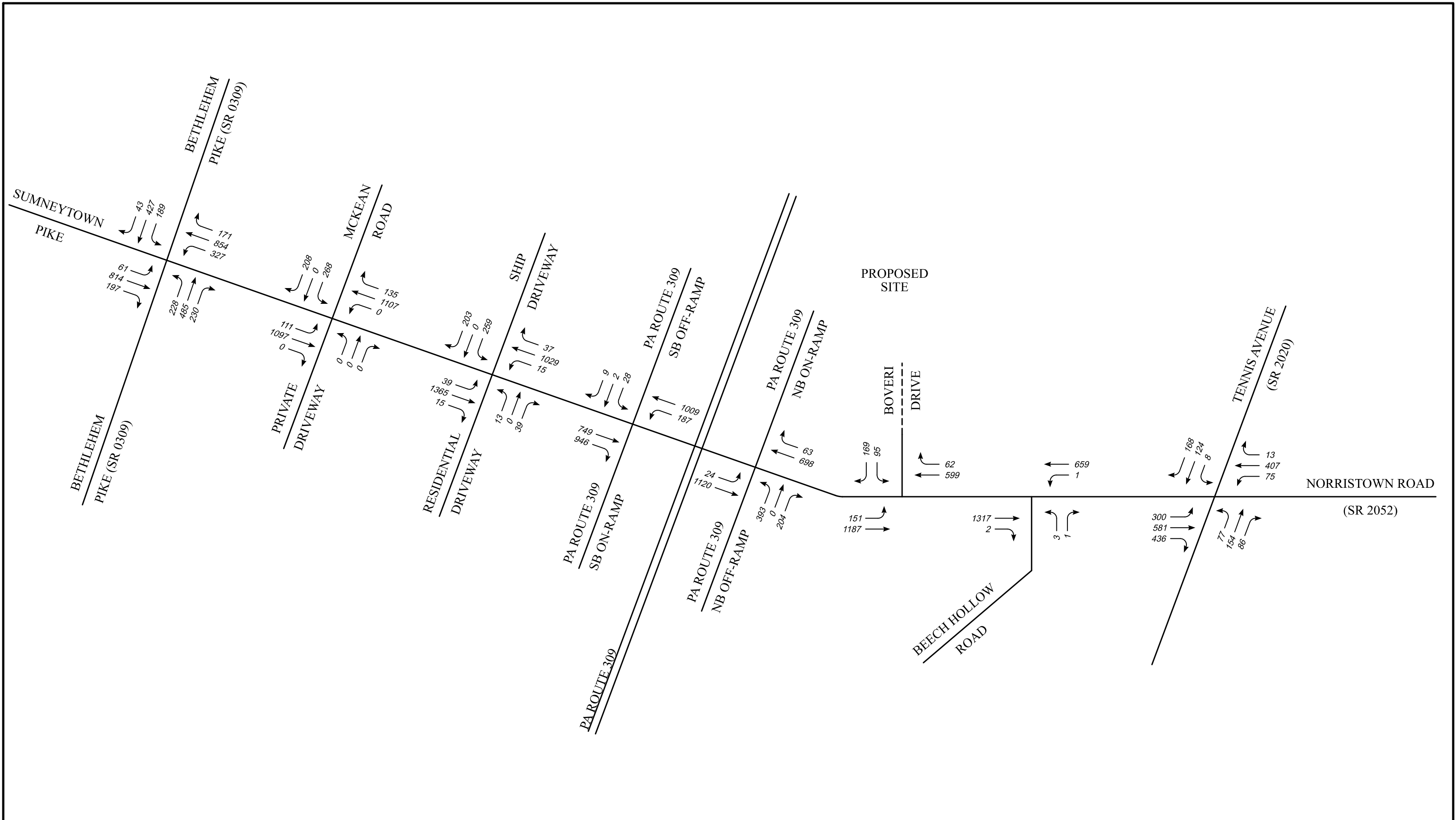
FIGURE 26

2032 PROJECTED CONDITIONS WITHOUT SHIP
 MIDDAY SATURDAY PEAK HOUR
 TRAFFIC VOLUMES



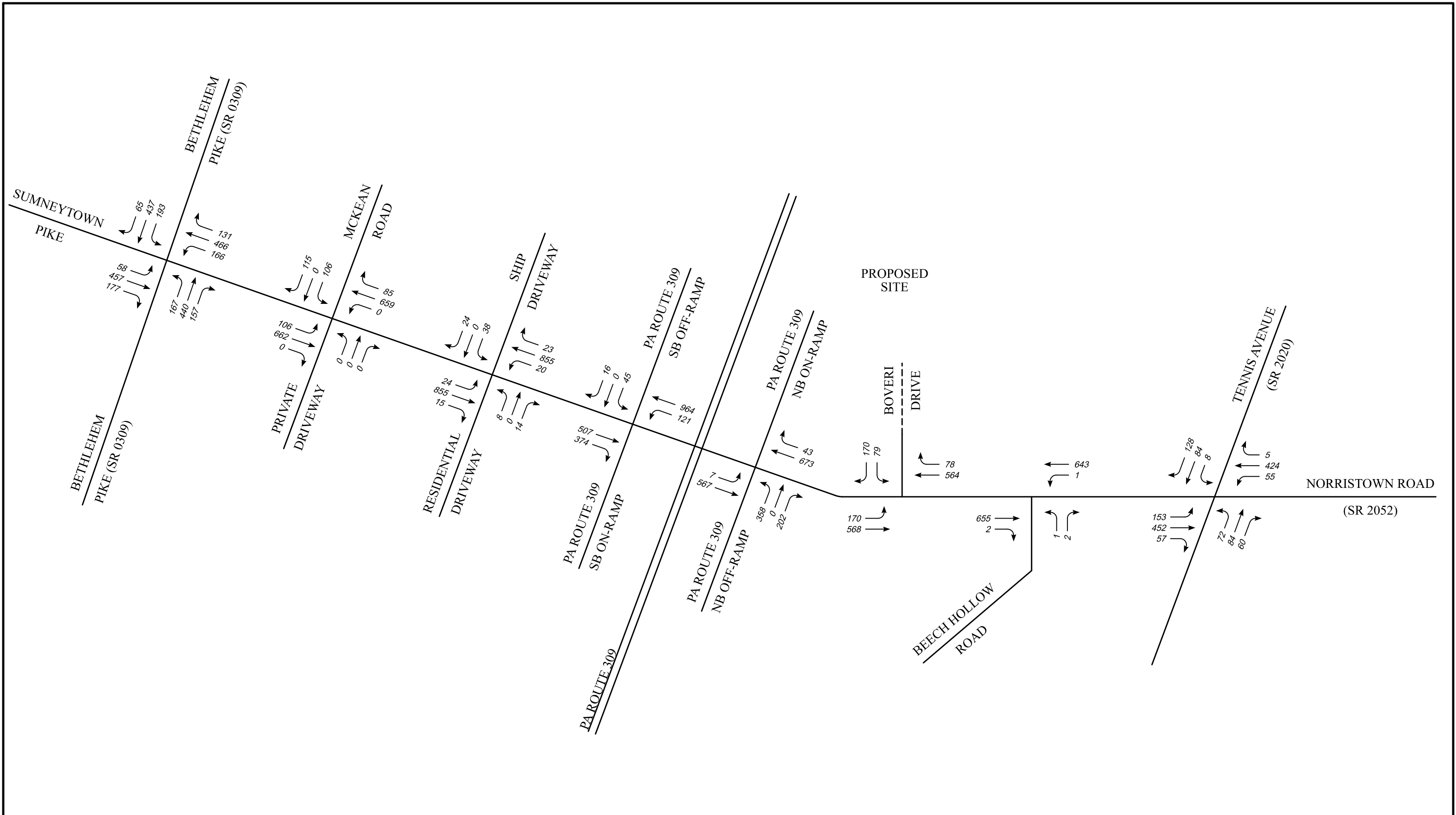
KEY:
 ----- PROPOSED DRIVEWAY
 SCHEMATIC DRAWING: NOT TO SCALE

		www.TPDinc.com
		1.877.873.9739
		info@TPDinc.com
	FIGURE 27 2032 PROJECTED CONDITIONS WITH SHIP WEEKDAY A.M. PEAK HOUR TRAFFIC VOLUMES	



KEY:
 ----- PROPOSED DRIVEWAY
 SCHEMATIC DRAWING: NOT TO SCALE

		www.TPDinc.com
		1.877.873.9739
		info@TPDinc.com
	FIGURE 28 2032 PROJECTED CONDITIONS WITH SHIP WEEKDAY P.M. PEAK HOUR TRAFFIC VOLUMES	



KEY:
 ----- PROPOSED DRIVEWAY
 SCHEMATIC DRAWING: NOT TO SCALE

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	FIGURE 29 2032 PROJECTED CONDITIONS WITH SHIP MIDDAY SATURDAY PEAK HOUR TRAFFIC VOLUMES	



June 24, 2026

Ms. Mimi Gleason, Township Manager
Lower Gwynedd Township
1130 N. Bethlehem Pike
Spring House, PA 19477

RE: Traffic Review #1 – Transportation Impact Study and Conditional Use Plans

321 Norristown Road (SR 2052) – Springhouse Mixed-Use Development

Lower Gwynedd Township, Montgomery County, PA

TPD Job # BETI.00012

Dear Ms. Gleason:

This letter pertains to the Proposed Springhouse Mixed-Use Development located on the northwestern corner of Norristown Road (SR 2052) and Boveri Drive in Lower Gwynedd Township, Montgomery County. Traffic Planning and Design, Inc. (TPD) has prepared this response letter to address the TIS review comments from Bowman, on behalf of the Township, dated April 10, 2026 (attached for reference). For the discussion below, the review comments are shown in italic type, with the corresponding TPD response shown in bold type:

GENERAL COMMENTS

1. *The applicant should address the comments contained in this letter and provide revised materials to the Township and our office for further review and recommendations as the proposed development proceeds through the Township and PennDOT review process. The applicant's engineers must provide a response letter that describes how each specific review comment has been addressed, where each can be found in the study or materials.*

Response: A response letter has been included.

2. *The proposed development will be subject to the transportation impact fee of \$3,865 per "new" weekday afternoon peak hour trip and the applicant will be required to pay a Transportation Impact Fee. If the proposed development moves forward to the land development phase, the transportation impact fee will be calculated at that time.*

Response: So noted.

3. *Since Norristown Road (S.R. 2052) is a state roadway, a Highway Occupancy Permit (HOP) will be required for any modifications within the legal right-of-way along Norristown Road (S.R. 2052). The Township and our office must be copied on all plan submissions and correspondence between the applicant and PennDOT and invited to any and all meetings between these parties.*

Response: So noted/Will comply.

TRANSPORTATION IMPACT STUDY COMMENTS

4. *The transportation impact study (TIS) should be concurrently reviewed by PennDOT at the appropriate time during the land development process to obtain concurrence and approvals on the access and associated improvements proposed in the study. Any comments from PennDOT are requested to also be coordinated with/copied to our office and Lower Gwynedd Township. It is noted that the PennDOT has provided preliminary comments regarding the TIS Scoping Application in its review dated April 2, 2026.*

Response: The revised TIS has been submitted to both the Township and PennDOT for review. The comments received from PennDOT as part of their TIS Scoping Application review dated April 2, 2026, have been incorporated into the revised TIS.

5. *The applicant's traffic engineer concludes that under the 2027 and 2032 projected conditions, with the development of the proposed site, and with the site-related recommendations outlined in Table II of the Executive summary of the TIS, all study area intersections will satisfy PennDOT ILOS Standards. The study presents the following recommendations/conclusions (bullet items below), that should minimally be required of the applicant as we note after each, and of which will also be reviewed by PennDOT. In addition, we have provided recommendations for additional improvements that should be further considered and evaluated by the applicant, Township, and PennDOT. The improvements included in the revised TIS suggested for further evaluation by our office in our June 25, 2025 review letter are provided in **bold font below** for reference.*

Norristown Road (S.R. 2052) Corridor

- *Optimize traffic signal timings at the signalized study intersections.*
- ***In addition to the traffic signal timing adjustments for the Norristown Road (S.R. 2052) corridor listed above, we recommend the existing loop detection system for the Route 309 interchange traffic signals be replaced with detection systems that are consistent with the current Township traffic signal specifications in order to further optimize traffic flow through the interchange area. Additional traffic signal equipment upgrade requirements may be identified at intersections when a review of the design plans is completed for the proposed improvements along the corridor.***

Response: The Applicant will work with the Township on appropriate traffic signal upgrades and the associated Transportation Impact Fee credits.

PennDOT TIS guidelines state if the evaluation of the With Development Horizon Year Scenario to the Without Development Horizon Year Scenario indicates that the overall intersection levels-of-service have dropped, the applicant will be required to mitigate the levels-of-service if the increase in overall intersection delay is greater than 10-seconds. If the overall intersection delay increase is less than or equal to 10-seconds, mitigation of the intersection will not be required. It should be noted that the proposed traffic signal timing optimization at the signalized intersections along Norristown Road (S.R. 2052) from Bethlehem Pike (S.R. 2018) to Tennis Avenue (S.R. 2020) are expected to mitigate the overall intersection levels-of-service (LOS) impacts of the proposed development according to current PennDOT criteria. It is also noted that the Township will work with the Applicant's traffic engineer to evaluate the adjusted traffic

signal timings for the Norristown Road (S.R. 2052) and Bethlehem Pike (S.R. 2018) intersection to best optimize operations for the intersection.

Norristown Road (S.R. 2052) Site Access (Boveri Drive)

- Restripe the eastbound left-turn lane to increase the storage length to 250 feet.
- Maintenance of on-site vegetation to maximize available sight distance.
- **Extend the southbound right-turn lane on the site access approach to the first internal intersection via widening.**

Response: The Applicant has agreed to extend the southbound right turn lane as requested.

- **Work with PennDOT and the Township on potential traffic signal equipment upgrades. If the proposed development moves forward, Bowman recommends that a review of the traffic signal equipment for the Boveri Drive intersection be completed to determine upgrades that will be required of the applicant for compliance with the current township traffic signal specifications.**

Response: The Applicant will work with the Township on appropriate traffic signal upgrades and the associated Transportation Impact Fee credits.

- **Work with PennDOT and the Township on potential traffic signal timing modifications to increase the green time on the westbound Norristown Road (S.R. 2052) approach in order to create a gap in the eastbound traffic stream to facilitate turns into and out of Beech Hollow Road.**

Response: The Applicant has agreed to work with the Township and PennDOT on potential traffic signal timing modifications to increase the green time on the westbound Norristown Road approach in order to create a gap in the eastbound traffic to facilitate turns in/out of Beech Hollow Road.

According to the turn lane warrant analysis summarized in Table 16, a 175-foot right-turn lane is warranted along the westbound Norristown Road (S.R. 2052) approach to Boveri Drive. Based on information provided in the study, the applicant is not proposing to install this right-turn lane due to steep grades adjacent to Norristown Road (S.R. 2052), small stream crossing of Norristown Road (S.R. 2052) and the existing walking trail along Norristown Road (S.R. 2052). It should be noted that the westbound Norristown Road (S.R. 2052) approach to Boveri Drive is expected to operate at LOS A during all three peak hours under 2027 and 2032 future projected conditions. The Township and the applicant should further evaluate the impacts to the existing features along the north side of Norristown Road (S.R. 2052) from widening Norristown Road (S.R. 2052) and relocating the trail to provide the right-turn lane and discuss with PennDOT during the HOP review process.

The residents located along Beech Hollow Road raised concerns at the January 2025 community meeting about the difficulty of making a left-turn from Beech Hollow Road onto Norristown Road (S.R. 2052), which could potentially be exacerbated by the proposed development. The separation distance between the Beech Hollow Road intersection and the existing traffic signal at Boveri Drive must be taken into

consideration for the feasibility of lane improvements or traffic signal modifications. The applicant's traffic engineer indicates in its response that the traffic signal timings have been optimized to meet PennDOT standards. Future modifications to the signal timings to allow for additional green time on the westbound Norristown Road (S.R. 2052) approach will be coordinated with PennDOT. This additional westbound green time would provide a gap in the eastbound traffic for the vehicles entering and exiting Beech Hollow Road.

Any improvements to Norristown Road (S.R. 2052) or modifications to the existing traffic signal would require PennDOT approval. The applicant and Township should coordinate any potential improvements to the Norristown Road (S.R. 2052)/Beech Hollow Road intersection with PennDOT during the PennDOT HOP review process.

Norristown Road (S.R. 2052) Site Frontage

- Provide a 10-foot-wide trail along the Norristown Road (S.R. 2052) site frontage. In addition, provide a 10-foot-wide trail through portions of the site that connects to the proposed trail along the Norristown Road (S.R. 2052) site frontage and to the existing trail to the east of the site.
- Provide sidewalk extending across the Route 309 northbound on-ramp, under Route 309, across the Route 309 southbound off-ramp terminating at/near the SHIP property to the west of the site.
- Provide PennDOT compliant crosswalks and pedestrian traffic signal equipment at the signalized study intersections between Boveri Drive and the Route 309 southbound off-ramp.

Based on our preliminary review of the proposed sidewalk extending under the Route 309 along Norristown Road (S.R. 2052), identified in the Traffic Impact Summary memorandum, it appears that providing a 4' sidewalk and single-faced barrier curb may reduce the outermost westbound through lane to less than 11' in width which may require adjustments to lane widths and or shifting of travel lanes on Norristown Road (S.R. 2052) through the interchange area. It is noted that the applicant's traffic engineer has included the conceptual sketch of the proposed sidewalk with the TIS Scoping Application submitted to PennDOT on March 4, 2026. PennDOT has provided preliminary comments regarding the proposed sidewalk in their TIS Scoping Application review dated April 2, 2026. If the proposed development moves forward, a more detailed concept plan should be prepared for review by the Township and PennDOT.

Norristown Road (S.R. 2052) and Tennis Avenue (S.R. 2020)

- **Coordinate with PennDOT and the Township on shifting where the transition occurs between the one westbound lane and two westbound lanes further west in order to extend the existing eastbound left-turn lane approaching Tennis Avenue (S.R. 2020).**

Response: The Applicant has agreed to work with the Township and PennDOT on shifting where the transition occurs between the one (1) westbound lane to two (2) westbound lanes further west in order to extend the existing eastbound left turn lane approaching Tennis Avenue.

- **In addition to the lane improvements suggested in our June 25, 2025 letter and the recommendations provided in the TIS, Bowman recommends that a review of the traffic signal equipment for the Tennis Avenue intersection be completed with the design plans for the**

proposed improvements to determine upgrades that may be required of the applicant to improve traffic operations for the intersection.

Response: It is TPD's understanding the traffic signal located at the intersection of Norristown Road and Tennis Avenue was recently ungraded in 2023/2024. However, the Applicant will work with the Township on appropriate traffic signal upgrades and the associated Transportation Impact Fee credits.

PennDOT TIS guidelines state that applicants may be required to address available storage and queue lengths at critical movements or approaches even if the overall intersection LOS requirements are met. The applicant's engineer should evaluate feasible improvements at the intersection of Norristown Road (S.R. 2052) and Tennis Avenue (S.R. 2020) to accommodate the 2027 and 2032 future projected queues that are projected to exceed the available storage length for the eastbound left-turn movement on Norristown Road (S.R. 2052) during the weekday morning and weekday afternoon peak hours according to the queue analysis provided in Tables 13 to 15 of the TIS.

The applicant's traffic engineer indicates in its response that the existing eastbound Norristown Road (S.R. 2052) left-turn queue storage area is approximately 100 feet and that queues for this movement exceed 100 feet under existing conditions during the AM Peak Hour and during the AM and PM peak hours during all projected conditions. Due to the high volume of left turns, the queue cannot be shortened through retiming alone. Additionally, the road cannot be restriped due to the presence of narrow shoulders and the variable message board structure within the westbound shoulder. However, as part of further coordination with Bowman, the possibility of shifting where the transition occurs between the one (1) westbound lane to two (2) westbound lanes further west in order to extend the existing eastbound left turn lane approaching Tennis Avenue was discussed. Since Norristown Road (S.R. 2052) is a PennDOT owned roadway, the proposed "lane transition shift" would require PennDOT approval. The applicant and the Township Traffic Engineer will coordinate with PennDOT on this potential "shift" at the appropriate time during the Land Development process.

If improvements to address available storage and queue lengths at critical movements or approaches are not feasible and agreed upon by PennDOT, the applicant should identify other improvements for the intersection or Norristown Road (S.R. 2052) corridor in place of those referenced above. Additionally, the applicant may be required by PennDOT to provide an Alternative Transportation Plan (ATP) that proposes necessary storage and/or infrastructure improvements in the study area that are feasible and will improve transportation (multi-modal) mobility.

6. *Additional comments and requirements could be raised, and revisions may be required for the site access, and recommended transportation improvements for the Norristown Road (S.R. 2052) corridor during the Conditional Use, Land Development and PennDOT Highway Occupancy Permit (HOP) review processes.*

Response: So noted.

7. *Based on information provided in Table 6 of the TIS, the proposed development will generate 311 total "new" trips during the weekday morning peak hour, 339 total "new" trips during the weekday afternoon peak hour, and 382 total "new" trips during the Saturday midday peak hour. The table below summarizes the "new" trips for the proposed development.*

**Total "New" Trips
Proposed Site**

Land Uses	Size	AM Peak	PM Peak	Saturday Midday Peak
Office (Existing to Remain)	77,619 s.f.	97	84	57
Proposed Residential	278 units	105	55	73
Proposed Retail Buildings	46,750 s.f.	109	200	252
Total New Trips		311	339	382

The existing site consists of a 143,295 square-foot office building which if fully occupied would generate 180 total "new" trips during the weekday morning peak hour, 173 total "new" trips during the weekday afternoon peak hour, and 126 total "new" trips during the Saturday midday peak hour. Therefore, the proposed development is expected to generate an additional 131 total "new" trips during the weekday morning peak hour, an additional 166 total "new" trips during the weekday afternoon peak hour, and an additional 256 total "new" trips during the Saturday midday peak hour over the existing office buildings of the site if fully occupied.

Response: The size of the development has been modified to reduce the number of residential units from 278 apartments (previously proposed) to 264 apartments. This change is reflected in the revised TIS. Therefore, the proposed development is now expected to generate an additional 126 total "new" trips during the weekday morning peak hour, an additional 168 total "new" trips during the weekday afternoon peak hour, and an additional 255 total "new" trips during the Saturday midday peak hour over the existing office buildings of the site if fully occupied.

8. *Crash resumes should be provided to our office and PennDOT during the land development and HOP review process in order for the crashes summarized in the study at the intersection of Norristown Road (S.R. 2052) and Route 309 Northbound Ramps can be further evaluated. The evaluation may help determine if there is a pattern to the crashes at this intersection and if the provision of safety improvements may benefit this intersection and reduce the types of crashes that are occurring there. The applicant's review of the same should indicate their recommendation, as well. The applicant's traffic engineer indicates in its response that the crash resumes will be provided during the land development and HOP processes.*

Response: The PennDOT Crash Resumes will be provided to Township Consultants under separate cover.

9. *If the proposed development proceeds to the land development process, the applicant's traffic engineer should discuss with the Township whether additional background developments should be included in future revisions to the TIS.*

Response: The nearby planned developments included in the TIS were provided by Township Consultants.

10. *The applicant must forward the revised electronic Synchro files to our office with future submissions for further review, and verification, to confirm the analyses inputs and operations.*

Response: SYNCHRO files are included as part of this submission.

11. *If the proposed development is approved and constructed, we continue to recommend that the applicant complete a post-development trip generation study after the development is completely constructed and fully occupied to determine if additional traffic analysis at any of the study intersections should be completed to determine if further mitigation should be required of the applicant. The applicant's traffic engineer indicates in its response that this comment is noted.*

Response: Based on discussions with the Township, the Applicant is agreeable to discussing the parameters of a future post-development trip generation study.

CONDITIONAL USE PLANS COMMENTS

In addition to the improvements identified for the site frontage and access at the signalized intersection of Norristown Road (S.R. 2052) and Boveri Drive referenced in comment 5 of this letter, we offer the following additional comments for consideration pertaining to the conditional use plan.

12. *The applicant's engineer should evaluate the feasibility of adjusting the alignment of the first internal intersection to the site so that the minor approaches to this intersection are aligned opposite each other.*

Response: Bohler to respond under separate cover

13. *The applicant's engineer should consider alternative access configurations for the parking areas leading to/from the apartment building and the supermarket/commercial area on the northern end of the main access drive leading to/from Norristown Road (S.R. 2052) to improve internal circulation and access management in this area of the site.*

Response: Bohler to respond under separate cover

14. *The applicant's engineer should review the proposed parking and consider whether the proposed parking spaces located in the vicinity of the parking garage entrance and the internal intersection on the northern end of the main access drive leading to/from Norristown Road (S.R. 2052) should be relocated to other areas of the parking fields.*

Response: Bohler to respond under separate cover

15. *The applicant has proposed an emergency access only driveway connecting to the Gwynedd Estates parking lot adjacent to the property. We defer to the Township Fire Marshal on the most appropriate location of the proposed emergency access only driveway.*

Response: The Applicant has coordinated with the Fire Marshall on the location of the proposed emergency access as depicted on the latest plans.

16. *Turning templates should be provided demonstrating the ability of emergency vehicles, trash trucks, and*

the largest expected delivery vehicle expected to routinely access the site to maneuver into and out of the site access along Norristown Road (S.R. 2052) and entirely through the site (including through the emergency access located adjacent to the apartment building). It is recommended that the Township Fire Marshal review the plans for accessibility and circulation needs of emergency apparatus.

Response: Truck turning templates will be provided as part of the Land Development plans.

17. *A more detailed review of land development plans will be conducted if and when the project moves forward through a detailed land development review and approval process. Additional comments and requirements could be raised, and revisions may be required for the site access, roads internal to the development, pedestrian facilities, signage, and parking at that time.*

Response: So noted.

If you have any questions, or need any additional information, please do not hesitate to contact us.

Sincerely,

TPD



Matthew I. Hammond, P.E.
Executive Vice President

mhammond@TPDinc.com

Attachments: 04/10/2026 Bowman TIS Review

cc: Lower Gwynedd Township
PennDOT District 6-0
Project Team (via Email)
TPD File



April 10, 2026

Ms. Mimi Gleason
Township Manager
Lower Gwynedd Township
1130 N. Bethlehem Pike
Spring House, PA 19477

RE: **Traffic Review – Transportation Impact Study and Conditional Use Plans**
321 Norristown Road (S.R. 2052) – Spring House Mixed-Use Development
Lower Gwynedd Township, Montgomery County, PA
Project No. 314087-01-005

Dear Mimi:

As requested, on behalf of Lower Gwynedd Township, Bowman Consulting Group (Bowman) has completed our traffic engineering review of the proposed mixed-use development to be located at 321 Norristown Road (S.R. 2052) in Lower Gwynedd Township, Montgomery County, PA. Based on information provided in the submission, the proposed development will consist of 278 mid-rise apartments, 77,619 square feet of office space, a 30,750 square-foot grocery store, and 16,000 square feet of general retail space. Access to the site will continue to be provided via the existing signalized full-movement driveway (Boveri Drive) along Norristown Road (S.R. 2052).

The following documents were reviewed in preparation of our review:

- Transportation Impact Study – Springhouse Mixed-Use Development, prepared by TPD, Inc., last revised February 4, 2026.
- Transportation Impact Study Summary Memorandum – Springhouse Mixed-Use Development, prepared by TPD, Inc., dated February 4, 2026.
- Response to Comments Letter – Springhouse Mixed-Use Development, prepared by TPD, Inc., dated February 4, 2026.
- Conditional Use Plans – Mixed-Use Development, prepared by Bohler Engineering, dated February 11, 2026.

Based on our review of the submitted documents noted above, Bowman offers the following comments for consideration by the Township and action by the applicant.

General

1. The applicant should address the comments contained in this letter and provide revised materials to the Township and our office for further review and recommendations as the proposed development proceeds through the Township and PennDOT review process. The applicant's engineers must provide a response letter that describes how each specific review comment has been addressed, where each can be found in the study or materials.
2. The proposed development will be subject to the transportation impact fee of \$3,865 per "new" weekday afternoon peak hour trip and the applicant will be required to pay a Transportation Impact

Fee. If the proposed development moves forward to the land development phase, the transportation impact fee will be calculated at that time.

3. Since Norristown Road (S.R. 2052) is a state roadway, a Highway Occupancy Permit (HOP) will be required for any modifications within the legal right-of-way along Norristown Road (S.R. 2052). The Township and our office must be copied on all plan submissions and correspondence between the applicant and PennDOT and invited to any and all meetings between these parties.

Transportation Impact Study

4. The transportation impact study (TIS) should be concurrently reviewed by PennDOT at the appropriate time during the land development process to obtain concurrence and approvals on the access and associated improvements proposed in the study. Any comments from PennDOT are requested to also be coordinated with/copied to our office and Lower Gwynedd Township. It is noted that the PennDOT has provided preliminary comments regarding the TIS Scoping Application in its review dated April 2, 2026.
5. The applicant's traffic engineer concludes that under the 2027 and 2032 projected conditions, with the development of the proposed site, and with the site-related recommendations outlined in Table II of the Executive summary of the TIS, all study area intersections will satisfy PennDOT ILOS Standards. The study presents the following recommendations/conclusions (bullet items below), that should minimally be required of the applicant as we note after each, and of which will also be reviewed by PennDOT. In addition, we have provided recommendations for additional improvements that should be further considered and evaluated by the applicant, Township, and PennDOT. The improvements included in the revised TIS suggested for further evaluation by our office in our June 25, 2025 review letter are provided in **bold font below** for reference.

Norristown Road (S.R. 2052) Corridor

- Optimize traffic signal timings at the signalized study intersections.
- **In addition to the traffic signal timing adjustments for the Norristown Road (S.R. 2052) corridor listed above, we recommend the existing loop detection system for the Route 309 interchange traffic signals be replaced with detection systems that are consistent with the current Township traffic signal specifications in order to further optimize traffic flow through the interchange area. Additional traffic signal equipment upgrade requirements may be identified at intersections when a review of the design plans is completed for the proposed improvements along the corridor.**

PennDOT TIS guidelines state if the evaluation of the With Development Horizon Year Scenario to the Without Development Horizon Year Scenario indicates that the overall intersection levels-of-service have dropped, the applicant will be required to mitigate the levels-of-service if the increase in overall intersection delay is greater than 10-seconds. If the overall intersection delay increase is less than or equal to 10-seconds, mitigation of the intersection will not be required. It should be noted that the proposed traffic signal timing optimization at the signalized intersections along Norristown Road (S.R. 2052) from Bethlehem Pike (S.R. 2018) to Tennis Avenue (S.R. 2020) are expected to mitigate the overall intersection levels-of-service (LOS) impacts of the proposed development according to current PennDOT criteria. It is also noted that the Township will work with the Applicant's traffic engineer to evaluate the adjusted traffic signal timings for the Norristown

Road (S.R. 2052) and Bethlehem Pike (S.R. 2018) intersection to best optimize operations for the intersection.

Norristown Road (S.R. 2052) Site Access (Boveri Drive)

- Restripe the eastbound left-turn lane to increase the storage length to 250 feet.
- Maintenance of on-site vegetation to maximize available sight distance.
- **Extend the southbound right-turn lane on the site access approach to the first internal intersection via widening.**
- **Work with PennDOT and the Township on potential traffic signal equipment upgrades. If the proposed development moves forward, Bowman recommends that a review of the traffic signal equipment for the Boveri Drive intersection be completed to determine upgrades that will be required of the applicant for compliance with the current township traffic signal specifications.**
- **Work with PennDOT and the Township on potential traffic signal timing modifications to increase the green time on the westbound Norristown Road (S.R. 2052) approach in order to create a gap in the eastbound traffic stream to facilitate turns into and out of Beech Hollow Road.**

According to the turn lane warrant analysis summarized in Table 16, a 175-foot right-turn lane is warranted along the westbound Norristown Road (S.R. 2052) approach to Boveri Drive. Based on information provided in the study, the applicant is not proposing to install this right-turn lane due to steep grades adjacent to Norristown Road (S.R. 2052), small stream crossing of Norristown Road (S.R. 2052) and the existing walking trail along Norristown Road (S.R. 2052). It should be noted that the westbound Norristown Road (S.R. 2052) approach to Boveri Drive is expected to operate at LOS A during all three peak hours under 2027 and 2032 future projected conditions. The Township and the applicant should further evaluate the impacts to the existing features along the north side of Norristown Road (S.R. 2052) from widening Norristown Road (S.R. 2052) and relocating the trail to provide the right-turn lane and discuss with PennDOT during the HOP review process.

The residents located along Beech Hollow Road raised concerns at the January 2025 community meeting about the difficulty of making a left-turn from Beech Hollow Road onto Norristown Road (S.R. 2052), which could potentially be exacerbated by the proposed development. The separation distance between the Beech Hollow Road intersection and the existing traffic signal at Boveri Drive must be taken into consideration for the feasibility of lane improvements or traffic signal modifications. *The applicant's traffic engineer indicates in its response that the traffic signal timings have been optimized to meet PennDOT standards. Future modifications to the signal timings to allow for additional green time on the westbound Norristown Road (S.R. 2052) approach will be coordinated with PennDOT. This additional westbound green time would provide a gap in the eastbound traffic for the vehicles entering and exiting Beech Hollow Road.*

Any improvements to Norristown Road (S.R. 2052) or modifications to the existing traffic signal would require PennDOT approval. The applicant and Township should coordinate any potential improvements to the Norristown Road (S.R. 2052)/Beech Hollow Road intersection with PennDOT during the PennDOT HOP review process.

Norristown Road (S.R. 2052) Site Frontage

- Provide a 10-foot-wide trail along the Norristown Road (S.R. 2052) site frontage. In addition, provide a 10-foot-wide trail through portions of the site that connects to the proposed trail along the Norristown Road (S.R. 2052) site frontage and to the existing trail to the east of the site.
- Provide sidewalk extending across the Route 309 northbound on-ramp, under Route 309, across the Route 309 southbound off-ramp terminating at/near the SHIP property to the west of the site.
- Provide PennDOT compliant crosswalks and pedestrian traffic signal equipment at the signalized study intersections between Boveri Drive and the Route 309 southbound off-ramp.

Based on our preliminary review of the proposed sidewalk extending under the Route 309 along Norristown Road (S.R. 2052), identified in the Traffic Impact Summary memorandum, it appears that providing a 4' sidewalk and single-faced barrier curb may reduce the outermost westbound through lane to less than 11' in width which may require adjustments to lane widths and or shifting of travel lanes on Norristown Road (S.R. 2052) through the interchange area. It is noted that the applicant's traffic engineer has included the conceptual sketch of the proposed sidewalk with the TIS Scoping Application submitted to PennDOT on March 4, 2026. PennDOT has provided preliminary comments regarding the proposed sidewalk in their TIS Scoping Application review dated April 2, 2026. If the proposed development moves forward, a more detailed concept plan should be prepared for review by the Township and PennDOT.

Norristown Road (S.R. 2052) and Tennis Avenue (S.R. 2020)

- **Coordinate with PennDOT and the Township on shifting where the transition occurs between the one westbound lane and two westbound lanes further west in order to extend the existing eastbound left-turn lane approaching Tennis Avenue (S.R. 2020).**
- **In addition to the lane improvements suggested in our June 25, 2025 letter and the recommendations provided in the TIS, Bowman recommends that a review of the traffic signal equipment for the Tennis Avenue intersection be completed with the design plans for the proposed improvements to determine upgrades that may be required of the applicant to improve traffic operations for the intersection.**

PennDOT TIS guidelines state that applicants may be required to address available storage and queue lengths at critical movements or approaches even if the overall intersection LOS requirements are met. The applicant's engineer should evaluate feasible improvements at the intersection of Norristown Road (S.R. 2052) and Tennis Avenue (S.R. 2020) to accommodate the 2027 and 2032 future projected queues that are projected to exceed the available storage length for the eastbound left-turn movement on Norristown Road (S.R. 2052) during the weekday morning and weekday afternoon peak hours according to the queue analysis provided in Tables 13 to 15 of the TIS.

The applicant's traffic engineer indicates in its response that the existing eastbound Norristown Road (S.R. 2052) left-turn queue storage area is approximately 100 feet and that queues for this movement exceed 100 feet under existing conditions during the AM Peak Hour and during the AM and PM peak hours during all projected conditions. Due to the high volume of left turns, the queue cannot be shortened through retiming alone. Additionally, the road cannot be restriped due to the presence of

narrow shoulders and the variable message board structure within the westbound shoulder. However, as part of further coordination with Bowman, the possibility of shifting where the transition occurs between the one (1) westbound lane to two (2) westbound lanes further west in order to extend the existing eastbound left turn lane approaching Tennis Avenue was discussed. Since Norristown Road (S.R. 2052) is a PennDOT owned roadway, the proposed "lane transition shift" would require PennDOT approval. The applicant and the Township Traffic Engineer will coordinate with PennDOT on this potential "shift" at the appropriate time during the Land Development process.

If improvements to address available storage and queue lengths at critical movements or approaches are not feasible and agreed upon by PennDOT, the applicant should identify other improvements for the intersection or Norristown Road (S.R. 2052) corridor in place of those referenced above. Additionally, the applicant may be required by PennDOT to provide an Alternative Transportation Plan (ATP) that proposes necessary storage and/or infrastructure improvements in the study area that are feasible and will improve transportation (multi-modal) mobility.

6. Additional comments and requirements could be raised, and revisions may be required for the site access, and recommended transportation improvements for the Norristown Road (S.R. 2052) corridor during the Conditional Use, Land Development and PennDOT Highway Occupancy Permit (HOP) review processes.
7. Based on information provided in Table 6 of the TIS, the proposed development will generate 311 total "new" trips during the weekday morning peak hour, 339 total "new" trips during the weekday afternoon peak hour, and 382 total "new" trips during the Saturday midday peak hour. The table below summarizes the "new" trips for the proposed development.

**Total "New" Trips
Proposed Site**

Land Uses	Size	AM Peak	PM Peak	Saturday Midday Peak
Office (Existing to Remain)	77,619 s.f.	97	84	57
Proposed Residential	278 units	105	55	73
Proposed Retail Buildings	46,750 s.f.	109	200	252
Total New Trips		311	339	382

The existing site consists of a 143,295 square-foot office building which if fully occupied would generate 180 total "new" trips during the weekday morning peak hour, 173 total "new" trips during the weekday afternoon peak hour, and 126 total "new" trips during the Saturday midday peak hour. Therefore, the proposed development is expected to generate an additional 131 total "new" trips during the weekday morning peak hour, an additional 166 total "new" trips during the weekday afternoon peak hour, and an additional 256 total "new" trips during the Saturday midday peak hour over the existing office buildings of the site if fully occupied.

8. Crash resumes should be provided to our office and PennDOT during the land development and HOP review process in order for the crashes summarized in the study at the intersection of Norristown Road (S.R. 2052) and Route 309 Northbound Ramps can be further evaluated. The evaluation may help determine if there is a pattern to the crashes at this intersection and if the provision of safety improvements may benefit this intersection and reduce the types of crashes that are occurring there. The applicant's review of the same should indicate their recommendation, as

well. *The applicant's traffic engineer indicates in its response that the crash resumes will be provided during the land development and HOP processes.*

9. If the proposed development proceeds to the land development process, the applicant's traffic engineer should discuss with the Township whether additional background developments should be included in future revisions to the TIS.
10. The applicant must forward the revised electronic Synchro files to our office with future submissions for further review, and verification, to confirm the analyses inputs and operations.
11. If the proposed development is approved and constructed, we continue to recommend that the applicant complete a post-development trip generation study after the development is completely constructed and fully occupied to determine if additional traffic analysis at any of the study intersections should be completed to determine if further mitigation should be required of the applicant. *The applicant's traffic engineer indicates in its response that this comment is noted.*

Conditional Use Plans

In addition to the improvements identified for the site frontage and access at the signalized intersection of Norristown Road (S.R. 2052) and Boveri Drive referenced in comment 5 of this letter, we offer the following additional comments for consideration pertaining to the conditional use plan.

12. The applicant's engineer should evaluate the feasibility of adjusting the alignment of the first internal intersection to the site so that the minor approaches to this intersection are aligned opposite each other.
13. The applicant's engineer should consider alternative access configurations for the parking areas leading to/from the apartment building and the supermarket/commercial area on the northern end of the main access drive leading to/from Norristown Road (S.R. 2052) to improve internal circulation and access management in this area of the site.
14. The applicant's engineer should review the proposed parking and consider whether the proposed parking spaces located in the vicinity of the parking garage entrance and the internal intersection on the northern end of the main access drive leading to/from Norristown Road (S.R. 2052) should be relocated to other areas of the parking fields.
15. The applicant has proposed an emergency access only driveway connecting to the Gwynedd Estates parking lot adjacent to the property. We defer to the Township Fire Marshal on the most appropriate location of the proposed emergency access only driveway.
16. Turning templates should be provided demonstrating the ability of emergency vehicles, trash trucks, and the largest expected delivery vehicle expected to routinely access the site to maneuver into and out of the site access along Norristown Road (S.R. 2052) and entirely through the site (including through the emergency access located adjacent to the apartment building). It is recommended that the Township Fire Marshal review the plans for accessibility and circulation needs of emergency apparatus.

17. A more detailed review of land development plans will be conducted if and when the project moves forward through a detailed land development review and approval process. Additional comments and requirements could be raised, and revisions may be required for the site access, roads internal to the development, pedestrian facilities, signage, and parking at that time.

If you or the Township have any questions, or require clarification on the above comments, please contact me.

Sincerely,



Chad Dixon, AICP, PP
Senior Project Manager

CED/BMJ

cc: Jamie Worman, Assistant Township Manager
Patty Sexton-Furber, Building Codes Administrator
James Hersh, P.E., Gilmore & Associates, Inc.
Neil Stein, Esquire, Solicitor
Al Comly, Township Fire Marshal
Mirlene SaintVal, P.E., PennDOT
Nidhi Mehra, PennDOT
John Gallagher, P.E., PennDOT
Peter Clelland, BT 309, LLC (Applicant)
Christen Pionzio, Esquire, HRMM&L (Applicant's Attorney)
Thomas Knab, R.L.A, Bohler Engineering (Applicant's Architect)
Matt Hammond, P.E., TPD, Inc. (Applicant's Traffic Engineer)

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MEMORANDUM

ATTN: Board of Supervisors

DATE: July 21, 2026

FROM: Jamie P. Worman, Assistant Township Manager

SUBJ: [1217 N. Bethlehem Pike Land Development #26-04](#)

Recommended Motion: To approve Resolution #2026-16 granting preliminary/final approval of the 1217 N. Bethlehem Pk Land Development subject to any agreed upon conditions.

Christen Pionzio, Esquire will appear before the BOS on July 28, 2026, to present a land development application for 1217 N. Bethlehem Pike on behalf of her clients, Hallmark Homes. The 1.32-acre property is located on Bethlehem Pike between Tintern Drive and Fairland Drive in the E-2 Residential Zoning District. The applicant proposes to construct three townhomes served by a common private driveway with access from Bethlehem Pike, along with associated stormwater management facilities. The shared improvements will be owned and maintained by a homeowners' association (HOA). This development was originally approved in 2020 as the Spring House Court Development. However, all approvals have since lapsed except for the PennDOT Highway Occupancy Permit authorizing access to Bethlehem Pike. As was the case with the original application, efforts to coordinate with the adjoining HOA to relocate the access drive to Tintern Drive were unsuccessful. The current applicant has also obtained the same zoning relief previously granted by the Zoning Hearing Board, permitting development on a property with a lot area of less than 20 acres.

The Planning Commission recommended approval of the proposed land development plan at its June 15, 2026, meeting, subject to the conditions outlined in the attached draft meeting minutes. The revised plan is linked above in the subject line. Also attached for your reference are the review letters, waiver request letter, and arborist report. Given the limited scope and straightforward nature of the proposed development, the applicant has requested that the BOS consider granting conditional preliminary/final land development approval.

LOWER GWYNEDD TOWNSHIP BOARD OF SUPERVISORS
MONTGOMERY COUNTY, COMMONWEALTH OF PENNSYLVANIA

RESOLUTION NO. 2026-_____

PRELIMINARY/FINAL CONDITIONAL LAND DEVELOPMENT APPROVAL (#26-08LD)

BACKGROUND

A. On March 10, 2020, the Board of Supervisors of Lower Gwynedd Township (“**Board**”) approved the Preliminary/Final Conditional Land Development Plan of Spring House Court (the “**Prior Approval**”) prepared for Pat Sparango (“**Sparango**”), consisting of Preliminary Land Development Plans, consisting of pages 1 through 13 of 13, dated October 1, 2019 as prepared by S.T.A. Engineering, Inc. for Sparango Construction Co., and a Post Construction Stormwater Management Plan Narrative, dated October 1, 2019, as prepared by S.T.A. Engineering, Inc. (collectively, the “**Prior Plans**”).

B. The Plans depicted a three (3) lot subdivision for the construction of three (3) new homes and a common driveway (the “**Project**”) on property located at 1217 N. Bethlehem Pike, Tax Map Parcel #39-00-00412-00-8 which is a 1.32-acre parcel, located on the west side of Bethlehem Pike, (S.R. 2018) between Tintern Drive and Fairland Drive in the E-2 Residential Zoning District (the “**Property**”).

C. The Prior Approval has expired.

D. Hallmark Homes-Spring House Court LLC, as successor-in-interest to Sparango (“**Applicant**”) has now applied for preliminary and final approval (the “**Application**”) of the following revised plans (the “**Current Plans**”):

- (1) Preliminary/Final Land Development Plans, consisting of 1 through 13 of 13, dated October 1, 2019, last revised May 15, 2026, as prepared by S.T.A. Engineering, Inc. for Hallmark Homes-Spring House Court LLC.
- (2) Post Construction Stormwater Management Plan Narrative, dated October 1, 2019, last revised May 15, 2020, as prepared by S.T.A. Engineering, Inc. for Hallmark Homes-Spring House Court LLC.
- (3) Arborist Report, consisting of 1 through 8 of 8, dated May 13, 2026, as prepared by Rockwell Associates.
- (4) Waiver Request Letter, dated May 15, 2026, as prepared by S.T.A. Engineering, Inc. for Hallmark Homes-Spring House Court LLC.
- (5) Amended Waiver Request Letter dated July 20, 2026.

E. The Applicant desires to obtain preliminary and final approval of the Current Plans from the Board, in accordance with Section 508 of the Pennsylvania Municipalities Planning Code, as amended (the “**MPC**”).

NOW, THEREFORE, BE IT RESOLVED that the Board hereby grants preliminary and final approval of the Application and Current Plans, subject, however, to the following conditions:

A. In accordance with the requirements of the Township Subdivision and Land Development Ordinance (“**SALDO**”) and the MPC, the Board waives strict compliance with the following provisions of SALDO, pursuant to the Applicant’s waiver request letter of May 15, 2026:

- (1) **§1230.16**. A waiver to allow one submission for both Preliminary and Final approval.
- (2) **§1230.16(c)(2)(3)&(4)**. A partial waiver from the requirement that all existing features within two hundred feet (200’) of the property boundary be depicted on the plan, conditioned upon the Applicant providing any additional information necessary during the review process.
- (3) **§1230.37(c) & §1230.61**. A waiver from the requirement to provide curb along Bethlehem Pike (S.R. 0309).
- (4) **§1230.38**. A waiver to allow a curb cut for driveway width at the street line to be a maximum of twenty-two feet (22’) wide.
- (5) **§1241.401(n)**. A waiver to permit a minimum pipe size of twelve inches (12”) for the rain garden outlet pipe, conditioned on the proposed pipes have sufficient capacity to convey the one hundred (100)-year storm flow.

B. Prior to the recording of the Current Plans, the Applicant shall revise the Current Plans to resolve to the Township’s satisfaction (unless a waiver has been granted in this Resolution), all issues in:

- (1) the Gilmore & Associates (“**Township Engineer**”) review letter dated June 12, 2026, the entire contents of which is incorporated herein by reference.
- (2) the review letter from the Township Fire Marshall dated June 12, 2026, to the extent the comments refer to land development issues. Any building code comments will be addressed during the building permit application review. The Applicant agreed to the installation of “no parking” signs along the entry drive.
- (3) the Bowman (“**Township Traffic Engineer**”) review letter dated June 12, 2026, the entire contents of which is incorporated herein by reference.
- (4) the following recommendations of the Township Planning Commission, made at its June 17, 2026 meeting and agreed to by the Applicant:
 - (a) that the planned community documents state that garages will be maintained for vehicle parking, limits on excess storage be imposed, and signage be installed designating the overflow spaces as visitor parking only.

- (b) the Applicant shall provide an extension of pavement to keep trash containers out of the travel lane. Further, the planned community documents shall address timely retrieval of trash containers.
 - (c) the addition of a lamppost at the Bethlehem Pike/Spring House Court entrance.
 - (d) the Applicant shall provide no fewer than two (2) overflow parking spaces for the Project.
 - (e) the Applicant shall comply with any new highway occupancy permit requirements from PennDOT.
- (5) the Montgomery County Planning Commission's June 17, 2026 letter, the entire contents of which are incorporated herein by reference.

C. Any development of the Property shall be in strict accordance with the content of the Current Plans, notes on the Current Plans, the terms and conditions of this Resolution.

D. As preconditions to the Township's execution and recording of the Current Plans:

- (1) the Applicant shall execute a Land Development Agreement and Stormwater Best Management Practices, Operations and Maintenance Agreement (the "**Agreements**"), execute and deliver all necessary and appropriate deeds of dedication, and post financial security for construction of improvements on the Property, all of which shall be in a form acceptable to the Township Solicitor.
- (2) the Applicant shall provide proof that the Current Plans have been pre-reviewed and approved for recording by the Recorder of Deeds.
- (3) all planned community documents and easements have been provided to the Township Solicitor for review, and any comments have been addressed.
- (4) the Applicant shall have paid the following fees and/or voluntary contributions:
 - (a) a fixed park and recreation area fee of **Three Thousand Dollars (\$3,000.00)**, based upon of One Thousand Dollars (\$1,000.00) for each proposed dwelling unit.
 - (b) in accordance with Lower Gwynedd Township Resolution 2005-16, a Stormwater Management Facility fee in the amount of Five Hundred Dollars (\$500.00) per 1000 cubic feet of storage volume within the proposed BMP's. Based on 2,555 cf. of proposed storage, the fee is **One Thousand Two Hundred Seventy-Seven Dollars and fifty cents (\$1,277.50)**.

- (c) a transportation impact fee of Three Thousand Eight Hundred Sixty-Five Dollars (\$3,865.00) per “new” weekday afternoon peak hour trip, based on information provided for Land Use Code 215 (Single-Family Attached Housing) in the Institute of Transportation Engineers publication, Trip Generation, 12th Edition. The Project will generate two (2) “new” trips during the weekday afternoon peak hour, resulting in a transportation impact fee of **Seven Thousand Seven Hundred Thirty Dollars (\$7,730.00)**.
- (d) a recreational impact fee of **One Thousand Five Hundred Dollars (\$1,500.00)**, based upon Five Hundred Dollars (\$500.00) per new dwelling.

E. The Applicant shall be responsible for all costs of accomplishing, satisfying, and meeting all terms and conditions and requirements of the Current Plans and this Resolution, without any cost or expense to the Township.

F. The Applicant shall provide the Township Manager and the Township Engineer with at least seventy-two (72) hours' notice prior to the initiation of any grading or ground clearing (whether for the construction of public improvements or in connection with individual buildings or additions), so that the Township may certify that all appropriate erosion and sedimentation control facilities have been properly installed and also that snow fencing or other types of boundary markers (acceptable to the Township) have been installed to protect such trees as are specifically proposed not to be eliminated during construction.

G. Pursuant to the provisions of the MPC, the Applicant has the right to accept or reject conditions imposed by the Board of Supervisors upon final approval. In the absence of an appeal or a notice of rejection filed in writing within thirty (30) days from the date of this Resolution, the conditions set forth herein shall be deemed to have been accepted by the Applicant.

H. If the Township receives written notice of an appeal or rejection of any of the conditions set forth herein, this approval and the waivers granted herein (which waivers are granted contingent upon the acceptance of the conditions set forth herein) shall be deemed automatically rescinded, revoked and shall be considered denied based upon the failure to fully comply with all of the requirements set forth herein in accordance with MPC Section 508.

APPROVED at the public meeting of the Lower Gwynedd Township Board of Supervisors held on July 28, 2026.

ATTEST:

MIMI GLEASON, TOWNSHIP MANAGER

TOWNSHIP:
LOWER GWYNEDD TOWNSHIP
BOARD OF SUPERVISORS

By: _____
DANIELLE A. DUCKETT, CHAIRPERSON

APPLICANT ACCEPTANCE:

Hallmark Homes-Spring House Court LLC, hereby accepts the terms and requirements of this Resolution and all conditions of approval, as of this 23rd day of July, 2026.

HALLMARK HOMES-SPRING HOUSE COURT LLC

By: _____

Print Name/Title:



June 12, 2026

File No. 26-00607

Mimi Gleason, Township Manager
Lower Gwynedd Township
1130 N Bethlehem Pike
P.O. Box 625
Spring House, PA 19477

Reference: Preliminary/Final Application Land Development – Review 1
Spring House Court - 1217 N. Bethlehem Pike
TMP #39-00-01684-00-5

Dear Ms. Gleason:

Pursuant to your request, Gilmore & Associates, Inc. performed a review of the preliminary/final submission for land development for the above-referenced project. Upon review we offer the following comments for consideration by the Lower Gwynedd Township Board of Supervisors:

I. Submission

- A. Preliminary/Final Land Development Plans, consisting of 1 through 13 of 13, dated October 1, 2019, last revised May 15, 2026, as prepared by S.T.A. Engineering, Inc. for Sparango Construction Co.
- B. Post Construction Stormwater Management Plan Narrative, dated October 1, 2019, last revised May 15, 2020, as prepared by S.T.A. Engineering, Inc. for Sparango Construction Co.
- C. Arborist Report, consisting of 1 through 8 of 8, dated May 13, 2026, as prepared by Rockwell Associates.
- D. Waiver Request Letter, dated May 15, 2020, as prepared by S.T.A. Engineering, Inc. for Sparango Construction Co.

II. Project Description

The subject tract (TMP# 39-00-00412-00-8) is a 1.32-acre parcel, located on the west side of Bethlehem Pike, (S.R. 2018) between Tintern Drive and Fairland Drive in the E-2 Residential Zoning District. The site is currently a vacant lot with some trees and brush area.

The Applicant proposes the construction of three townhomes with a common private driveway, with the remainder of the site to be left as open space. The stormwater facilities shown on the plans are proposed to be maintained by an established homeowner's association. All proposed lots will be served by both public water and sewer.

III. Reference Documentation

- A. Lower Gwynedd Township Zoning Hearing Board Decision on March 14, 2026 granting the Applicant a variance to allow the project on a parcel that is less than the 20 acre minimum required by Ordinance.

IV. Review Comments

A. Zoning Ordinance

We defer all comments with respect to the Lower Gwynedd Township Zoning Ordinance to the Township's Zoning Officer. We note that on May 14, 2026, The Lower Gwynedd Township Zoning Hearing Board granted the Applicant a variance from Section 1269A.03(a) requiring a lot area of 20 acres for development.

B. Waivers Requested

Pursuant to §1230.09, the Township Board of Supervisors may grant a waiver of the requirements of one or more provisions of this ordinance provided the Applicant proves undue hardship. All waivers shall be formally requested from the Township and shall be in writing and shall accompany and be part of the application for development. The Record Plan shall list the waivers, applicable section numbers, and the date granted as applicable, including any conditions.

The following waiver requests are noted on the waiver request letter provided in this submission.

1. §1230.16 – A waiver is requested to allow one submission for Preliminary and Final approval. **We have no objection to this request given the scale of the project.**
2. §1230.16(c)(2)(3)&(4) – A partial waiver is requested from the requirement that all existing features within 200 feet of the property boundary be depicted on the plan, contingent upon the Applicant providing any additional information necessary during the review process. **We have no objection to this request contingent upon the commitment of cooperation between the applicant and this office.**
3. §1230.37(c) & §1230.61 – A waiver is requested from the requirement to provide curb along Bethlehem Pike (S.R. 0309). **We have no objection to this request provided that the Township Traffic Engineer concurs and PennDOT does not see the need for curb in this area.**
4. §1230.38 – A waiver is requested to allow a curb cut for driveway width at the street line to be a maximum of twenty-two (22) feet wide. **We have no objection to this request.**
5. §1230.45 – A waiver is requested from the requirement to provide sidewalk Bethlehem Pike (S.R. 0309). **We note that the Applicant did receive this waiver request during the original approval of the plans; however, since that time the Township developed a Sidewalk & Trails Strategic Plan, which contemplates sidewalk along Bethlehem Pike in this area. We do note that the Applicant is proposing a trail connection from their property to the adjacent Middle Trewellyn Trail.**
6. §1241.401(n) – A waiver is requested to permit a minimum pipe size of 12 inches for the rain garden outlet pipe. **We have no objection to this waiver request provided that the proposed pipes have sufficient capacity to convey the 100-year storm flow.**

A. Subdivision and Land Development Ordinance

We offer the following comments with respect to the current Lower Gwynedd Township Subdivision and Land Development Ordinance:

1. §1230.15 – The Applicant is responsible for all required approvals, permits, etc. (e.g., Montgomery County Conservation District, PennDOT HOP, Fire Marshal, PADEP, etc.)
2. §1230.16(b) – The Applicant shall address the following general plan issues:

- a. We note that the proposed plan meets the parking requirements of the zoning ordinance, however, the applicant may consider additional parking to allow for guest spaces within the community.
 - b. The Applicant should consider adjusting the location of the trail connection to the access drive. In the event that a car is parked in the space currently adjacent to the trail connection, then the trail will be blocked. The Applicant should consider moving the trail connection east of its current location to avoid the proposed parking space.
 - c. We note that the Land Development Plan references the waivers granted on March 10, 2020 pursuant to resolution No. 2020-07. The plans shall be updated to reference any updated approvals to requested waivers with any applicable conditions.
 - d. The plans shall be revised to provide details of the sign panel in the front yard to ensure it meets all zoning requirements.
 - e. Note 17 within the Land Development Plan (sheet 1 of 13), shall be revised to indicate the setting of monuments by a licensed surveyor.
 - f. The locations of all roof drains shall be added to the plans to ensure proper discharge of the proposed BMPs.
 - g. The north arrows on the Plan and Profile of Sanitary Sewer (sheet 12 of 13) shall be moved out of the profile view and into the respective plan views.
 - h. The plans shall be revised to provide more spot elevations in the parking areas to ensure all requirements are met.
 - i. We note that “No Parking” signs, R8-3 have been provided for the access drive. The plans shall be revised to include the sign detail to the plans
3. §1230.33 – It appears that the limit of disturbance is roughly 0.9 acres. If any plan revisions require the disturbance to be increased to greater than the 1-acre threshold, then the Applicant will be required to obtain an NPDES and Erosion & Sediment Control permit from the Montgomery County Conservation District.
 4. §1230.40(a)(1).B – We defer the calculation of any applicable Act 209 fees to the Township Traffic Engineer.
 5. §1230.41 – The following comments are related to all Landscaping and Lighting requirements.
 - a. §1230.58 – This section requires the developer to install streetlights along Bethlehem Pike at the discretion of the Board. We defer to the Board of Supervisors to determine whether additional streetlights are warranted for this project.
 - b. In accordance with Lower Gwynedd Township Ordinance No. 496, at least 75% of the plantings proposed as part of a subdivision and land development shall be native. We recommend that the Planting Schedule be revised to denote species that are native, so that compliance with this Ordinance can be demonstrated.
 - c. The plans shall be revised to show the lighting contours and foot-candles for all the existing lights located in front of the building to ensure that the parking lot is sufficiently lit and no light is carried off of the property.

- d. The height of the light poles shall not exceed 14-feet. The light pole detail shall be revised to include the height.
6. §1230.46(e)(10) – The dead-end parking area and the driveway for Unit 3 appear to lack the required sufficient area for backing and turning movements. We defer to the Township Traffic Engineer to determine whether this dead-end parking spot and the Unit 3 driveway will impact the internal traffic of the site.
7. §1230.46(e)(15) & (16) – Every off-street parking area shall include sufficient stacking space to accommodate entering and exiting vehicles without overflowing into adjacent streets or service roadways. We defer to the Township Traffic Engineer to determine whether the short internal access area prior to the curbed island will impact on the internal traffic of the site or traffic on Bethlehem Pike.
8. §1230.62 – The Applicant shall obtain a “will serve” letter from the water supplier. A copy of the letter shall be provided to the Township. Additionally, the plans shall be submitted to the water supplier for review/approval.
9. §1230.63 – The Applicant shall address the following issues in regard to the proposed sanitary sewer design:
 - a. The Applicant shall include the existing and proposed sanitary sewer laterals and connections on the plans. In addition, the size, slope, materials, lengths, inverts, etc. should be shown for all existing and proposed sanitary sewers.
10. §1230.63(c) – The Applicant should confirm with PA DEP whether or not planning is required. Additionally, the Applicant should verify how many EDU’s are currently allocated to the site, and if more are needed. Calculations should be provided for review.

B. Stormwater Management Ordinance

We offer the following comments with respect to the current Lower Gwynedd Township Stormwater Management Ordinance (SWMO) (Adopted May 2017):

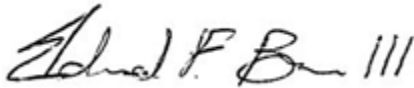
1. §1241.301(b)(2)V – The following note shall be placed on all plans which propose permanent BMPs: The BMP facilities shown on these plans are a basic and perpetual part of the stormwater management system for the proposed site located in Lower Gwynedd Township, Montgomery County, and as such are to be protected and preserved in accordance with the approved plans by the owners, their successors and assigns of these lands. Lower Gwynedd Township and/or its agents reserve the right and privilege to enter upon these lands from time to time for the inspection of said facilities in order to determine that the structural and design integrity is being maintained and the proper operation and maintenance of the facility is being conducted.
2. §1241.301(b)(2)W – The plans shall include a statement, signed by the applicant, acknowledging that any revision to the approved drainage plan must be approved by the Township, and that a revised erosion and sediment control plan must be submitted to the Township and Montgomery County Conservation District for approval, if applicable.
3. §1241.301(b)(2)X – The PCSM Plan (sheet 7 of 13) shall include the following signature block for the Design Engineer: I, (Design Engineer), on this date (date of signature); hereby certify that this drainage plan meets all requirements of the Department of Environmental Protection's (DEP's) regulations and this Ordinance.

4. In accordance with Lower Gwynedd Township Resolution 2005-16, the Applicant is required to pay a Stormwater Management Facility fee in the amount of \$500 per 1000 cubic feet of storage volume within the proposed BMP's. Based on 2,555 CF of proposed storage, we calculate the fee to be \$1,277.5.
5. The Applicant will be required to enter into a Stormwater Ownership & Maintenance Agreement with the Township for the proposed on-site stormwater improvements. The documents will be prepared by the Township Solicitor and should be executed prior to the plans being recorded.

In order to expedite the review process of the resubmission of the plan, the Applicant should submit a response letter which addresses each of the above comments. Changes that have been made to the application that are unrelated to the review comments should also be identified in the response letter. Additional review comments not referenced in this letter may be made upon review of the revised plan submission.

If you have any questions regarding the above, please contact this office.

Sincerely,



Edward F. Brown, P.E.
Project Manager
Gilmore & Associates, Inc.

EB/sl

cc: Jamie Worman, Assistant Township Manager
Patty Sexton-Furber, Building Codes Administrator
Neil A. Stein, Esq., Kaplin Stewart
Al Comly, Township Fire Marshal
Susan Rice, P.E., STA Engineering, Inc
Chad Dixon, AICP, PP, McMahon Associates, Inc.
Hallmark Homes, Applicant
James Hersh, P.E., Vice President, Gilmore & Associates, Inc.



June 12, 2026

Ms. Mimi Gleason
Township Manager
Lower Gwynedd Township
1130 N. Bethlehem Pike
Spring House, PA 19477

RE: **Traffic Review – Preliminary/Final Land Development Plans**
1217 North Bethlehem Pike (S.R. 2018)
Lower Gwynedd Township, Montgomery County, PA
Project No. 314087-01-025

Dear Mimi,

Per your request, Bowman Consulting Group (Bowman) has completed our traffic review for the proposed development to be located at 1217 North Bethlehem Pike (S.R. 2018) in Lower Gwynedd Township, Montgomery County, PA. It is our understanding that the proposed development will consist of 3 townhouse units. Access to the proposed development will be provided via a full-movement driveway along North Bethlehem Pike (S.R. 2018).

The following documents were reviewed in preparation of our comments:

- Preliminary/Final Land Development Plans – Springhouse Court, prepared by S.T.A. Engineering, Inc., last revised May 15, 2026.
- Waiver Request Letter – Springhouse Court, prepared by S.T.A. Engineering, Inc., dated May 15, 2026.

It should be noted that this development was previously approved by the Township in 2020, however, the applicant allowed the land development approval to expire. Therefore, the applicant is requesting a new land development approval for the proposed development. Based on our review of the documents listed above, Bowman offers the following comments for consideration by the Township and action by the applicant.

1. The applicant was previously granted a waiver from the following traffic-related Subdivision and Land Development Ordinance sections on March 10, 2020 as noted in Township Resolution 2020-07. The applicant is seeking an updated approval for the waivers listed below as part of the current land development application:
 - Section 1230.37(c) and Section 1230.61(a) – requiring curbing to be provided along the North Bethlehem Pike (S.R. 2018) site frontage.
 - Section 1230.38 – requiring a maximum curb cut of 20 feet for the proposed driveway along North Bethlehem Pike (S.R. 2018).
 - Section 1230.45(a) – requiring sidewalk to be provided along the North Bethlehem Pike (S.R. 2018) site frontage.

2. The width along the entire length of the proposed driveway should be labeled on the plans and meet requirements in **Section 1230.38(b)(6)** of the **Subdivision and Land Development Ordinance**.
3. It should be noted that 1208 –1224 North Bethlehem Pike (S.R. 2018), the property on the opposite side of North Bethlehem Pike (S.R. 2018) from this site recently received conditional use approval. As that project advances to land development, the applicant's engineer must coordinate, as needed, all necessary improvements along its North Bethlehem Pike (S.R. 2018) site frontage with any proposed improvements being installed as part of the 1208 –1224 North Bethlehem Pike (S.R. 2018) application.
4. The plans should be revised to show the correct state route designation (S.R. 2018) for North Bethlehem Pike.
5. The "Stop" sign that is shown on Sheet 4 on the driveway approach to North Bethlehem Pike (S.R. 2018) should also be shown on Sheet 1.
6. The minimum edge of pavement radius of the proposed driveway should be 30 feet, in accordance with **Section 1230.39(a)** of the **Subdivision and Land Development Ordinance**. Our office defers to PennDOT on the appropriate radius. A waiver will be required for the proposed 25-foot radius proposed on the plans.
7. The Township Fire Marshal should review the plans for accessibility and circulation needs of emergency apparatus.
8. The applicant's engineer should evaluate the parking space at the end of the site driveway to determine whether enough area is provided for a vehicle to back out of the driveway for Unit 3 if the parking space is occupied. An exhibit should be added to the plans.
9. The proposed development will be subject to the transportation impact fee of \$3,865 per "new" weekday afternoon peak hour trip and the applicant will be required to pay a Transportation Impact Fee. Based on information provided for Land Use Code 215 (Single-Family Attached Housing) in the Institute of Transportation Engineers publication, *Trip Generation, 12th Edition*, the proposed 3 townhouse units will generate approximately 2 "new" trips during the weekday afternoon peak hour, resulting in a transportation impact fee of \$7,730.
10. The applicant is requesting an extension of the existing Highway Occupancy Permit (HOP) that it received from PennDOT in 2020 since the proposed driveway along North Bethlehem Pike (S.R. 2018) was never constructed. Based on the information provided in the applicant's submission package, the current HOP expires July 14, 2026. The Township and our office must be copied on all applications, plan submissions, and correspondence between the applicant and PennDOT and be invited to any and all meetings between these parties. Additional comments may be provided after review of any materials submitted during the HOP process.
11. Based on our review, the applicant should address the aforementioned comments and provide revised plans to the Township and our office for further review. The applicant's engineer must

provide a response letter that describes how each specific review comment has been addressed, where each can be found in the materials, as opposed to general responses.

If the Township has any questions, or requires further clarification, please contact me.

Sincerely,



Chad Dixon, AICP, PP
Senior Project Manager

BMJ/MEE/CED

cc: Jamie Worman, Assistant Township Manager
Patty Sexton-Furber, Building Codes Administrator
James Hersh, P.E., Gilmore & Associates, Inc.
Neil Stein, Esquire, Solicitor
Al Comly, Township Fire Marshal
Mirlene SaintVal, P.E., PennDOT
Nidhi Mehra, PennDOT
John Gallagher, P.E., PennDOT
Susan Rice, P.E., S.T.A. Engineering, Inc. (Applicant's Engineer)

V:\314087 - Lower Gwynedd Township\314087-01-025 (TRN) - 1217 North BethlehemPk\Engineering\Submissions\2025-05-22 LD\Review\2026-06-12 Review Letter_1217 North Bethlehem Pike.docx



July 20, 2026

Lower Gwynedd Township
Board of Supervisors
1130 N Bethlehem Pike
Spring House, PA 19477

Attn: Mimi Gleason, Township Manager

Subj: Spring House Court – WAIVER REQUESTS
TMP #39-00-01684-00-5
Lower Gwynedd Township, Montgomery County
STA Project #6646

Dear Mimi:

The following waivers were previously granted by the Board of Supervisors on March 10, 2020, in Resolution No. 2020-07. The current applicant is seeking an updated approval for the land development and the following waivers.

1. §1230.16 – Which requires a separate application for a preliminary and final submission. **(A waiver is requested to allow one submission for Preliminary and Final approval given the minor scope of the project.)**
2. §1230.16(c)(2)(3)&(4) – Which requires that all existing features within 200 feet of the property boundary be depicted on the plan. **(A partial waiver is requested of this requirement. The applicant will agree to provide any additional information requested by Gilmore & Associates, Inc. during the course of the review process.)**
3. §1230.37(c) & §1230.61(a) – Which requires curb along all existing roads abutting a land development. **(A waiver is requested of the requirement to provide curb along Bethlehem Pike, S.R. 0309, because Bethlehem Pike is a state road and will be subject to State requirements.)**
4. §1230.38 – Which requires the maximum curb cut or driveway width at the street line to be a maximum of 20 feet. **(A waiver is requested to allow a driveway width of 22 feet. The Township fire marshal reviewed the plan and found the widths to be acceptable and the driveway is intended to serve a multi-family use.)**

Mimi Gleason, Township Manager

July 20, 2026

Page 2

5. §1241.401(n) – Which requires a minimum pipe size of 18-inch diameter for storm sewer pipes. (**A waiver is requested to allow the rain garden outlet pipes to be 12-inch diameter in order to prevent clogging.**)

I believe this is a complete list of waiver requests. However, if additional requests become necessary through the plan review process, those requests will also be submitted in writing.

Respectfully submitted,

A handwritten signature in black ink that reads "Susan A. Rice". The signature is written in a cursive, flowing style.

Susan A. Rice, P.E.
S.T.A. Engineering, Inc.

Cc: James J. Hersh, P.E., Gilmore & Associates, Inc.
Chad Dixon, AICP, PP, McMahon Associates, Inc.
Hallmark Homes-Spring House Court LLC, applicant

**MONTGOMERY COUNTY
BOARD OF COMMISSIONERS**

Jamila H. Winder, Chair
Neil K. Makhija, Vice Chair
Thomas DiBello, Commissioner

www.montgomerycountypa.gov



**Montgomery County
Planning Commission**

Montgomery County • PO Box 311
Norristown, PA 19404-0311

610-278-3722
planning@montgomerycountypa.gov

Scott France, AICP
Executive Director

June 17, 2026

Ms. Jamie Worman, Assistant Township Manager
Lower Gwynedd Township
1130 North Bethlehem Pike, Box 625
Spring House, Pennsylvania 19477

Re: MCPC #26-0143-001
Name: Spring House Court
(3 lots/3 dus comprising 1.32 acres)
Situate: 1217 N. Bethlehem Pike/Tintern Drive
Lower Gwynedd Township

Dear Ms. Worman:

We have reviewed the above-referenced subdivision plan in accordance with Section 502 of Act 247, "The Pennsylvania Municipalities Planning Code," as you requested on May 22, 2026. We forward this letter as a report of our review.

BACKGROUND

The plan depicted in the submission involves the development of a 1.27-acre tract located at 1217 North Bethlehem Pike in Lower Gwynedd Township with three carriage home units arranged along a shared access driveway. The property is situated in the E-2 Residential District and represents an existing nonconforming tract that received zoning relief, including a variance from the minimum 20-acre lot area requirement, as well as several waivers from the Subdivision and Land Development Ordinance (SALDO) provisions related to plan submission requirements, curb installation, sidewalk construction, and driveway width standards. The plan included supporting site improvements such as stormwater management facilities, public water and sewer service connections, and approximately 1.07 acres of common open space. The open space, shared access drive, and stormwater facilities are to be owned and maintained by a homeowners' association. Additional elements include a proposed pedestrian trail and landscaping.

We previously reviewed plans for planned improvements to this property and submitted our comments to the township on February 3, 2020. The review letter for the proposal indicated that, while the Montgomery County Planning Commission (MCPC) generally supported the creation of three single-family attached dwellings on the 1.32-acre site, several technical and design considerations were identified for further attention. The comments noted that the submitted landscape plan should comply with the SALDO requirements for native plantings, specifically ensuring that at least 75 percent of proposed vegetation consists of species native to the Lower Delaware Valley/Piedmont Coastal Plain region. From a design standpoint, MCPC expressed concern with the proposed site access configuration, recommending that

access along Bethlehem Pike be minimized and that primary ingress and egress instead be directed to Tintern Drive to improve safety and limit curb cuts on a major roadway.

RECOMMENDATION

MCPC supports this proposal; however, during our review, we found the following issues that the applicant and municipality may want to consider before final plan approval.

REVIEW COMMENTS

ZONING ORDINANCE COMPLIANCE

- A. E-2 District/Off-Street Parking and Loading - The Zoning Ordinance requires designated areas for loading, unloading, refuse collection, and service vehicles to be provided. These areas must be adequate in size, properly arranged to avoid blocking access roads or parking facilities, and comply with Chapter 1294. Additionally, these zones should be clearly marked and labeled on the plan.

CONCLUSION

We reiterate that the MCPC generally supports this application; however, we recommend that township officials consider the issues raised in this letter.

Please note that the review comments and recommendations in this report are advisory to the municipality, and final disposition on 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 before 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 (26-0143-001) on any plans submitted for final recording.

Sincerely,



Kevin Chavous, ASLA, SITES AP, LEED AP, WELL AP, CNU-A, AICP CUD
Design Planner II
610.278.3731 e-mail kevin.chavous@montgomerycountypa.gov

c: Hallmark Homes, Applicant
STA Engineering, Inc., Applicant's Engineer
Mimi Gleason, Township Manager
Craig Melograno, Chairman, Township Planning Commission
Neil Stein, Esq., Township Solicitor

Attachments: A) Aerial View of Site
B) Reduced Copy of Applicant's Plan

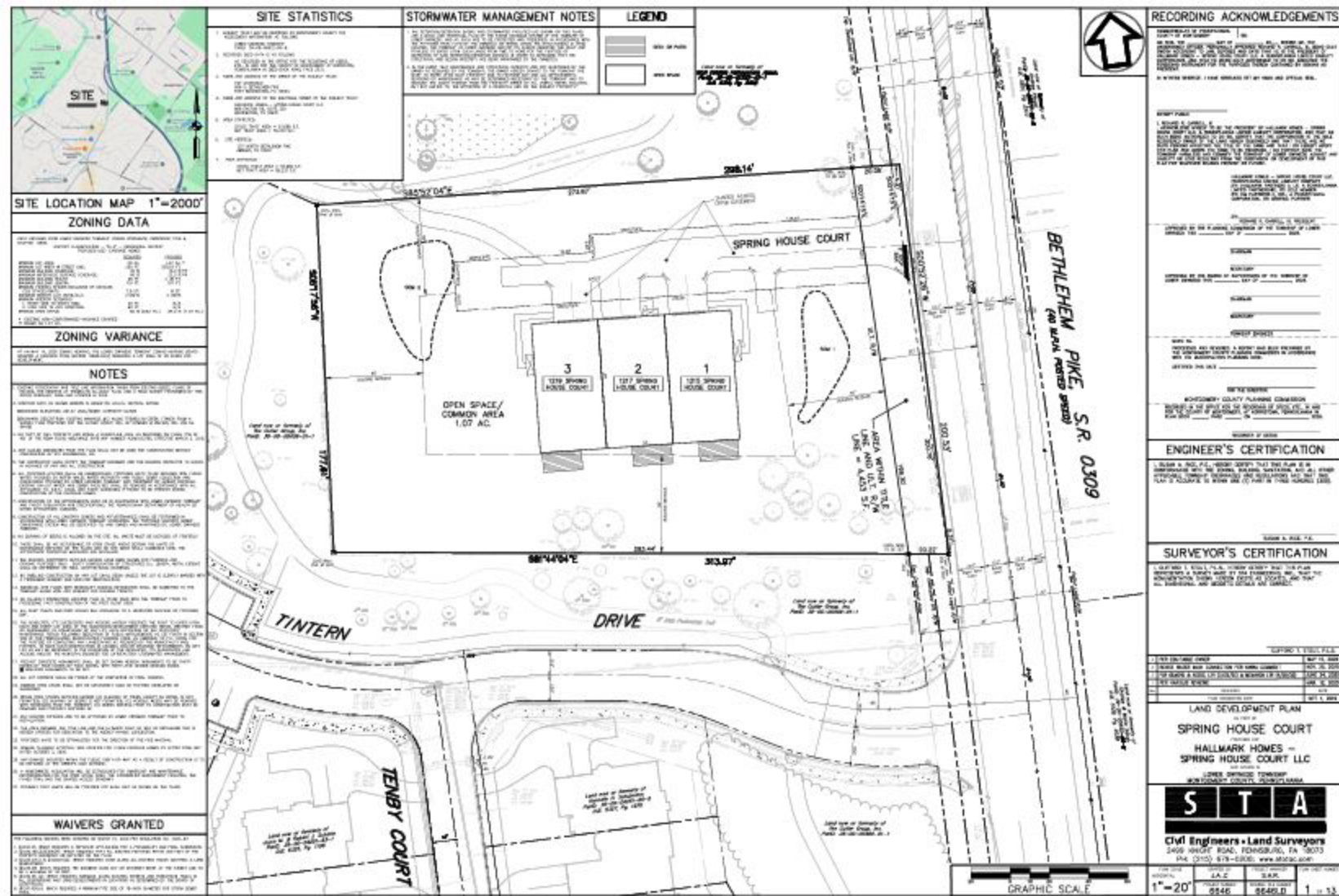


Spring House Court
MCPC#260143001

Montgomery
County
Planning
Commission

Montgomery County Courthouse - Planning Commission
PO Box 311, Huntstown PA 19046-0311
(717) 610-3723 (F) (717) 278-3341
www.montcopa.org/plancm
Aerial photography provided by Noamap







Office of the Fire Marshal

1130 N. Bethlehem Pike--P.O.Box 625--Spring House, PA 19477-0625--(215) 646-5302--FAX (215) 646-3357

REVIEW MEMORANDUM

TO: Patty Furber, Mimi Gleason, Jamie Worman
FROM: Al Comly
DATE: June 12, 2026

REVISED SUBMISSION DATED 6-19-2026

**RE: SPRING HOUSE COURT
1215-1217-12-19 BETHLEHEM PIKE
PRELIMINARY LAND DEVELOPMENT PLANS**

I have reviewed the submittal circulated for the above property as prepared by STA Engineering, Inc, dated 5-15-2026. This review is for the revised documents all dated 6-19-2026. This submittal still contains 13 sheets plus the Cover Sheet (see Drawing Sheet Index at the end of these comments)

General This submission presents revisions to the driveway and paved areas—all of which respond to my comments of 6-12-2026. I last reviewed a submittal for this project submittal dated 2020. The plan is relatively similar to the previous plans, with the same addresses and the agreement that Spring House Court was acceptable for the on-site access drive.

Comments I note the following as concerns:

1. Cartway for access drive (Spring House Court) width is 20 feet at the intersection with Bethlehem Pike, then reduces to 18 feet in width at the front edge of Building 1 (1215), then to 10 feet in width in front of Building 2 (1217). The drive terminates with what appears to be a parking space ((although no indication of such on the drawing). Apparatus access plan is shown on Sheet 11 of 13 is a reasonable interpretation access. However, access driveway must be posted There is minimal overflow parking shown in this development—there appears to be one space in front of the building and the previously cited one space at the termination of the driveway. **Revised plans dated 6-12-2026 respond acceptably to my previous comments. I have no additional comments on this issue.**
2. Plan show one No Parking sign for the development (R8-3). It is recommended that more be shown with the posting: "No Parking by Order of Fire Marshal" to allow enforcement by LGPD if necessary **Resolved in 6-19-2026 submission.**

3. These units should be equipped with Automatic Sprinklers installed in accordance with NFPA Standard 13R multiple unit developments. Additionally the separation walls between the units should be constructed of minimum 6" solid concrete masonry units (CMU) with no penetrations through the wall to maintain the required separation. It is further noted that access is limited on two sides of the proposed structure. **Note on Sheet 4 of 13 is sufficient—resolved.**
4. Closest fire hydrant is located across Bethlehem Pike from the access drive. The closest fire hydrant on the same side of Bethlehem Pike is approximately 200 feet from the intersection of the proposed Spring House Court and Bethlehem Pike (at Tintern Drive). **Installation of automatic fire sprinklers is sufficient to resolve this issue.**
5. Street name and numbers are acceptable. **No further comment.**

END OF COMMENTS

DRAWING SHEET INDEX

All originally issued 10-1-2019, revised
5-15-2026—**LATEST REVISION 6-19-
2026**

	Cover Sheet
1 of 13	Land Development Plan
2 of 13	Existing Features/ Demolition Plan
3 of 13	Aerial Photo Plan
4 of 13	Construction Improvement Plan & Detail Sheet
5 of 13	Erosion & Sediment Control Plan
6 of 13	Erosion & Sediment Control Detail Sheet
7 of 13	PCSM Plan
8 of 13	Landscape Plan
9 of 13	Construction Detail Sheet
10 of 13	Plan and Profile Bethlehem Pike S.R, 0309
11 of 13	PENNDOT Detail Sheet
12 of 13	Plan and Profile Sanitary Sewer
13 of 13	Maintenance and Protection of Traffic Plan

**LOWER GWYNEDD TOWNSHIP
PLANNING COMMISSION
Minutes of June 17, 2026**

Present: Craig Melograno, Chairman
Rich Valiga, Vice-Chair
Danielle Porreca
Michael Mrozinski
Craig Adams
Robert Sawyer
Maureen Nunn

Jamie Worman, Asst. Township Manager
Patty Furber, Building Codes Admin
Jim Hersh, Gilmore & Associates
Chad Dixson, Bowman

Absent:

Call to Order:

The meeting of the Lower Gwynedd Township Planning Commission was called to order at 7:00 PM.

Approval of Minutes: May 20, 2026

A motion was made by Ms. Porreca and seconded by Mr. Adams to approve the minutes of the Lower Gwynedd Township Planning Commission meeting of May 20, 2026. The motion carried unanimously.

Land Development:

#26-08LD

1217 N. Bethlehem Pike

Hallmark Homes – Spring House Court, LLC.

Mr. Rich Carroll, owner of Hallmark Homes Group, Mr. Tom Imperato, Director of Land Acquisition of Hallmark Homes Group and Ms. Susan Rice, P.E. with STA Engineering presented the preliminary and final land development application for 1217 North Bethlehem Pike. Mr. Carroll noted that this consisted of a 1.32-acre parcel on the west side of Bethlehem Pike between Tintern Drive and Fairland Drive. The proposal consists of three individual townhouse lots. Mr. Carroll noted that a substantially similar plan received ZHB approval from the township back in 2020 and subsequently received the same approval from the ZHB last month. The approvals lapsed under the prior property owner. A PennDOT Highway Occupancy Permit (HOP) from the 2020 approval has been kept current but will expire on July 14, 2026. The access to the property will be via a minimum access driveway off Bethlehem Pike. An HOA is proposed to manage stormwater and the access driveway.

Bowman Traffic Review Letter

Mr. Carroll addressed the key items in the Bowman review letter dated June 12, 2026. The most significant item was Comment No. 6, requiring the proposed driveway's edge-of-pavement minimum radius to be increased to 30 feet. Mr. Carroll indicated this would be a will-comply item, and revised plans would be resubmitted accordingly. The HOP, which expires July 14, is in the process of being renewed and will be kept current before expiration. It was noted that widening the radius may necessitate a minor plan revision to the HOP, and Mr. Dixon advised that the time extension be secured first before pursuing the revision.

Parking

The PC raised concerns about the adequacy of parking, particularly given the potential for multiple cars per unit and the tendency for garages to be used for storage rather than vehicle parking. Mr. Carroll explained that each unit includes a two-car garage and two dedicated driveway spaces, with three overflow spaces reconfigured per comments in the review letters. The entire entry drive (Spring House Court) has been widened to 20 feet throughout, and the overflow parking spaces have been reoriented to align with the unit driveways to improve maneuverability. The PC acknowledged that some parking management issues are inherent to any residential community and cannot be fully legislated away, but directed that the HOA documents include meaningful provisions to address potential problems — specifically, a requirement that garages be maintained for vehicle parking, limits on excess storage, and signage designating the overflow spaces as visitor parking only, with reference to the HOA so that the signage carries enforcement weight. Fire Marshal, Al Comly's review letter dated June 12, 2026, noted to include a recommendation for (R8-3) no-parking signs along the entry drive, which the applicant agreed to incorporate.

Montgomery County Planning Commission Review Letter

The County's letter expressed concern about site access configuration and recommended that access be directed through an interior driveway off Tintern Drive rather than directly onto Bethlehem Pike. Mr. Dixon noted that this same issue arose during the 2020 review, and at that time the applicant approached the neighboring community and was denied access through their private property. It was acknowledged that PennDOT cannot compel access through private property, making compliance with this recommendation infeasible.

Gilmore and Associates Review Letter

Discussion of the Gilmore letter touched on several items. The entry drive width was confirmed to be 20 feet internally, with the curb cut at Bethlehem Pike measuring 30 feet when accounting for the radii. The PC discussed the requirement for a sidewalk along Bethlehem Pike, noting that there is currently no continuous sidewalk along the relevant portion of the pike. Given that the township is engaged in a broader feasibility study for a pedestrian crossing of Bethlehem Pike — with potential crossing locations near Cedar Hill Road or Tintern Lane are still to be evaluated — the PC agreed that it would be premature to require the applicant to construct sidewalk at this time. Instead, the PC recommended deferral of the sidewalk requirement with the applicant providing an escrow to be worked out with the township. The PC noted the importance of preserving the ability to connect sidewalk from Tintern Drive to any future crosswalk location along the applicant's frontage.

Mr. Valiga questioned whether the pipe sizing below the standard 18-inch minimum was discussed; Mr. Hersh confirmed that 12-inch pipe is adequate given that only approximately one acre drains to two separate stormwater facilities, and that the applicant's engineer had provided supporting calculations. The overflow from the stormwater system was described as daylighting to a grassed low area on the adjacent

property with flow rates confirmed to be less than existing conditions. Mr. Hersh stated that a Stormwater Maintenance and Ownership Agreement with the township would be a required component, giving the township the right to enter the property and perform maintenance — and place a lien — in the event the HOA fails to meet its obligations.

Stormwater and Tree Replacement

The PC noted that the applicant's plan is unusual in being able to accommodate all required tree replacements on-site. A large ash tree (approximately 40 inches in diameter) on the property has died due to Emerald Ash Borer infestation. Mr. Hersh confirmed that the tree replacement ordinance applies only to healthy trees; accordingly, no replacement credit or waiver is required for the dead ash tree. The tree will be removed as part of site clearing.

Trash Collection

A discussion arose regarding trash collection logistics. The property will be served under the township's single-hauler contract. Given that haulers are unlikely to navigate the private driveway, trash containers will need to be brought to Bethlehem Pike for collection. The PC recommended that the applicant provide an extension of pavement keeping them off the travel lane. Ms. Porreca suggested that a time limitation be added to the HOA documents addressing timely retrieval of containers.

Street Lighting

The PC discussed the street lighting ordinance, which indicates that streetlights are at the discretion of the Board of Supervisors. The applicant's plan includes lampposts adjacent to each unit's dedicated parking area. The PC recommended the addition of a lamppost at the Bethlehem Pike/Spring House Court entrance be added for safety and visibility, given the proximity to the Route 309 interchange.

Waivers

Mr. Valiga directed the applicant to clearly distinguish on the plan between waivers previously approved in 2020 (which have since lapsed) and waivers being newly requested with this application, to avoid confusion.

A motion was made by Mr. Sawyer and seconded by Ms. Porreca to recommend Preliminary/Final Land Development approval to the Board of Supervisors based on the following conditions:

- 1) Applicant shall comply with all Bowman and Gilmore review comments.
- 2) Applicant shall comply with Fire Marshal, Al Comly's review letter dated June 12, 2026 including installation of no parking signs along the entry drive.
- 3) Applicant shall comply with any new HOP requirements from PennDOT.
- 4) HOA documents shall include provisions with enforceable remedies to address parking issues, including a requirement that garages be maintained for vehicle parking.
- 5) Overflow parking spaces shall be signed as "Visitor Parking Only" with reference to the HOA.
- 6) Applicant shall provide no fewer than three overflow parking spaces.
- 7) Applicant shall provide an extension of pavement at the Bethlehem Pike entrance for trash and recycling containers.
- 8) Sidewalk along Bethlehem Pike shall be deferred, with escrow to be determined by the township.
- 9) Applicant shall provide a lamppost at the Spring House Court/Bethlehem Pike entrance.
- 10) The PC supports previously approved waivers from 2020 shall be restated as new waiver requests on the plan subject to the sidewalk deferral condition.

The motion passed with a 7-0 vote.

1348 Sumneytown Pike - 8-lot Subdivision:

#26-09SUBD

Whitefield Homes, LLC.

Mr. Melograno noted for the record that 1348 Sumneytown Pike had appeared on the originally posted agenda but was not heard this evening. The applicant requested additional time to review the engineering and planning review letters they had received. This item will be rescheduled for a future meeting.

ADJOURNMENT

There being no further business, the meeting was adjourned at 8:00 P.M.

Respectfully submitted,

Patty Furber, Secretary



MEMORANDUM

ATTN: Board of Supervisors
DATE: July 20, 2026
FROM: Jamie P. Worman, Assistant Township Manager *Jamie Worman*
SUBJ: Waiver Request- Resolution #2026-17 Joell Subdivision Amended Approval

Recommended Motion: To approve Resolution #2026-17 granting the tree waivers conditioned upon any necessary amendments to the enclosed resolution following the discussion at the meeting.

Robert Blue, P.E. will be present at the BOS meeting on July 28th on behalf of his client, Denise Joell, who is requesting two waivers from the Lower Gwynedd Subdivision and Land Development Ordinance (SALDO) related to replacement trees and street trees. In 2019, the BOS approved a two-lot minor subdivision for the property at 1112 Wissahickon Avenue, creating a new building lot at 1110 Wissahickon Avenue. In 2022, the BOS approved an amendment to the subdivision plan to remove a note regarding the demolition of an existing garage. The project is now nearing completion.

The applicant is requesting a waiver from the requirement to plant 15 replacement trees, which mitigate the removal of 45 inches of existing tree caliper during construction. The applicant states that the site cannot reasonably accommodate the required trees due to limited planting area, underground and overhead utilities, and other site constraints. The applicant also notes that several large, mature trees at the rear of the property were preserved throughout construction. The applicant also requests a waiver from the requirement to plant three street trees along the property's frontage. While the approved subdivision required three new street trees, the applicant contends that additional plantings are not feasible because of overhead and underground utility conflicts. The applicant also notes the limited presence of street trees within the surrounding neighborhood.

Overall, Township staff supports the requested waivers. If the BOS chooses to accept a fee in lieu of the required replacement trees, the standard calculation of \$300 per 3-inch-caliper tree would result in a total contribution of \$4,500. The supporting documentation is attached to this memo.

**BOARD OF SUPERVISORS
LOWER GWYNEDD TOWNSHIP
MONTGOMERY COUNTY, COMMONWEALTH OF PENNSYLVANIA**

RESOLUTION NO. 2026- _____

**JOELL SUBDIVISION
AMENDED PRELIMINARY / FINAL SUBDIVISION APPROVAL**

WHEREAS, Darryl and Geneva Joell were the owners (the **"Prior Owners"**) of a certain tract of land consisting of approximately .66 acres of land situate in Lower Gwynedd Township, with an address of 1112 Wissahickon Avenue, parcel #39-00-05020-00-8 (the **"Property"**).

WHEREAS, pursuant to Board of Supervisors Resolution #2019-11 approved on May 14, 2019, the Prior Owners received approval (the **"Prior Approval"**) to subdivide the Property into two (2) lots, with Lot #1 containing the existing dwelling and Lot #2 containing the existing garage (collectively, the **"Development"**), as depicted on a "Final Minor Subdivision Plan" prepared by Robert E. Blue Consulting Engineers, P.C. dated October 4, 2010, last revised December 7, 2020, recorded in the Office of the Montgomery County Recorder of Deeds on March 12, 2021 in Plan Book 0054, Page 00402 (the **"Plan"**).

WHEREAS, during prior construction on the Property, forty-five (45) caliper inches of trees were removed, requiring replacement pursuant to §1230.41(i) of the Township Subdivision and Land Development Ordinance (**"SALDO"**), which must be replaced with a shade tree or shade trees which have a total of caliper inches equal to or greater than the trees removed; further street trees are required by §1230.42(a)(1) of SALDO (the **"Tree Obligations"**).

WHEREAS, the current owner of Lot #2, Dioneisha Joell (the **"Applicant"**) desires to amend the Prior Approval and has requested a waiver of the Tree Obligations, as set forth in the July 17, 2026 letter from Robert E. Blue Consulting Engineers, P.C. (the **"Tree Waiver"**).

NOW, THEREFORE, BE IT RESOLVED that the Lower Gwynedd Township Board of Supervisors hereby grants amended preliminary/final approval by granting the Tree Waiver, subject, however, to the following conditions:

1. The Applicant acknowledges and agrees that no additional waivers have been requested, are required and/or are being granted in this Amended Approval.
2. The Applicant acknowledges and agrees that all conditions of the Prior Approval, to the extent applicable and not otherwise amended, remain in full force and effect.
3. In lieu of the required fifteen (15) replacement trees, the Applicant has voluntarily offered, and the Township has agreed to accept, a fee-in-lieu of the unplanted replacement trees, at Three Hundred Dollars (\$300.00) per tree, in the total amount of Four Thousand Five Hundred Dollars (\$4,500.00) (the **"Fee-in-Lieu"**).
4. The Fee-in-Lieu shall be paid within thirty (30) days of the date of this Resolution.

5. The Applicant acknowledges and agrees that any and all prior agreements pertaining to the Development, to the extent applicable and not otherwise amended, remain in full force and effect.

APPROVED at the public meeting of the Lower Gwynedd Township Board of Supervisors held on July 28, 2026.

ATTEST:

**LOWER GWYNEDD TOWNSHIP
BOARD OF SUPERVISORS**

MIMI GLEASON, TOWNSHIP MANAGER

By: _____
DANIELLE A. DUCKETT, CHAIRPERSON

Accepted By the Applicant:

DIONEISHA JOELL



GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

July 22, 2026

File No. 23-01098

Mimi Gleason, Township Manager
Lower Gwynedd Township
1130 N Bethlehem Pike
P.O. Box 625
Spring House, PA 19477

Reference: 1110 Wissahickon Avenue
Building Permit Plan
Waiver Request Memo

Dear Ms. Gleason:

Pursuant to your request, Gilmore & Associates, Inc. performed a review of the submitted waiver request information related to the minor subdivision plans for the above-referenced project. Upon review, we offer the following comments for consideration by Lower Gwynedd Township:

I. Submission

- A. Street Tree and Landscape Waiver Request Narrative for 1110 Wissahickon Avenue
- B. Waiver Request Letter, as prepared by Robert E. Blue Consulting Engineers, dated July 17, 2026.
- C. Neighbor Support Letters from 1108 Wissahickon Avenue and 1112 Wissahickon Avenue.

II. Review Comments

A. Waivers Requested

The Township Board of Supervisors may grant a waiver of the requirements of one or more provisions of this ordinance provided the Applicant proves undue hardship. All waivers shall be formally requested from the Township and shall be in writing and shall accompany and be part of the application for development. The Record Plan should list the waivers, applicable section numbers, and the date granted as applicable, including any conditions.

The applicant has requested the following waivers from provisions provided by the Lower Gwynedd Township Subdivision and Land Development Ordinance.

1. §1230.41(i) – This section requires that any tree removed, which has a diameter greater than 6-inches, be replaced on a one-to-one caliper inch basis. The Applicant requests a waiver from providing the required fifteen (15) replacement trees as part of the original subdivision plan of 1112 Wissahickon Avenue.

The Applicant has provided a narrative identifying the lack of space for additional trees on the property. These reasons include underground and overhead utilities in the area, large existing trees in the rear of the property that were preserved during construction

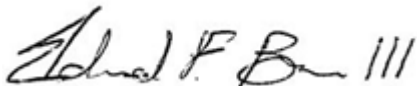
and adjacent neighbor support letters requesting that no additional landscaping be planted. We note that the Ordinance does allow for the Township to take a fee-in-lieu for the trees to be planted elsewhere in the Township. If the Board wishes to accept a fee-in-lieu of the replacement trees, we calculate it to be \$4,500 based on \$300/per required 3" tree.

2. §1230.42(a)(1) – This section requires street trees to be planted every 40 feet along all roads that abut the property. The original subdivision plan required three (3) street trees along the frontage of the property. The Applicant requests a waiver from providing the required street trees.

We note that the Applicant has provided examples of the neighborhood showing the lack of street trees. It has also been noted that overhead utilities run along the existing street, which would require pruning and cutting the trees to limit the impact of these utilities in the future. As such, upon review of the submitted documents, we have no objection to the waiver request as it appears that most properties within the neighborhood do not have street trees and the overall property appears to stay within the theme of the neighborhood.

Should you have any questions, please do not hesitate to contact this office.

Sincerely,



Edward Brown, P.E.
Project Manager
Gilmore & Associates, Inc.

EB/sl

cc: Jamie Worman, Assistant Township Manager
Neil A Stein, Esq., Kaplin Stewart
Patty Sexton-Furber, Building Codes Administrator
Robert Blue, P.E., Robert Blue Engineering, Inc.
James Hersh, P.E., Vice President, Gilmore & Associates, Inc



robert e. blue consulting engineers, p.c.

July 17, 2026

Lower Gwynedd Township Board of Supervisors
C/O: Jamie Worman, Zoning Officer
1130 North Bethlehem Pike
Spring House, PA 19477

**Re: Waiver Request Letter
1110 Wissahickon Avenue
Penllyn, PA 19422**

Dear Members of the Board,

On behalf of our client, Denise Joell, we request the following waivers from the Lower Gwynedd Township Subdivision & Land Development Ordinance for the constructed single-family residence located at 1110 Wissahickon Avenue, Penllyn, PA 19422. The following documents were previously submitted to Lower Gwynedd Township in support of this waiver request and we have attached additional copies for ease of review.

1. 1110 Wissahickon Avenue Street Tree and Landscape Waiver Request Report
2. Waiver Request Narrative
3. Neighbor Letters of Support for the Waiver Request from the Required Plantings Ordinance.

The Commonwealth Court of Pennsylvania has provided guidance with regard to a municipality's consideration of waivers. A waiver is proper where a development offers a substantial equivalent to a subdivision requirement, where an additional requirement would offer little or no additional benefit, and where literal enforcement of a requirement would frustrate the effect of the improvements.

With these principles in mind, we request that the Township consider and grant the following waivers.

1. **§1230.41(i) – Each tree having a caliper of six inches or more measured six inches above the ground, that is removed shall be replaced with a shade tree or shade trees from the list of recommended plants in Section 1230.43, which have a total caliper equal to or greater than the tree removed.**

This waiver is requested to not require the installation of replacement trees from the previous removal of 45 inches of existing tree caliper during the construction process. Furthermore, attached are letters from the property owners of 1108 Wissahickon Avenue

CIVIL ENGINEERS • LAND SURVEYORS • SITE PLANNERS

1149 Skippack Pike, Blue Bell, Pennsylvania 19422 • Telephone 610-277-9441 • Facsimile 610-277-9897
www.robertblue.com • e-mail: rblue@robertblue.com

and 1112 Wissahickon Avenue indicating they do not support the installation of additional landscaping trees.

2. §1230.42(a)(1) – Street Trees

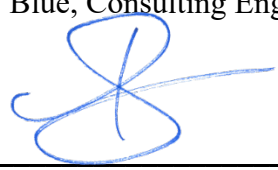
This waiver is requested so that the constructed single-family residence is not required to install additional street trees. Lower Gwynedd Township's SALDO requires six street trees for the property's street frontage. The property owner has preserved and maintained three existing street trees during construction. Additional street trees are unable to be planted due to the proximity of the existing subsurface and overhead utility lines in addition to the proximity of the dwelling's underground tank within the front yard. Please refer to the attached photographs depicting the utility lines and neighboring dwelling's without street trees.

It is our professional opinion that the requested waivers offer substantial equivalents to the cited subdivision and land development requirements, that strict compliance would provide little or no additional benefit to the Township, and that literal enforcement would frustrate the proposed site improvements given the property's constraints.

Please contact me at 610-277-9441 with any questions or comments.

Sincerely,

Robert E. Blue, Consulting Engineers, P.C.

By: 
Robert E. Blue, P.E., P.L.S., President

Cc: Client

Street Tree and Landscape Waiver Request

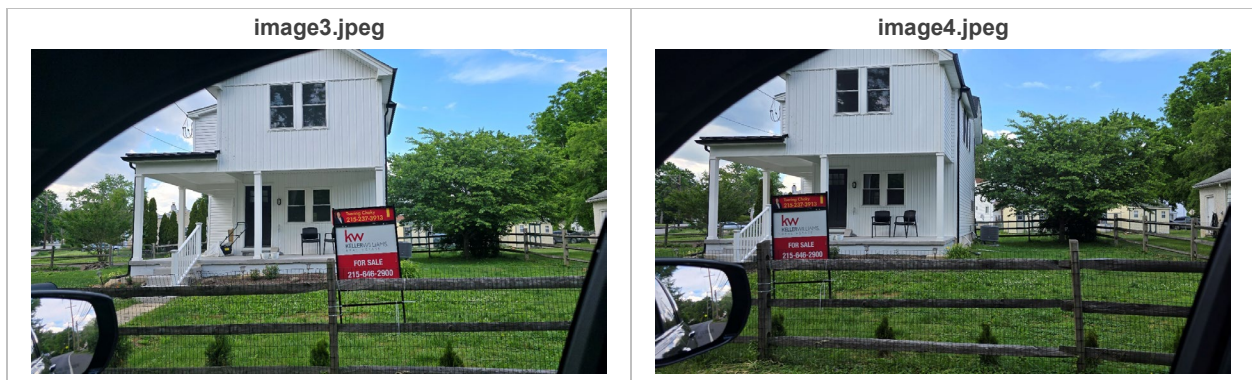
1110 Wissahickon Avenue

Waiver Narrative

The purpose of this narrative is to provide additional context in support of our request for a waiver from the proposed street tree and landscape planting requirements.

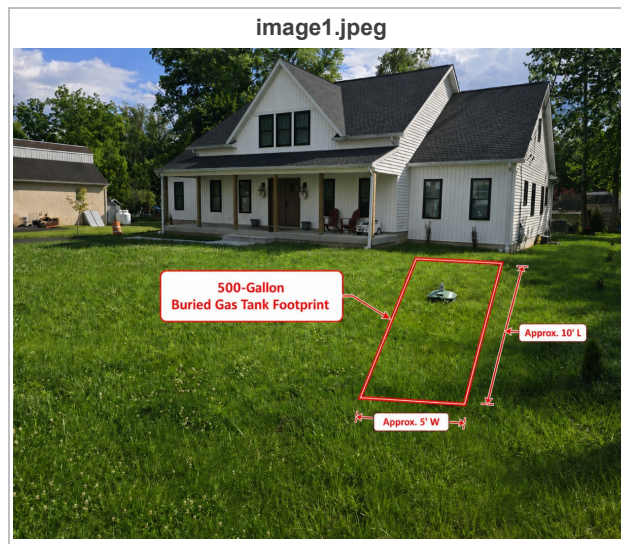
Attached photographs demonstrate that the requested tree installations are not consistent with many existing conditions found throughout the immediate neighborhood and that unique site constraints exist on this property that make strict compliance impractical.

The first photograph depicts the recently constructed residence located at 201 Penllyn Pike. This home was completed and settled on July 18, 2025, and serves as a representative example of newer residential development within the Township. The property maintains an attractive appearance and contributes positively to the character of the neighborhood without relying on the type and quantity of street-tree installations currently being requested for our property.

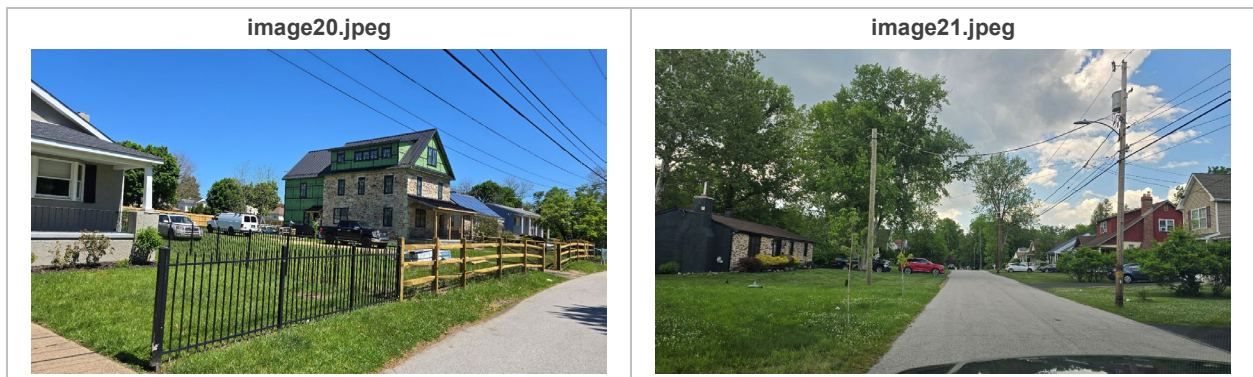


Additional photographs included in this package show numerous homes along Wissahickon Avenue and surrounding streets that similarly rely on a combination of mature trees, shrubs, lawn areas, natural vegetation, and wooded buffers to create an appealing streetscape. Many of these properties contain few or no formal street trees within the front yard area, yet they remain visually attractive and fully compatible with the surrounding neighborhood character.





The property is also impacted by overhead electrical and telecommunications lines running along the frontage of Wissahickon Avenue. The proposed tree locations would place future tree growth directly beneath or near these utility lines. As the trees mature, they will inevitably require ongoing utility clearance pruning to prevent interference with electrical service and communication lines. This continual trimming can compromise the natural shape and health of the trees, diminish their aesthetic value, and create recurring maintenance obligations for both the homeowner and utility providers.



Furthermore, utility conflicts are one of the primary reasons that many municipalities and utility companies discourage or restrict the planting of large canopy trees beneath overhead wires. Requiring trees to be installed in locations where future conflicts are predictable and unavoidable does not appear to serve the long-term interests of either the Township or the property owner.



Our family intends for this to be our forever home. We are committed to maintaining a high-quality landscape and preserving the visual character of the neighborhood. However, we believe the existing site conditions—including underground stormwater infrastructure, sewer and water utilities, and overhead utility lines—make the proposed tree locations unsuitable for long-term success.

image18.jpeg

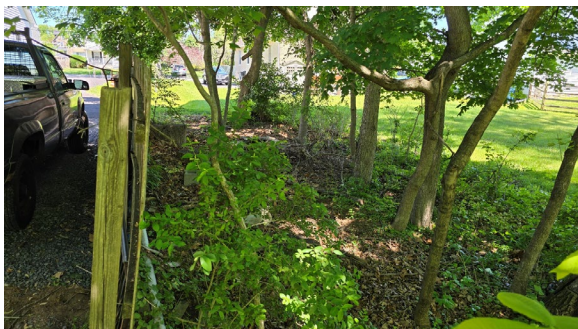
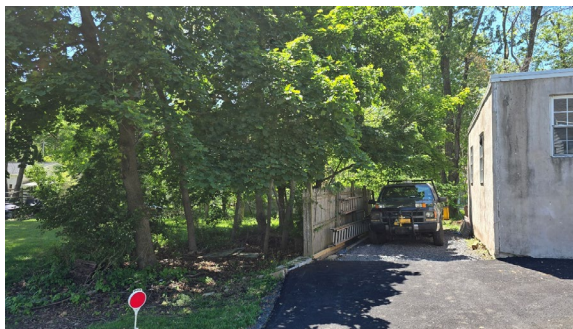


image19.jpeg



For these reasons, we respectfully request that the Township consider a waiver or modification of the street tree requirements for this property. We believe the intent of the landscaping ordinance can be satisfied through the existing vegetation, proposed landscaping improvements, and overall maintenance of the property without creating foreseeable conflicts with critical infrastructure and utility systems.

We appreciate your consideration of this request and welcome the opportunity to discuss the matter further. If additional photographs or information would be helpful, please feel free to contact us

The purpose of this narrative is to provide additional context in support of our request for a waiver from the proposed street tree and landscape planting requirements.

Attached photographs demonstrate that the requested tree installations are not consistent with many existing conditions found throughout the immediate neighborhood and that unique site constraints exist on this property that make strict compliance impractical.

The first photograph depicts the recently constructed residence located at 201 Penllyn Pike. This home was completed and settled on July 18, 2025, and serves as a representative example of newer residential development within the Township. The property maintains an attractive appearance and contributes positively to the character of the neighborhood without relying on the type and quantity of street-tree installations currently being requested for our property.

Additional photographs included in this package show numerous homes along Wissahickon Avenue and surrounding streets that similarly rely on a combination of mature trees, shrubs, lawn areas, natural vegetation, and wooded buffers to create an appealing streetscape. Many of these properties contain few or no formal street trees within the front yard area, yet they remain visually attractive and fully compatible with the surrounding neighborhood character.

More importantly, our property contains several physical constraints that significantly limit the suitability of the proposed tree locations.

The approved development plans include a substantial underground stormwater management facility located within the front yard. This infrastructure occupies a large portion of the area where additional trees are being proposed. Tree root systems have the potential to interfere with underground stormwater facilities, drainage structures, and access points that will require future inspection and maintenance. Planting large trees directly above or adjacent to this infrastructure creates the potential for future conflicts, increased maintenance costs, and possible damage to both the landscaping and the stormwater system.

In addition to the stormwater facility, both the property's sewer line and water service line are located within or immediately adjacent to the areas identified for proposed tree installations. Tree roots naturally seek moisture and can create long-term risks for underground utility infrastructure. Placing large-caliper trees in close proximity to these utility lines increases the likelihood of future maintenance issues, repair complications, and unnecessary disruption to both the utilities and the landscaping.

The property is also impacted by overhead electrical and telecommunications lines running along the frontage of Wissahickon Avenue. The proposed tree locations would place future tree growth directly beneath or near these utility lines. As the trees mature, they will inevitably require ongoing utility clearance pruning to prevent interference with electrical service and communication lines. This continual trimming can compromise the natural shape and health of the trees, diminish their aesthetic value, and create recurring maintenance obligations for both the homeowner and utility providers.

Furthermore, utility conflicts are one of the primary reasons that many municipalities and utility companies discourage or restrict the planting of large canopy trees beneath overhead wires. Requiring trees to be installed in locations where future conflicts are predictable and unavoidable does not appear to serve the long-term interests of either the Township or the property owner.

Our family intends for this to be our forever home. We are committed to maintaining a high-quality landscape and preserving the visual character of the neighborhood. However, we believe the existing site conditions—including underground stormwater infrastructure, sewer and water utilities, and overhead utility lines—make the proposed tree locations unsuitable for long-term success.

For these reasons, we respectfully request that the Township consider a waiver or modification of the street tree requirements for this property. We believe the intent of the landscaping ordinance can be satisfied through the existing vegetation, proposed landscaping improvements, and overall maintenance of the property without creating foreseeable conflicts with critical infrastructure and utility systems.

We appreciate your consideration of this request and welcome the opportunity to discuss the matter further. If additional photographs or information would be helpful, please feel free to contact us























Wilson Avon Stanley
1108 Wissahickon Ave
Penllyn, PA 19422

Lower Gwynedd Township
Planning & Zoning Board
1130 North Bethlehem Pike
Spring House, PA 19477

Re: Request for Landscape Waiver Consideration

Members of the Board,

As a neighboring resident directly affected by the subdivision and development near Penllyn Woods, I respectfully submit my concerns regarding the requirement for additional large trees between the newly constructed homes.

Having lived beside this property throughout the approval and construction process, I believe the proposed landscaping condition is unnecessary given the existing character of the site and surrounding neighborhood. This matter has continued for years, and during that time the area has consistently maintained the wooded and natural appearance associated with this section of Lower Gwynedd Township.

The space between the homes has never appeared barren or in need of major screening. The neighborhood already contains mature trees, established vegetation, and natural buffering throughout nearby properties. Requiring additional canopy trees within the limited area between the homes would not meaningfully improve the appearance of the property or community. Instead, placing large trees close to residential structures may create long-term concerns involving storm debris, falling limbs, root spread, excessive shade, drainage issues, and continuing maintenance obligations. It may also create an unnecessary visual barrier between homes intentionally designed with openness in mind.

I understand and appreciate the Township's responsibility to uphold landscaping standards and preserve community aesthetics. However, zoning requirements should also be applied reasonably based on the actual conditions present on a property. Where strict compliance does not materially advance the purpose of a requirement, waiver consideration is appropriate. Given the extensive natural tree coverage already present throughout the area, I respectfully believe flexibility is warranted here. Allowing the landscape between the homes to remain substantially unchanged would preserve the established neighborhood character while avoiding unnecessary complications for adjoining homeowners.

Thank you for your time and consideration.

Avon Stanley

From: Darryl Joell - 1112 Wissahickon Ave, Penllyn Pa. 19422

To the Members of the Lower Gwynedd Township Board,

I am writing to share my thoughts regarding the landscape requirements connected to the residential subdivision and ask that the existing open area between the two homes be left unchanged rather than requiring the installation of additional large trees. The property in question was arranged with family in mind. The decision to divide the land was made so that close relatives could remain beside one another for the long term, allowing children, grandchildren, and family members to stay connected while still maintaining separate residences. One of the most meaningful parts of that arrangement is the openness between the homes. It allows the properties to feel connected rather than separated and helps preserve the sense of closeness that motivated the subdivision in the first place. There was only an open gravel lot here before.

At present, the landscape already fits naturally within the surrounding community. This section of the Township is heavily wooded and already benefits from mature trees and established greenery throughout the area. Because of that, the space between the homes does not detract from the neighborhood in any way, nor does it appear lacking in vegetation or natural character.

My concern is that placing additional large trees directly between the homes would unnecessarily change the feel and function of the property for years to come. Once mature, those trees could create significant shade in an already confined area, increase the likelihood of branches and debris during storms, and introduce future concerns involving roots, drainage, and general upkeep. More importantly, they would create a natural wall between two homes that were intentionally designed to remain visually open to one another.

I certainly understand the purpose behind Township landscaping standards and appreciate the effort to preserve the appearance and environmental quality of the community. However, every property has its own circumstances, and in this case, the requirement for more large trees in such a limited area seems excessive considering the amount of existing tree coverage already surrounding the site. For these reasons, I respectfully ask the Township to approve a waiver or adjustment that would allow the area between the homes to remain substantially in its current condition. Keeping the landscape as it is would preserve the original family-centered vision for the property while still maintaining the wooded and attractive appearance that already exists throughout the neighborhood.

Thank you for your attention to this matter and for taking the time to consider the perspective of nearby residents and family members impacted by this decision.

Sincerely,

Darryl Joell - Homeowner





MEMORANDUM

ATTN: Board of Supervisors

DATE: July 27, 2026

FROM: Jamie P. Worman, Assistant Township Manager

SUBJ: Data Center Curative Amendment

Recommended Motion: To declare portions of the zoning ordinance invalid and authorize staff to prepare a resolution identifying the invalid portions within 30 days.

Data centers have become an increasingly important land use issue for communities across the country, and Lower Gwynedd Township is no exception. These facilities typically require substantial amounts of land, electricity, and water, and they may present unique impacts related to noise, lighting, utility infrastructure, and resource consumption. Pennsylvania law does not permit municipalities to prohibit legitimate land uses, including data centers, nor may municipalities adopt regulations that are so restrictive as to effectively exclude them.

Municipalities may, however, enact reasonable zoning regulations that protect the public health, safety, and welfare while accommodating this use.

Lower Gwynedd's current zoning ordinance does not contain any regulations governing data centers. The absence of zoning standards creates a legal vulnerability for the Township. Because the ordinance does not address this legitimate land use, a developer could challenge its validity and seek approval for a data center under terms established through the legal process rather than through locally adopted regulations. Staff is not aware of any potential data center proposals for Lower Gwynedd, but to protect the community from this risk and the Township's ability to establish appropriate land use standards, we recommend that the Board consider initiating a municipal curative amendment as authorized under the Pennsylvania Municipalities Planning Code. After declaring the zoning ordinance substantively invalid with respect to data centers, the Board would have to adopt a resolution within 30 days with specific findings setting forth the declared invalidity and within 180 days adopt zoning regulations specifically addressing data centers. Importantly, during this period, the Township may temporarily defer consideration of new data center development applications while the ordinance is being developed. A draft resolution is for consideration at your August meeting is included in the packet as reference.

**LOWER GWYNEDD TOWNSHIP
BOARD OF SUPERVISORS**

RESOLUTION NO. _____

**A RESOLUTION OF THE LOWER GWYNEDD TOWNSHIP BOARD OF SUPERVISORS
DECLARING CERTAIN PORTIONS OF THE LOWER GWYNEDD TOWNSHIP ZONING
ORDINANCE TO BE SUBSTANTIVELY INVALID, SPECIFYING SPECIFIC
FINDINGS REGARDING THE REASONS FOR THE DECLARED INVALIDITY, AND
IMPLEMENTING A LIMITED MORATORIUM OF 180 DAYS FROM THE DATE OF
THIS RESOLUTION TO ADOPT A MUNICIPAL CURATIVE AMENDMENT TO CURE
THE DECLARED INVALIDITY BY ADDRESSING DATA CENTER USE IN THE LOWER
GWYNEDD TOWNSHIP ZONING ORDINANCE**

WHEREAS, the Lower Gwynedd Township Board of Supervisors in accordance with the procedures set forth under Section 609.2 of the Pennsylvania Municipalities Planning Code, Act 247, as amended ("**MPC**"), 53 P.S. 10609.2, have determined that the Lower Gwynedd Township Zoning Ordinance ("**Zoning Ordinance**") is substantially invalid because it does not define, permit, or regulate data centers and data center uses;

WHEREAS, the Lower Gwynedd Township Board of Supervisors ("**Board of Supervisors**") by this Resolution does hereby formally declare a portion of the Zoning Ordinance substantially invalid because:

1. Chapter 1250, §1250.04, Definitions, does not contain terms that define data centers, data center accessory uses and data center equipment.
2. Chapter 1254, §1254.01, Establishment of Districts, does not provide for data centers and data center accessory uses in any of the established zoning districts. See Section §1254.01 of the Zoning Ordinance and the Official Zoning Map establishing various zoning districts ("**Zoning Districts**"). Data centers and data center accessory uses are also not of the same general character as and do not encompass other permitted uses in any of the Zoning Districts.
3. Chapter 1298, §1298.03, Accessory Uses and Structures, does not provide for data center accessory uses and structures.

NOW, THEREFORE, BE IT RESOLVED, under Section 609.2 of the MPC, within one hundred eighty (180) days (the "**Cure Period**") from the date of this Resolution, the Board of Supervisors intend to enact a municipal curative amendment to cure the declared invalidity to the portions of the Zoning Ordinance that do not address data center uses and data center accessory uses.

NOW, THEREFORE, BE IT FURTHER RESOLVED, that during the Cure Period, Lower Gwynedd Township shall not be required to entertain or consider any zoning permit application, zoning approval, application for certificate of conformity, or landowner curative amendment for any use or development related or similar to a data center or data center accessory use, including a landowner's curative amendment filed under Section 609.1 of the MPC.

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Board of Supervisors does hereby direct and authorize the Township Manager, Township Solicitor, Zoning Officer, and Township Engineer to prepare a curative amendment to the Zoning Ordinance proposing to cure the declared invalidity. With the participation of such other consultants as the Township may provide, the curative amendment shall be presented to the Board of Supervisors within the time frame provided by law.

Furthermore, the Lower Gwynedd Township Zoning Hearing Board shall not be required to give a report, if requested, under Section 909.1 or 916.1 of the MPC after the adoption of this Resolution on grounds identical to or substantially similar to those specified in this Resolution.

ADOPTED AND EFFECTIVE, this 25th day of August, 2026, by the Lower Gwynedd Township Board of Supervisors.

ATTEST:

**LOWER GWYNEDD TOWNSHIP
BOARD OF SUPERVISORS**

MIMI GLEASON, TOWNSHIP MANAGER

By: _____
DANIELLE A. DUCKETT, CHAIRPERSON

July 21, 2026

Mimi Gleason, Manager
Lower Gwynedd Township
1130 N. Bethlehem Pike
Spring House, PA 19477

RE: **Engineer's Recommendation of Award**
Penllyn Pike and Trewellyn Avenue/Old Penllyn Pike
Traffic Signal and ADA Improvements Project
Lower Gwynedd Township, Montgomery County, PA
Bowman Project No: 314087-01-013

Dear Mimi:

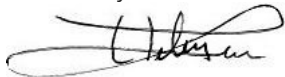
Bowman Consulting Group, Ltd. (Bowman) has reviewed the bids received on July 17, 2026, at 10:00 AM, for the above reference project. Below is a summary of the bids received from the three (3) contractors:

	<i>Company</i>	<i>Base Bid</i>	<i>Status</i>
1	Lenni Electric Corporation	\$395,663.94	Verified
2	Armour & Sons Electric, Inc.	\$433,371.00	Verified
3	T. Schiefer Contractors, Inc.	\$436,670.30	Verified

Upon review, the bids received appear to be acceptable. Our office recommends the governing body consider awarding the contract to the lowest qualified bidder, **Lenni Electric Corporation**, for a total of **\$395,663.94**.

If you have any questions, or require additional information, please contact me at hlan@bowman.com.

Sincerely,



Helen L. Lam, P.E.
Project Manager

/lsw

Attachment

cc: Jamie Worman, Lower Gwynedd Township
Chad Dixson, Bowman

					ARMOUR & SONS ELECTRIC, INC.		Lenni Electric Corporation		T. Schiefer Contractors, Inc.	
Total Cost					\$ 433,371.0		\$ 395,663.93999999994		\$ 436,670.3	
#	Items	ItemNumber	UnitofMeasure	QuantityRequired	UnitPrice	TotalCost	UnitPrice	TotalCost	UnitPrice	TotalCost
1	Base Bid Pricing (59)									
#1-1	Clearing and Grubbing	0201-0001	LS	1	\$ 3,500.0	\$ 3,500.0	\$ 2,600.0	\$ 2,600.0	\$ 10,000.0	\$ 10,000.0
#1-2	Class 1 Excavation	0203-0001	CY	69	\$ 95	\$ 6,555.0	\$ 91.9	\$ 6,341.1	\$ 150	\$ 10,350.0
#1-3	Sawcutting	0203-0006	LF	178	\$ 15	\$ 2,670.0	\$ 12.5	\$ 2,225.0	\$ 5	\$ 890
#1-4	Superpave Asphalt Mixture Design, Base Course, PG 64S-22, 3 To < 10 Million ESALs, 25.0 mm Mix, 8'	0313-0530	SY	44	\$ 78	\$ 3,432.0	\$ 75	\$ 3,300.0	\$ 175	\$ 7,700.0
#1-5	Subbase 8" Depth (No. 2A)	0350-0108	SY	44	\$ 45	\$ 1,980.0	\$ 40	\$ 1,760.0	\$ 45	\$ 1,980.0
#1-6	Superpave Asphalt Mixture Design, Wearing Course, PG 64S-22, 3 To < 10 Million ESALs, 9.5 mm Mix, 0413-0298	0413-0298	SY	56	\$ 35	\$ 1,960.0	\$ 31.25	\$ 1,750.0	\$ 50	\$ 2,800.0
#1-7	Superpave Asphalt Mixture Design, Binder Course, PG 64S-22, 3 To < 10 Million ESALs, 19.0 mm Mix, 0413-6055	0413-6055	SY	44	\$ 40	\$ 1,760.0	\$ 37.5	\$ 1,650.0	\$ 125	\$ 5,500.0
#1-8	Asphalt Tack Coat	0460-0001	SY	105	\$ 15	\$ 1,575.0	\$ 12.5	\$ 1,312.5	\$ 5	\$ 525
#1-9	Milling of Asphalt Pavement Surface, 1.5" Depth, Milled Material Retained By Contractor	0491-0012	SY	12	\$ 260	\$ 3,120.0	\$ 250	\$ 3,000.0	\$ 100	\$ 1,200.0
#1-10	Mobilization	0608-0001	LS	1	\$ 15,000.0	\$ 15,000.0	\$ 24,000.0	\$ 24,000.0	\$ 20,000.0	\$ 20,000.0
#1-11	Plain Cement Concrete Curb, 4" Height	0630-0021	LF	50	\$ 182	\$ 9,100.0	\$ 178.75	\$ 8,937.5	\$ 125	\$ 6,250.0
#1-12	Plain Cement Concrete Curb, 8" Height, Including Removal of Existing Curb	0630-0045	LF	117	\$ 182	\$ 21,294.0	\$ 178.75	\$ 20,913.75	\$ 125	\$ 14,625.0
#1-13	Cement Concrete Sidewalk	0676-0001	SY	46	\$ 351	\$ 16,146.0	\$ 337.5	\$ 15,525.0	\$ 252	\$ 11,592.0
#1-14	Driveway Aprons and Sidewalks Through Driveways	0676-0004	SY	14	\$ 450	\$ 6,300.0	\$ 427.5	\$ 5,985.0	\$ 270	\$ 3,780.0
#1-15	Construction Surveying, Type A	0686-0010	LS	1	\$ 2,000.0	\$ 2,000.0	\$ 1,875.0	\$ 1,875.0	\$ 2,500.0	\$ 2,500.0
#1-16	Detectable Warning Surface, Cast Iron	0695-0002	SF	8	\$ 165	\$ 1,320.0	\$ 156.25	\$ 1,250.0	\$ 80	\$ 640
#1-17	Detectable Warning Surface, Polymer Composite	0695-0004	SF	12	\$ 45	\$ 540	\$ 43.75	\$ 525.0	\$ 40	\$ 480
#1-18	Placing Stockpiled Topsoil	0803-0001	CY	5	\$ 165	\$ 825	\$ 156.25	\$ 781.25	\$ 125	\$ 625
#1-19	Seeding and Soil Supplements - Formula B Residential Mix, Including Mulch	0867-0012	LB	3	\$ 1,690.0	\$ 5,070.0	\$ 43.75	\$ 131.25	\$ 25	\$ 75
#1-20	Compost Filter Sock, 12" Diameter	0867-0012	LF	263	\$ 16	\$ 4,208.0	\$ 12.5	\$ 3,287.5	\$ 6	\$ 1,578.0
#1-21	Maintenance and Protection of Traffic	0901-0001	LS	1	\$ 23,500.0	\$ 23,500.0	\$ 9,115.0	\$ 9,115.0	\$ 20,000.0	\$ 20,000.0
#1-22	250-Watt High Pressure Sodium Luminaire, Arm Mount, LED Equivalent	4910-2828	EA	1	\$ 950	\$ 950	\$ 810	\$ 810	\$ 1,100.0	\$ 1,100.0
#1-23	AWG 8 Underground Cable, Copper, 1 Conductor	0910-4116	LF	294	\$ 2.5	\$ 735.0	\$ 3.76	\$ 1,105.4399999999999	\$ 3	\$ 882
#1-24	Post Mounted Signs, Type B	0931-0001	SF	38	\$ 55	\$ 2,090.0	\$ 106.75	\$ 4,056.5	\$ 95	\$ 3,610.0
#1-25	Post Mounted Signs, Type F	0935-0001	SF	20	\$ 50	\$ 1,000.0	\$ 51.4	\$ 1,028.0	\$ 95	\$ 1,900.0
#1-26	Structure Mounted Flat Sheet Aluminum Signs	0936-0200	SF	84	\$ 75	\$ 6,300.0	\$ 61.9	\$ 5,199.5999999999999	\$ 85	\$ 7,140.0
#1-27	Reset Post Mounted Signs, Type B	0941-0001	EA	1	\$ 200	\$ 200	\$ 214	\$ 214	\$ 300	\$ 300
#1-28	Unforeseen Traffic Signal Work	0950-0002	DOL	15000	\$ 1	\$ 15,000.0	\$ 1	\$ 15,000.0	\$ 1	\$ 15,000.0
#1-29	Traffic Signal Support, 25' Mast Arm, Powder Coated Black	0951-0225	EA	1	\$ 28,000.0	\$ 28,000.0	\$ 29,819.0	\$ 29,819.0	\$ 31,000.0	\$ 31,000.0
#1-30	Traffic Signal Support, 35' Mast Arm, Powder Coated Black	0951-0235	EA	1	\$ 37,500.0	\$ 37,500.0	\$ 38,373.0	\$ 38,373.0	\$ 41,000.0	\$ 41,000.0
#1-31	Traffic Signal Support, 30' Mast Arm with Luminaire Arm (30' Mounting Height), Powder Coated Black	0951-2230	EA	1	\$ 39,500.0	\$ 39,500.0	\$ 39,892.0	\$ 39,892.0	\$ 43,000.0	\$ 43,000.0
#1-32	Traffic Signal Support, 14' Pedestal, Powder Coated Black	0951-4016	EA	1	\$ 6,500.0	\$ 6,500.0	\$ 9,718.0	\$ 9,718.0	\$ 7,500.0	\$ 7,500.0
#1-33	Pedestrian Stub Pole, Type A, Powder Coated Black	0951-4110	EA	1	\$ 2,000.0	\$ 2,000.0	\$ 1,423.0	\$ 1,423.0	\$ 2,400.0	\$ 2,400.0
#1-34	NEMA TS-2 Type 1 Controllor Assembly, Type 1 Mounting, Powder Coated Black	4952-1030	EA	1	\$ 29,000.0	\$ 29,000.0	\$ 23,509.0	\$ 23,509.0	\$ 28,000.0	\$ 28,000.0
#1-35	2 Inch Conduit	0954-0012	LF	186	\$ 5	\$ 930	\$ 5.65	\$ 1,050.9	\$ 6	\$ 1,116.0
#1-36	3 Inch Conduit	0954-0013	LF	176	\$ 11	\$ 1,936.0	\$ 11.85	\$ 2,085.6	\$ 12	\$ 2,112.0
#1-37	Trench and Backfill, Type I	0954-0151	LF	125	\$ 32	\$ 4,000.0	\$ 39.3	\$ 4,912.5	\$ 35	\$ 4,375.0
#1-38	Trench and Backfill, Type II	0954-0152	LF	12	\$ 100	\$ 1,200.0	\$ 64.9	\$ 778.8000000000001	\$ 120	\$ 1,440.0
#1-39	Trench and Backfill, Type III	0954-0153	LF	88	\$ 125	\$ 11,000.0	\$ 126.35	\$ 11,118.8	\$ 140	\$ 12,320.0
#1-40	Signal Cable, 14 AWG, 3 Conductor	0954-0201	LF	177	\$ 4.25	\$ 752.25	\$ 3.8	\$ 672.6	\$ 5	\$ 885
#1-41	Signal Cable, 14 AWG, 5 Conductor	0954-0202	LF	889	\$ 4.5	\$ 4,000.5	\$ 4.5	\$ 4,000.5	\$ 5.2	\$ 4,622.8
#1-42	Signal Cable, 14 AWG, 7 Conductor	0954-0203	LF	246	\$ 4.75	\$ 1,168.5	\$ 5.85	\$ 1,439.1	\$ 5.5	\$ 1,353.0
#1-43	Junction Box, JB-27	0954-0302	EA	2	\$ 1,250.0	\$ 2,500.0	\$ 921	\$ 1,842.0	\$ 1,400.0	\$ 2,800.0
#1-44	Junction Box, JB-30	0954-0305	EA	1	\$ 1,350.0	\$ 1,350.0	\$ 1,312.0	\$ 1,312.0	\$ 1,500.0	\$ 1,500.0
#1-45	Electrical Service, Type C	0954-0403	EA	1	\$ 3,800.0	\$ 3,800.0	\$ 3,712.0	\$ 3,712.0	\$ 4,100.0	\$ 4,100.0
#1-46	Uninterruptible Power Supply (UPS)	0954-0600	EA	1	\$ 5,000.0	\$ 5,000.0	\$ 4,493.0	\$ 4,493.0	\$ 5,500.0	\$ 5,500.0
#1-47	Vehicular Signal Head, Three 12" Sections	0955-3208	EA	10	\$ 1,100.0	\$ 11,000.0	\$ 958.3	\$ 9,583.0	\$ 1,200.0	\$ 12,000.0
#1-48	Vehicular Signal Head, Four 12" Sections	0955-3209	EA	2	\$ 1,250.0	\$ 2,500.0	\$ 1,342.5	\$ 2,685.0	\$ 1,350.0	\$ 2,700.0
#1-49	LED Countdown Pedestrian Signal Head, Type A	0955-3210	EA	2	\$ 810	\$ 1,620.0	\$ 667	\$ 1,334.0	\$ 1,000.0	\$ 2,000.0
#1-50	Video Detection System	0956-0709	EA	1	\$ 29,000.0	\$ 29,000.0	\$ 11,829.0	\$ 11,829.0	\$ 18,000.0	\$ 18,000.0
#1-51	Radar Detection System	0956-0771	EA	1	\$ 26,000.0	\$ 26,000.0	\$ 25,868.0	\$ 25,868.0	\$ 28,000.0	\$ 28,000.0
#1-52	Accessible Pedestrian Signals	0956-0790	EA	2	\$ 1,500.0	\$ 3,000.0	\$ 1,140.0	\$ 2,280.0	\$ 1,650.0	\$ 3,300.0
#1-53	Optical Preemption System	0956-0801	EA	1	\$ 14,000.0	\$ 14,000.0	\$ 10,253.0	\$ 10,253.0	\$ 15,000.0	\$ 15,000.0
#1-54	4" Yellow Hot Thermoplastic Pavement Markings	0960-0001	LF	276	\$ 1.25	\$ 345.0	\$ 1.25	\$ 345.0	\$ 1.5	\$ 414.0
#1-55	4" White Hot Thermoplastic Pavement Markings	0960-0002	LF	335	\$ 1.25	\$ 418.75	\$ 1.25	\$ 418.75	\$ 1.5	\$ 502.5
#1-56	6" White Hot Thermoplastic Pavement Markings	0960-0005	LF	68	\$ 3.75	\$ 255.0	\$ 3.75	\$ 255.0	\$ 4	\$ 272
#1-57	24" White Hot Thermoplastic Pavement Markings	0960-0021	LF	454	\$ 10	\$ 4,540.0	\$ 10	\$ 4,540.0	\$ 9	\$ 4,086.0
#1-58	Pavement Marking Removal	0963-0001	SF	700	\$ 3.25	\$ 2,275.0	\$ 3.15	\$ 2,205.0	\$ 3	\$ 2,100.0
#1-59	Remove Post Mounted Signs, Type B	0971-0001	EA	1	\$ 150	\$ 150	\$ 238	\$ 238	\$ 250	\$ 250

To: Board of Supervisors
From: John L. Farrell, Project Manager & EMC
Date: July 28, 2026
Re: McCormick House Asbestos Abatement



Recommended action: To approve a contract for \$24,000 with Plymouth Environmental to provide pre-demolition asbestos abatement services for 409 Old Penllyn Pike.

Staff have been working to prepare the McCormick house for demolition. In the fall, the property was inspected by Eagle Industrial Hygiene Associates, who found asbestos in the joint compound in some of the walls, as well as in two sections of flooring. The asbestos must be remediated by a qualified firm before the demolition may take place. Staff received quotes from three firms for the abatement work:

- Plymouth Environmental \$24,000
- Hometown Building Solutions \$39,923
- Shade Environmental \$46,700

Township staff recommend awarding the work to Plymouth Environmental, whose proposal (attached) includes the safe removal of all asbestos-containing materials described in the report from Eagle.

If the contract is awarded this evening, the contractor expects to begin work mid-August, and for the abatement to be complete in 2-3 weeks. Once the abatement activities are complete, a separate firm will perform air quality monitoring, which will independently verify that the abatement is successful. The monitoring will cost less than \$1,000.

While that is happening, staff (with support from Gilmore) will be bidding the demolition work. Staff anticipate asking the Board to approve a demolition contractor at the August 25th meeting. If this happens, we expect demolition to start in September or October, and to be complete no later than early November.

Project Report

November 14, 2025

Prepared For

Lower Gwynedd Township
409 Old Penllyn Pike Penllyn PA 19422

Prepared By

Rich Mason



216 Cedar Avenue
Willow Grove, PA 19090
(215) 672-6088
www.eagleih.com



November 14, 2025

Mr. John Farrell
Lower Gwynedd Township
1130 North Bethlehem Pike
Spring House, PA 19477

Phone: 215-646-5302 x307
Email: jfarrell@lowergwynedd.org

Re: Eagle Industrial Hygiene Associates, Inc. Report #25-10-24
Asbestos Building Inspection (ABI) for Demolition
409 Old Penllyn Pike, Penllyn, PA 19422

Dear Mr. Farrell:

Eagle Industrial Hygiene Associates, Inc. (Eagle) located in Willow Grove, PA, performed an asbestos building inspection of suspect asbestos-containing materials within the property located at 409 Old Penllyn Pike, Penllyn, PA. Accredited personnel were utilized to inspect the accessible interior and exterior areas of the building on November 12, 2025 for proposed demolition.

Bulk samples were collected as part of the survey to determine the presence of asbestos within suspect building materials associated with the residence, comprised of the original rear building and an apartment addition on the front portion of the building.

The asbestos building inspection was authorized by Mr. John Farrell, representing Lower Gwynedd Township, and performed by Mr. Richard J. Mason, US EPA/AHERA/PADOL Asbestos Building Inspector Certification #036230 and Mr. Paul Hurm, US EPA/AHERA/PADOL Asbestos Building Inspector Certification #068211. Laboratory bulk sample analysis test reports are attached.

If you have any questions or require any additional information, please call. Thank you for choosing Eagle Industrial Hygiene Associates, Inc. for these services.

Sincerely,

Richard J. Mason
Sr. Industrial Hygienist

Asbestos Building Inspection Report

Project #25-10-24
409 Old Penllyn Pike
Penllyn, PA 19422

Prepared for:

Mr. John Farrell
Lower Gwynedd Township
1130 North Bethlehem Pike
Spring House, PA 19477

Submitted by:

Eagle Industrial Hygiene Associates, Inc.
216 Cedar Avenue
Willow Grove, PA 19090

November 14, 2025

INTRODUCTION

Eagle Industrial Hygiene Associates, Inc. (Eagle) located in Willow Grove, PA, performed an asbestos building inspection of suspect asbestos-containing materials within the property located at 409 Old Penllyn Pike, Penllyn, PA. Accredited personnel were utilized to inspect the accessible interior and exterior areas of the building on November 12, 2025 for proposed demolition.

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The restrictions and limitations of Eagle's services detailed in this report are not all-inclusive and only attempt to identify existing conditions associated with accessible, suspect building materials located within the building. No attempt was made to quantify suspect materials located within inaccessible areas. This asbestos building inspection report does not represent, nor shall it be used for an asbestos abatement bid specification or bidding purposes without field verifications and measurements by the prospective abatement contractors.

RESTRICTIONS

The following restrictions apply to Eagle's asbestos building inspection for demolition:

1. No inspection/sampling was performed below finished grade.
2. No inspection/sampling was performed within electrical and/or mechanical system components.

Detailed bulk sample information and analysis results are included in the laboratory test reports.

ASBESTOS SAMPLING & ANALYSIS METHODS

Eagle's asbestos building inspection was conducted according to the EPA's National Emission Standard for Hazardous Air Pollutants (NESHAP), 40 CFR Part 61 Subpart M - National Emission Standard for Asbestos. This survey included an inspection of the affected building, or portions of the building, scheduled for demolition, for the presence of asbestos-containing materials, including Regulated Asbestos-Containing Material (RACM), Category I Non-Friable ACM, and Category II Non-Friable ACM. The survey was performed by Eagle's accredited asbestos building inspector(s). Bulk samples of suspect Asbestos-Containing Materials (ACM) and Asbestos-Containing Building Materials (ACBM) were generally collected according to 40 CFR 763.86 - Sampling, and the samples were analyzed by an American Industrial Hygiene Association (AIHA) Laboratory Accreditation Program (LAP)-accredited Laboratory.

Eagle's licensed US EPA/AHERA/PADOL asbestos building inspector(s) performed a visual inspection of the building. The inspection was performed within accessible interior and exterior portions of the building at the time of the onsite survey.

Fifty-three (53) bulk samples were collected of accessible, undocumented, suspect asbestos-containing materials throughout the interior and exterior of the building. Representative samples of each material were collected by penetrating the suspect material to its substrate. Each sample and sample location were documented on the sample chain of custody. All collected samples were placed into sealed sampling bags and labeled with a unique sample number.

The suspect materials were sampled according to homogeneous sampling areas. A homogeneous sampling area contains a suspect asbestos material that is uniform in texture, appearance, and time of installation. The quantity of samples collected per homogeneous sampling area generally met or exceeded AHERA protocol, as defined in 40 CFR 763.85, 763.86, and 763.87 – Inspection and Reinspections, Sampling, and Analysis, respectively. ***In accordance with the AHERA protocol, if any sample within the homogeneous sampling area contains more than 1% asbestos by weight, then all the homogeneous samples collected within the homogeneous sampling area are asbestos-containing materials.*** Fibrous glass insulation materials were not sampled, because they are not considered suspect asbestos-containing materials.

Bulk samples were analyzed in Eagle's laboratory, located in Willow Grove, Pennsylvania. Bulk samples were analyzed by Polarized Light Microscopy (PLM) per EPA Method 600/R-93/116. PLM is the reference method of analysis to determine if a material contains asbestos per OSHA's Safety and Health Regulations for Construction Standard, Toxic and Hazardous Materials - Asbestos (29 CFR 1926.1101) and EPA's Asbestos Hazard Emergency Response Act (AHERA) (40 CFR 763, Subpart E – Asbestos-Containing Materials in Schools). The detection limit of the PLM reference method is one percent (1%) asbestos by weight.

The EPA defines ACM as any material that contains greater than one percent (1%) asbestos, as determined using the method specified in Appendix A, Subpart F, 40 CFR Part 763, Section 1, Polarized Light Microscopy (PLM). The EPA Asbestos NESHAP requires that an asbestos building inspection be conducted prior to renovation/demolition activities. Similar state regulations also apply for asbestos inspections prior to renovation/demolition activities.

SUMMARY OF FINDINGS

The following is a summary of the asbestos building inspection findings, including the visual inspection, laboratory analysis results, and any assumptions regarding inaccessible materials and/or presumed asbestos-containing materials (ACM):

1. Trace (<1%) Chrysotile asbestos fibers were identified within the joint compound of the Apartment Basement Toilet Stall (Water Closet) gypsum wallboard walls. These materials were not quantified. Though these materials, as a wall system, defined by EPA, do not contain asbestos fibers greater than one percent asbestos by weight, all OSHA regulations pertaining to worker protection against any detectable asbestos concentrations still apply.
2. The joint compound, associated with the gypsum wallboard walls throughout the entire front Apartment addition of the building, is confirmed 2% Chrysotile asbestos-containing materials (ACM). These materials were not quantified. Though these materials, as a wall system, defined by EPA, likely do not contain asbestos fibers greater than one percent asbestos by weight, all OSHA regulations pertaining to worker protection against any detectable asbestos concentrations still apply.
3. The Apartment Hall sheet floor (stone pattern, beneath carpeting) is confirmed 25-27% Chrysotile asbestos-containing material (ACM). Approximately 72 ft² was identified.
4. The House Kitchen sheet floor (red brick pattern, bottom/3rd layer) is confirmed 30-32% Chrysotile asbestos-containing material (ACM). Approximately 105 ft² was identified.

CERTIFICATIONS

***Pennsylvania/EPA/AHERA Asbestos
Building Inspector #036230***



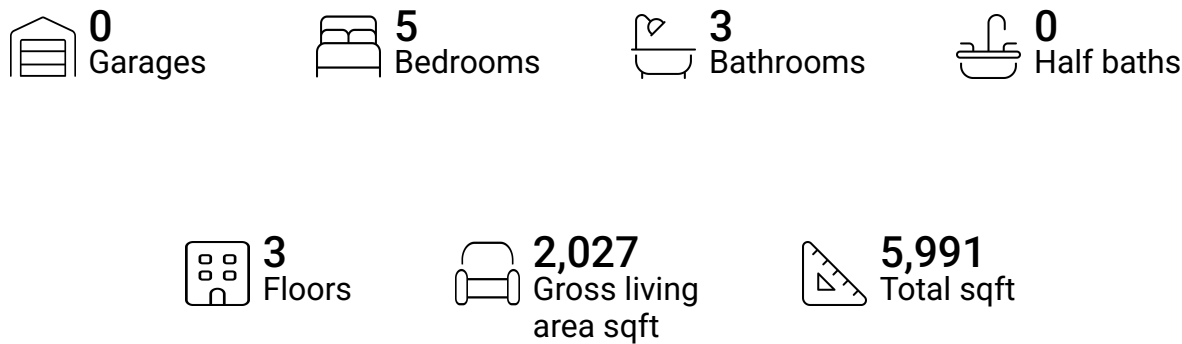
Richard J. Mason

Date: 11/14/2025

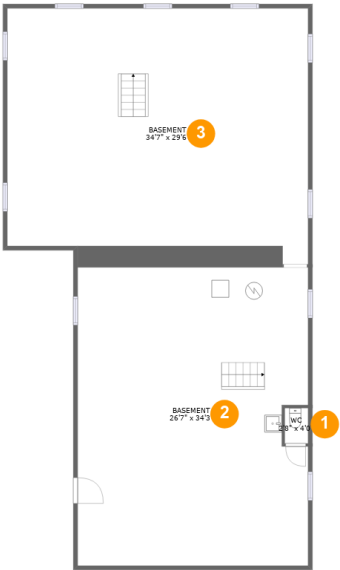
**409 Old Penllyn Pike, Penllyn, Pennsylvania
19422, United States, backside**



Property summary



409 Old Penllyn Pike, Penllyn, Pennsylvania
19422, United States, backside



Room dimensions

Floor 1 Total sqft: 2024 Living area: 0

#		Dimensions	sqft	Counted as living area
1	Bath	2'8" x 4'0"	11 sq. ft	No
2	Basement	26'7" x 34'3"	897 sq. ft	No
3	Basement	34'7" x 29'6"	954 sq. ft	No

409 Old Penllyn Pike, Penllyn, Pennsylvania 19422, United States, backside



Room dimensions

Floor 2

Total sqft: 2027 Living area: 2027

#		Dimensions	sqft	Counted as living area
4	Bedroom	14'1" x 8'9"	117 sq. ft	Yes
5	Kitchen	11'3" x 11'2"	126 sq. ft	Yes
6	Bedroom	13'2" x 10'8"	128 sq. ft	Yes
7	Bedroom	13'1" x 10'8"	126 sq. ft	Yes
8	Hall	4'0" x 17'10"	71 sq. ft	Yes
9	Living Room	14'11" x 11'1"	167 sq. ft	Yes
10	Bath	9'11" x 7'3"	71 sq. ft	Yes
11	Hall	6'0" x 11'11"	56 sq. ft	Yes
12	Bedroom	14'1" x 9'2"	99 sq. ft	Yes
13	Cl	4'5" x 4'4"	19 sq. ft	Yes
14	Dining Room	15'11" x 10'1"	144 sq. ft	Yes

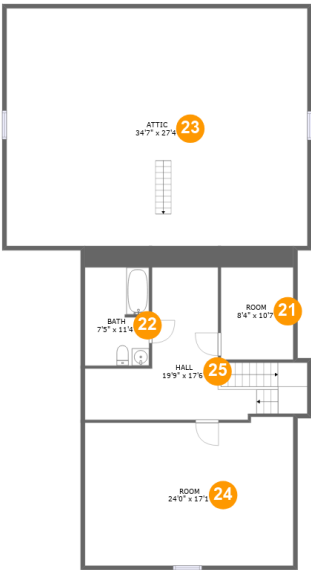
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Information is calculated by Cubicasa technology deemed highly reliable but not guaranteed.

**409 Old Penllyn Pike, Penllyn, Pennsylvania
19422, United States, backside**

#		Dimensions	sqft	Counted as living area
15	Cl	5'2" x 4'4"	22 sq. ft	Yes
16	Bedroom	14'1" x 8'10"	119 sq. ft	Yes
17	Living Room	15'11" x 9'6"	151 sq. ft	Yes
18	Kitchen	15'10" x 7'1"	105 sq. ft	Yes
19	Bath	7'10" x 5'6"	42 sq. ft	Yes
20	Room	11'11" x 8'9"	93 sq. ft	Yes

**409 Old Penllyn Pike, Penllyn, Pennsylvania
19422, United States, backside**



Room dimensions

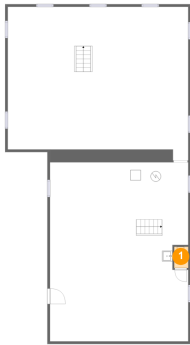
Floor 3

Total sqft: 1940 Living area: 0

#		Dimensions	sqft	Counted as living area
21	Room	8'4" x 10'7"	89 sq. ft	No
22	Bath	7'5" x 11'4"	83 sq. ft	No
23	Attic	34'7" x 27'4"	948 sq. ft	No
24	Room	24'0" x 17'1"	398 sq. ft	No
25	Hall	19'9" x 17'6"	242 sq. ft	No

**409 Old Penllyn Pike, Penllyn, Pennsylvania
19422, United States, backside**

1 Floor 1 - Bath



Dimensions: 2'8" x 4'0"
Area: 11 sq. ft
Counted as living area: No

Heated: Yes
Finished: Yes
Enclosed: Yes
Contiguous: No
Permitted: Yes
Wet space: Yes
Addition: No
Conversion: No

2 Floor 1 - Basement



Dimensions: 26'7" x 34'3"
Area: 897 sq. ft
Counted as living area: No

Heated: Yes
Finished: No
Enclosed: Yes
Contiguous: Yes
Permitted: Yes
Wet space: No
Addition: No
Conversion: No

**409 Old Penllyn Pike, Penllyn, Pennsylvania
19422, United States, backside****3 Floor 1 - Basement**

Dimensions: 34'7" x 29'6"
Area: 954 sq. ft
Counted as living area: No

Heated: Yes
Finished: No
Enclosed: Yes
Contiguous: Yes
Permitted: Yes
Wet space: No
Addition: No
Conversion: No

4 Floor 2 - Bedroom

Dimensions: 14'1" x 8'9"
Area: 117 sq. ft
Counted as living area: Yes

Heated: Yes
Finished: Yes
Enclosed: Yes
Contiguous: Yes
Permitted: Yes
Wet space: No
Addition: No
Conversion: No

5 Floor 2 - Kitchen

Dimensions: 11'3" x 11'2"
Area: 126 sq. ft
Counted as living area: Yes

Heated: Yes
Finished: Yes
Enclosed: Yes
Contiguous: Yes
Permitted: Yes
Wet space: No
Addition: No
Conversion: No

**409 Old Penllyn Pike, Penllyn, Pennsylvania
19422, United States, backside****6 Floor 2 - Bedroom**

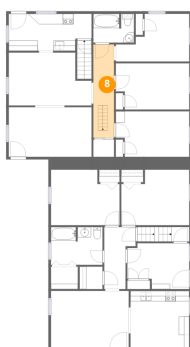
Dimensions: 13'2" x 10'8"
Area: 128 sq. ft
Counted as living area: Yes

Heated: Yes
Finished: Yes
Enclosed: Yes
Contiguous: Yes
Permitted: Yes
Wet space: No
Addition: No
Conversion: No

7 Floor 2 - Bedroom

Dimensions: 13'1" x 10'8"
Area: 126 sq. ft
Counted as living area: Yes

Heated: Yes
Finished: Yes
Enclosed: Yes
Contiguous: Yes
Permitted: Yes
Wet space: No
Addition: No
Conversion: No

8 Floor 2 - Hall

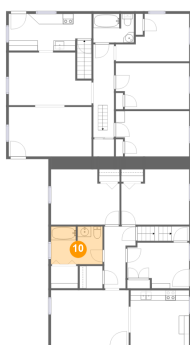
Dimensions: 4'0" x 17'10"
Area: 71 sq. ft
Counted as living area: Yes

Heated: Yes
Finished: Yes
Enclosed: Yes
Contiguous: Yes
Permitted: Yes
Wet space: No
Addition: No
Conversion: No

**409 Old Penllyn Pike, Penllyn, Pennsylvania
19422, United States, backside****9 Floor 2 - Living Room**

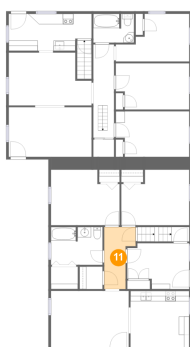
Dimensions: 14'11" x 11'1"
Area: 167 sq. ft
Counted as living area: Yes

Heated: Yes
Finished: Yes
Enclosed: Yes
Contiguous: Yes
Permitted: Yes
Wet space: No
Addition: No
Conversion: No

10 Floor 2 - Bath

Dimensions: 9'11" x 7'3"
Area: 71 sq. ft
Counted as living area: Yes

Heated: Yes
Finished: Yes
Enclosed: Yes
Contiguous: Yes
Permitted: Yes
Wet space: Yes
Addition: No
Conversion: No

11 Floor 2 - Hall

Dimensions: 6'0" x 11'11"
Area: 56 sq. ft
Counted as living area: Yes

Heated: Yes
Finished: Yes
Enclosed: Yes
Contiguous: Yes
Permitted: Yes
Wet space: No
Addition: No
Conversion: No

**409 Old Penllyn Pike, Penllyn, Pennsylvania
19422, United States, backside****12 Floor 2 - Bedroom**

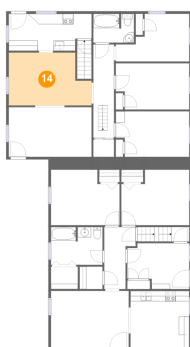
Dimensions: 14'1" x 9'2"
Area: 99 sq. ft
Counted as living area: Yes

Heated: Yes
Finished: Yes
Enclosed: Yes
Contiguous: Yes
Permitted: Yes
Wet space: No
Addition: No
Conversion: No

13 Floor 2 - Cl

Dimensions: 4'5" x 4'4"
Area: 19 sq. ft
Counted as living area: Yes

Heated: Yes
Finished: Yes
Enclosed: Yes
Contiguous: Yes
Permitted: Yes
Wet space: No
Addition: No
Conversion: No

14 Floor 2 - Dining Room

Dimensions: 15'11" x 10'1"
Area: 144 sq. ft
Counted as living area: Yes

Heated: Yes
Finished: Yes
Enclosed: Yes
Contiguous: Yes
Permitted: Yes
Wet space: No
Addition: No
Conversion: No

**409 Old Penllyn Pike, Penllyn, Pennsylvania
19422, United States, backside****15 Floor 2 - Cl**

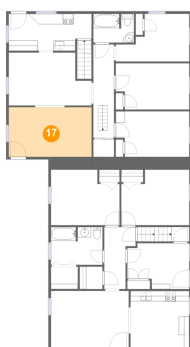
Dimensions: 5'2" x 4'4"
Area: 22 sq. ft
Counted as living area: Yes

Heated: Yes
Finished: Yes
Enclosed: Yes
Contiguous: Yes
Permitted: Yes
Wet space: No
Addition: No
Conversion: No

16 Floor 2 - Bedroom

Dimensions: 14'1" x 8'10"
Area: 119 sq. ft
Counted as living area: Yes

Heated: Yes
Finished: Yes
Enclosed: Yes
Contiguous: Yes
Permitted: Yes
Wet space: No
Addition: No
Conversion: No

17 Floor 2 - Living Room

Dimensions: 15'11" x 9'6"
Area: 151 sq. ft
Counted as living area: Yes

Heated: Yes
Finished: Yes
Enclosed: Yes
Contiguous: Yes
Permitted: Yes
Wet space: No
Addition: No
Conversion: No

**409 Old Penllyn Pike, Penllyn, Pennsylvania
19422, United States, backside****18 Floor 2 - Kitchen**

Dimensions: 15'10" x 7'1"
Area: 105 sq. ft
Counted as living area: Yes

Heated: Yes
Finished: Yes
Enclosed: Yes
Contiguous: Yes
Permitted: Yes
Wet space: No
Addition: No
Conversion: No

19 Floor 2 - Bath

Dimensions: 7'10" x 5'6"
Area: 42 sq. ft
Counted as living area: Yes

Heated: Yes
Finished: Yes
Enclosed: Yes
Contiguous: Yes
Permitted: Yes
Wet space: Yes
Addition: No
Conversion: No

20 Floor 2 - Room

Dimensions: 11'11" x 8'9"
Area: 93 sq. ft
Counted as living area: Yes

Heated: Yes
Finished: Yes
Enclosed: Yes
Contiguous: Yes
Permitted: Yes
Wet space: No
Addition: No
Conversion: No

**409 Old Penllyn Pike, Penllyn, Pennsylvania
19422, United States, backside**

21 Floor 3 - Room



Dimensions: 8'4" x 10'7"
Area: 89 sq. ft
Counted as living area: No

Heated: Yes
Finished: No
Enclosed: Yes
Contiguous: Yes
Permitted: Yes
Wet space: No
Addition: No
Conversion: No

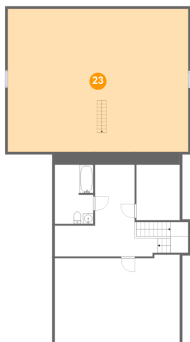
22 Floor 3 - Bath



Dimensions: 7'5" x 11'4"
Area: 83 sq. ft
Counted as living area: No

Heated: Yes
Finished: Yes
Enclosed: Yes
Contiguous: No
Permitted: Yes
Wet space: Yes
Addition: No
Conversion: No

23 Floor 3 - Attic

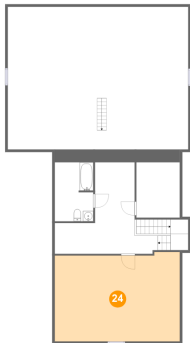


Dimensions: 34'7" x 27'4"
Area: 948 sq. ft
Counted as living area: No

Heated: No
Finished: No
Enclosed: Yes
Contiguous: Yes
Permitted: Yes
Wet space: No
Addition: No
Conversion: No

**409 Old Penllyn Pike, Penllyn, Pennsylvania
19422, United States, backside**

24 Floor 3 - Room



Dimensions: 24'0" x 17'1"
Area: 398 sq. ft
Counted as living area: No

Heated: Yes
Finished: No
Enclosed: Yes
Contiguous: Yes
Permitted: Yes
Wet space: No
Addition: No
Conversion: No

25 Floor 3 - Hall



Dimensions: 19'9" x 17'6"
Area: 242 sq. ft
Counted as living area: No

Heated: Yes
Finished: Yes
Enclosed: Yes
Contiguous: No
Permitted: Yes
Wet space: No
Addition: No
Conversion: No



EMSL Analytical, Inc.

5221 Militia Hill Road Plymouth Meeting, PA 19462

Tel/Fax: (610) 828-3102 / (610) 828-3122

<http://www.EMSL.com> / plymouthmeetinglab@emsl.com

EMSL Order: 182505442

Customer ID: EAGL51

Customer PO: 25-10-24

Project ID:

Attention: Richard Mason

Eagle Industrial Hygiene Assoc.

216 Cedar Avenue

Willow Grove, PA 19090

Phone: (215) 651-4078

Fax: (215) 443-0899

Received Date: 11/12/2025 1:15 PM

Analysis Date: 11/12/2025 - 11/13/2025

Collected Date:

Project: Lower Gwynedd Township - 409 Old Penllyn Pike, Penllyn, PA 19422

Test Report: Asbestos Analysis of Bulk Materials via AHERA Method 40CFR 763 Subpart E Appendix E supplemented with EPA 600/R-93/116 using Polarized Light Microscopy

Sample	Description	Appearance	Non-Asbestos		Asbestos
			% Fibrous	% Non-Fibrous	% Type
RM1112-01 182505442-0001	EXTERIOR - ROOF SHINGLE	Black Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-02 182505442-0002	EXTERIOR - ROOF SHINGLE	Black Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-03 182505442-0003	EXTERIOR - ROOF FELT	Black Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-04 182505442-0004	EXTERIOR - ROOF FELT	Black Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-05 182505442-0005	HOUSE EXTERIOR - PLASTER SIDING	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-06 182505442-0006	HOUSE EXTERIOR - PLASTER SIDING	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-07 182505442-0007	HOUSE EXTERIOR - PLASTER SIDING	Tan Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-08 182505442-0008	APT. EXTERIOR - PLASTER SIDING (WHT. COAT)	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-09 182505442-0009	APT. EXTERIOR - PLASTER SIDING (GRAY COAT)	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-10 182505442-0010	APT. EXTERIOR - PLASTER SIDING (WHT. COAT)	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-11 182505442-0011	APT. EXTERIOR - PLASTER SIDING (GRAY COAT)	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-12 182505442-0012	APT. BSMT. TOILET STALL - GWB WALL	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-13 182505442-0013	APT. BSMT. TOILET STALL - JOINT COMPOUND OF GWB WALL	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	<1% Chrysotile
RM1112-14 182505442-0014	APT. BSMT. TOILET STALL - GWB WALL	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-15 182505442-0015	APT. BSMT. TOILET STALL - JOINT COMPOUND OF GWB WALL	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	<1% Chrysotile

Initial report from: 11/13/2025 15:59:43



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Tel/Fax: (610) 828-3102 / (610) 828-3122

<http://www.EMSL.com> / plymouthmeetinglab@emsl.com

EMSL Order: 182505442

Customer ID: EAGL51

Customer PO: 25-10-24

Project ID:

Test Report: Asbestos Analysis of Bulk Materials via AHERA Method 40CFR 763 Subpart E Appendix E supplemented with EPA 600/R-93/116 using Polarized Light Microscopy

Sample	Description	Appearance	Non-Asbestos		Asbestos
			% Fibrous	% Non-Fibrous	% Type
RM1112-16 182505442-0016	APT. BSMT. - BRICK COLUMN	Red Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-17 182505442-0017	APT. BSMT. - MORTAR OF BRICK COLUMN	Tan Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-18 182505442-0018	APT. BSMT. - MORTAR OF STONE WALL	Tan Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-19 182505442-0019	APT. MUD RM. - GWB WALL	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-20 182505442-0020	APT. MUD RM. - JOINT COMPOUND OF GWB WALL	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-21 182505442-0021	APT. MUD RM. - SHEET FLOOR (CREAM MOTT.)	Gray/White Non-Fibrous Homogeneous	30% Cellulose	70% Non-fibrous (Other)	None Detected
RM1112-22 182505442-0022	APT. MUD RM. - SHEET FLOOR (CREAM MOTT.)	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-23 182505442-0023	APT. HALL CLOSET - GWB WALL	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-24 182505442-0024	APT. HALL CLOSET - JOINT COMPOUND OF GWB WALL	White Non-Fibrous Homogeneous		98% Non-fibrous (Other)	2% Chrysotile
RM1112-25 182505442-0025	APT. BATH/LAUNDRY/HALL/CL. - SHEET FLOOR (TAN FLOWER)	Tan Non-Fibrous Homogeneous	25% Cellulose	75% Non-fibrous (Other)	None Detected
RM1112-26 182505442-0026	APT. BATH/LAUNDRY/HALL/CL. - SHEET FLOOR (TAN FLOWER)	Tan Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-27 182505442-0027	APT. HALL - SHEET FLOOR (STONE PATTERN) UNDER CARPET	Tan Non-Fibrous Homogeneous		73% Non-fibrous (Other)	27% Chrysotile
RM1112-28 182505442-0028	APT. HALL - SHEET FLOOR (STONE PATTERN) UNDER CARPET	White Non-Fibrous Homogeneous		75% Non-fibrous (Other)	25% Chrysotile
RM1112-29 182505442-0029	APT. KITCHEN - SHEET FLOOR (RED DIAMOND)	Tan Non-Fibrous Homogeneous	33% Cellulose	67% Non-fibrous (Other)	None Detected
RM1112-30 182505442-0030	APT. KITCHEN - SHEET FLOOR (RED DIAMOND)	Tan Non-Fibrous Homogeneous	30% Cellulose	70% Non-fibrous (Other)	None Detected
RM1112-31 182505442-0031	APT. 2ND FLOOR BATH - GWB WALL	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-32 182505442-0032	APT. 2ND FLOOR BATH - JOINT COMPOUND OF GWB WALL	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected

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EMSL Order: 182505442

Customer ID: EAGL51

Customer PO: 25-10-24

Project ID:

Test Report: Asbestos Analysis of Bulk Materials via AHERA Method 40CFR 763 Subpart E Appendix E supplemented with EPA 600/R-93/116 using Polarized Light Microscopy

Sample	Description	Appearance	Non-Asbestos		Asbestos
			% Fibrous	% Non-Fibrous	% Type
RM1112-33 182505442-0033	HOUSE BSMT. - SHEET FLOOR (BLUE/WHT.)	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-34 182505442-0034	HOUSE BSMT. - SHEET FLOOR (BLUE/WHT.)	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-35 182505442-0035	HOUSE BSMT. - MORTAR OF STONE WALL	Tan Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-36 182505442-0036	HOUSE BSMT. - PLASTER ON BRICK COLUMN	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-37 182505442-0037	HOUSE BSMT. - BRICK COLUMN	Red Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-38 182505442-0038	HOUSE BSMT. - MORTAR OF BRICK COLUMN	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-39 182505442-0039	HOUSE BSMT. - BOILER INSULATION	White Non-Fibrous Homogeneous	90% Glass	10% Non-fibrous (Other)	None Detected
RM1112-40 182505442-0040	HOUSE LAUNDRY RM. - PLASTER WALL (WHT. COAT)	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-41 182505442-0041	HOUSE LAUNDRY RM. - PLASTER WALL (BROWN COAT)	Brown Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-42 182505442-0042	HOUSE LAUNDRY RM. - SHEET FLOOR (WHT. MOTT.)	Gray Non-Fibrous Homogeneous	47% Cellulose 6% Glass	47% Non-fibrous (Other)	None Detected
RM1112-43 182505442-0043	HOUSE LAUNDRY RM. - SHEET FLOOR (WHT. MOTT.)	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-44 182505442-0044	HOUSE KITCHEN - PLASTER WALL (WHT. COAT)	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-45 182505442-0045	HOUSE KITCHEN - PLASTER WALL (BROWN COAT)	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-46 182505442-0046	HOUSE LEFT BEDROOM - PLASTER WALL (WHT. COAT)	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-47 182505442-0047	HOUSE LEFT BEDROOM - PLASTER WALL (BRN. COAT)	Brown Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-48 182505442-0048	HOUSE KITCHEN - SHEET FLOOR (TOP, TAN DIAMOND)	Tan Non-Fibrous Homogeneous	36% Cellulose	64% Non-fibrous (Other)	None Detected
RM1112-49 182505442-0049	HOUSE KITCHEN - SHEET FLOOR (TOP, TAN DIAMOND)	Tan Non-Fibrous Homogeneous	40% Cellulose	60% Non-fibrous (Other)	None Detected

Initial report from: 11/13/2025 15:59:43



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<http://www.EMSL.com / plymouthmeetinglab@emsl.com>

EMSL Order: 182505442

Customer ID: EAGL51

Customer PO: 25-10-24

Project ID:

Test Report: Asbestos Analysis of Bulk Materials via AHERA Method 40CFR 763 Subpart E Appendix E supplemented with EPA 600/R-93/116 using Polarized Light Microscopy

Sample	Description	Appearance	Non-Asbestos		Asbestos
			% Fibrous	% Non-Fibrous	% Type
RM1112-50 <i>182505442-0050</i>	HOUSE KITCHEN - SHEET FLOOR (MIDDLE, WHT.)	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-51 <i>182505442-0051</i>	HOUSE KITCHEN - SHEET FLOOR (MIDDLE, WHT.)	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
RM1112-52 <i>182505442-0052</i>	HOUSE KITCHEN - SHEET FLOOR (BOTTOM, RED BRICK)	White/Red Non-Fibrous Homogeneous		68% Non-fibrous (Other)	32% Chrysotile
RM1112-53 <i>182505442-0053</i>	HOUSE KITCHEN - SHEET FLOOR (BOTTOM, RED BRICK)	Red Non-Fibrous Homogeneous		70% Non-fibrous (Other)	30% Chrysotile

Analyst(s)

Kevin Small (20)

Tahirrah Steele (33)

Kevin Ream, Laboratory Manager
or Other Approved Signatory

EMSL maintains liability limited to cost of analysis. Interpretation and use of test results are the responsibility of the client. This report relates only to the samples reported above, and may not be reproduced, except in full, without written approval by EMSL. EMSL bears no responsibility for sample collection activities or analytical method limitations. The report reflects the samples as received. Results are generated from the field sampling data (sampling volumes and areas, locations, etc.) provided by the client on the Chain of Custody. Samples are within quality control criteria and met method specifications unless otherwise noted. The above analyses were performed in general compliance with Appendix E to Subpart E of 40 CFR (previously EPA 600/M4-82-020 "Interim Method") but augmented with procedures outlined in the 1993 ("final") version of the method. This report must not be used by the client to claim product certification, approval, or endorsement by NVLAP, NIST or any agency of the federal government. Non-friable organically bound materials present a problem matrix and therefore EMSL recommends gravimetric reduction prior to analysis. Unless requested by the client, building materials manufactured with multiple layers (i.e. linoleum, wallboard, etc.) are reported as a single sample. Estimation of uncertainty is available on request.

Samples analyzed by EMSL Analytical, Inc. Plymouth Meeting, PA NVLAP Lab Code 200699-0, Philadelphia ALL-292, VA 3333000315, AIHA LAP, LLC-IHLAP Accredited #178659

Initial report from: 11/13/2025 15:59:43



EMSL ANALYTICAL, INC.
TESTING LABS • PRODUCTS • TRAINING

Asbestos Chain of Custody (Air, Bulk, Soil)

EMSL Order Number / Lab Use Only

182505442

EMSL Analytical, Inc.
200 Route 130 North
Cinnaminson, NJ 08077

PHONE: (800) 220-3675
EMAIL: CnnAsb@EMSL.com

If Bill-To is the same as Report-To leave this section blank. Third-party billing requires written authorization.

Customer Information	Customer ID:	EAGL51	Billing Information	Billing ID:	
	Company Name:	Eagle Industrial Hygiene Associates, Inc.		Company Name:	
	Contact Name:	Richard Mason		Billing Contact:	
	Street Address:	216 Cedar Avenue		Street Address:	
	City, State, Zip:	Willow Grove, PA 19090		Country:	USA
	Phone:	215-651-4078		City, State, Zip:	
Email(s) for Report: Rmason@eagleih.com & Admin@eagleih.com			Email(s) for Invoice:		

Project Information

Project Name/No:	Lower Gwynedd Township - 409 Old Penllyn Pike, Penllyn, PA 19422	Purchase Order:	25-10-24
EMSL LIMS Project ID: (If applicable EMSL will provide)		US State where samples collected:	PA
		State of Connecticut (CT) must select project location:	☐ Commercial (Taxable) ☐ Residential (Non-Taxable)
Sampled By Name:	Richard Mason	Sampled By Signature:	<i>Richard J. Mason</i>
		No. of Samples in Shipment:	53

Turn-Around-Time (TAT)

☐ 3 Hour
 ☐ 4-6 Hour AHERA ONLY
 ☐ 6 Hour
 ☒ 24 Hour
 ☐ 32 Hour
 ☐ 48 Hour
 ☐ 72 Hour
 ☐ 96 Hour
 ☐ 1 Week
 ☐ 2 Week

TEM Air 3-6 Hour, please call ahead to schedule. 32 Hour TAT available for select tests only, samples must be submitted by 11:30 am.

Test Selection

PCM Air

- ☐ NIOSH 7400
☐ NIOSH 7400 w/ 8hr. TWA

PLM - Bulk (reporting limit)

- ☒ PLM EPA 600/R-93/116 (<1%)
☐ PLM EPA NOB (<1%)
☐ POINT COUNT
☐ 400 (<0.25%) ☐ 1,000 (<0.1%)
 POINT COUNT w/ GRAVIMETRIC
☐ 400 (<0.25%) ☐ 1,000 (<0.1%)
☐ NIOSH 9002 (<1%)
☐ NYS 198.1 (Friable - NY)
☐ NYS 198.6 NOB (Non-Friable - NY)
☐ NYS 198.8 (Vermiculite SM-V)

TEM - Air

- ☐ AHERA 40 CFR, Part 763
☐ NIOSH 7402
☐ EPA Level II
☐ ISO 10312*

TEM - Bulk

- ☐ TEM EPA NOB
☐ NYS NOB 198.4 (Non-Friable-NY)
☐ TEM EPA 600/R-93/116 w Milling Prep (0.1%)

Other Test (please specify)

TEM - Settled Dust

- ☐ Microvac - ASTM D5755
☐ Wipe - ASTM D6480
☐ Qualitative via Filtration Prep
☐ Qualitative via Drop Mount Prep

Soil - Rock - Vermiculite (reporting limit)*

- ☐ PLM EPA 600/R-93/116 with milling prep (<0.25%)
☐ PLM EPA 600/R-93/116 with milling prep (<0.1%)
☐ TEM EPA 600/R-93/116 with milling prep (<0.1%)
☐ TEM Qualitative via Filtration Prep
☐ TEM Qualitative via Drop Mount Prep

*Please call with your project-specific requirements.

☐ Positive Stop - Clearly Identified Homogeneous Areas (HA)

Filter Pore Size (Air Samples)

☐ 0.8um

☐ 0.45um

Sample Number	Sample Location / Description	Volume, Area or Homogeneous Area	Date / Time Sampled (Air Monitoring Only)
RM1112-01	Roof shingle - Exterior		
RM1112-02	Roof shingle - Exterior		
RM1112-03	Roof felt - Exterior		
RM1112-04	Roof felt - Exterior		
RM1112-05	Plaster siding - House exterior		
RM1112-06	Plaster siding - House exterior		
RM1112-07	Plaster siding - House exterior		
RM1112-08	Plaster siding (wht. coat) - Apt. exterior		

Special Instructions and/or Regulatory Requirements (Sample Specifications, Processing Methods, Limits of Detection, etc.)

Method of Shipment:	Lab drop-off	Sample Condition Upon Receipt:	
Relinquished by:	Richard J. Mason	Received by:	<i>[Signature]</i>
Date/Time:	11/12/2025	Date/Time:	11/12/25
Relinquished by:		Received by:	<i>[Signature]</i>
Date/Time:		Date/Time:	11/12/25

Controlled Document - COC-05 Asbestos R16 10/26/2021



AGREE TO ELECTRONIC SIGNATURE (By checking, I consent to signing this Chain of Custody document by electronic signature)

EMSL Analytical, Inc.'s Laboratory Terms and Conditions are incorporated into this Chain of Custody by reference in their entirety. Submission of samples to EMSL Analytical, Inc. constitutes acceptance and acknowledgment of all terms and conditions by Customer.



EMSL ANALYTICAL, INC.
TESTING LABS • PRODUCTS • TRAINING

Asbestos Chain of Custody (Air, Bulk, Soil)

EMSL Order Number / Lab Use Only

182505442

EMSL Analytical, Inc.
200 Route 130 North
Cinnaminson, NJ 08077

PHONE: (800) 220-3675

EMAIL: CinnAsblab@EMSL.com

Additional Pages of the Chain of Custody are only necessary if needed for additional sample information

Special Instructions and/or Regulatory Requirements (Sample Specifications, Processing Methods, Limits of Detection, etc.)

Sample Number	Sample Location / Description	Volume, Area or Homogeneous Area	Date / Time Sampled (Air Monitoring Only)
RM1112-09	Plaster siding (gray coat) - Apt. exterior		
RM1112-10	Plaster siding (wht. coat) - Apt. exterior		
RM1112-11	Plaster siding (gray coat) - Apt. exterior		
RM1112-12	GWB wall - Apt. Bsmt. Toilet Stall		
RM1112-13	Joint compound of GWB wall - Apt. Bsmt. Toilet Stall		
RM1112-14	GWB wall - Apt. Bsmt. Toilet Stall		
RM1112-15	Joint compound of GWB wall - Apt. Bsmt. Toilet Stall		
RM1112-16	Brick column - Apt. Bsmt.		
RM1112-17	Mortar of brick column - Apt. Bsmt.		
RM1112-18	Mortar of stone wall - Apt. Bsmt.		
RM1112-19	GWB wall - Apt. Mud Rm.		
RM1112-20	Joint compound of GWB wall - Apt. Mud Rm.		
RM1112-21	Sheet floor (cream mott.) - Apt. Mud Rm.		
RM1112-22	Sheet floor (cream mott.) - Apt. Mud Rm.		
RM1112-23	GWB wall - Apt. Hall Closet		
RM1112-24	Joint compound of GWB wall - Apt. Hall Closet		
RM1112-25	Sheet floor (tan flower) - Apt. Bath/Laundry/Hall Cl.		
RM1112-26	Sheet floor (tan flower) - Apt. Bath/Laundry/Hall Cl.		
RM1112-27	Sheet floor (stone pattern) under carpet - Apt. Hall		
RM1112-28	Sheet floor (stone pattern) under carpet - Apt. Hall		
RM1112-29	Sheet floor (red diamond) - Apt. Kitchen		
RM1112-30	Sheet floor (red diamond) - Apt. Kitchen		
RM1112-31	GWB wall - Apt. 2nd Floor Bath		
RM1112-32	Joint compound of GWB wall - Apt. 2nd Floor Bath		
RM1112-33	Sheet floor (blue/wht.) - House Bsmt.		

Method of Shipment: <i>Lab drop-off</i>	Sample Condition Upon Receipt:		
Relinquished by: Richard J. Mason	Date/Time: 11/12/2025	Received by:	Date/Time:
Relinquished by:	Date/Time:	Received by:	Date/Time:

Controlled Document - C0C-05 Asbestos R16 10/28/2021



AGREE TO ELECTRONIC SIGNATURE (By checking, I consent to signing this Chain of Custody document by electronic signature.)

EMSL Analytical, Inc.'s Laboratory Terms and Conditions are incorporated into this Chain of Custody by reference in their entirety. Submission of samples to EMSL Analytical, Inc. constitutes acceptance and acknowledgment of all terms and conditions by Customer.



MEMORANDUM

ATTN: Board of Supervisors

DATE: July 23, 2026

FROM: Jamie P. Worman, Assistant Township Manager

SUBJ: Act 2 Closeout Proposal-Risk Assessment

Jamie Worman

Recommended Motion: To approve the additional risk assessment Act 2 Closeout proposal prepared and submitted by Gilmore & Associates Inc. in the amount of \$25,000.

As you are aware, the Township Engineer has been working to close out the Act 2 Study for a portion of the Pen-Ambler Park property and obtain PADEP's release of the site. While the physical barrier installation at the park has been completed, the remaining administrative requirements must still be satisfied.

Last year, Gilmore & Associates submitted a proposal that included additional sampling and soil analysis, as well as the preparation and submission of the required Remedial Investigation Report, Cleanup Plan, and Final Report. At that time, it was uncertain whether PADEP would require additional remedial work or a risk assessment after reviewing those submissions. In June, PADEP issued a technical comment letter requiring that a risk assessment be completed and that the Remedial Investigation Report and Cleanup Plan be revised to address its comments.

The enclosed memorandum from the Township Engineer outlines the additional work required to satisfy PADEP's requirements. The cost to complete these required tasks is \$25,000. The memorandum also identifies two potential additional assessments that PADEP could require, although they are considered unlikely. Each assessment would cost approximately \$2,500, for a total potential additional cost of \$5,000 if both are required. Gilmore plans on engaging Chris Traynor of ERS-Consulting to complete the risk assessment. Chris Traynor was the Risk Assessor the Township used to successfully closeout the 901 Sumneytown Pike Act-2.



- ☐ 3850 Sierra Circle, Suite 100 | **Center Valley**, PA 18034 | P: 610.366.8064 | F: 610.366.0433
- ☐ 12 Terry Drive, Suite 205 | **Newtown**, PA 18940 | P: 215.369.3955 | F: 610.968.1829
- ☒ 65 E. Butler Avenue, Suite 100 | **New Britain**, PA 18901 | P: 215.345.4330 | F: 215.948.9943
- ☐ 401 Plymouth Road, Suite 150 | **Plymouth Meeting**, PA 19462 | P: 610.489.4949 | F: 610.489.8447
- ☐ One Penn Center at Suburban Station, 1617 JFK Blvd., Suite 425 | **Philadelphia**, PA 19103 | P: 215.687.4246 | F: 215.564.1780

MEMORANDUM

Date: July 16, 2026

To: Jim Hersh, P. E. – Gilmore & Associates, Inc.

From: Toby Kessler, P.G. – Gilmore & Associates, Inc.

cc: Chris Freer, P.G. – Gilmore & Associates, Inc.

Reference: File 20-07030
Pen-Ambler Park – Lower Gwynedd Township
Limited Environmental Assessment

This memorandum provides G&A's scope of services for addressing the PADEP technical comment letter dated June 6, 2017. The additional effort to address the PADEP comment letter will be to expand the project so that it includes a risk assessment. The site is identified as Pen-Ambler Park in Lower Gwynedd Township.

Project Understanding

G&A proposes the following additional services as summarized in the following tasks:

- Task 1 – Additional Department of Environmental Protection Coordination / Consulting
- Task 2 – Risk Assessment
- Task 3 – Revision to Remedial Investigation Report and Cleanup Plan

Based on the above project understanding, we propose the following Scope of Services.

Environmental Services Fee

The fee for the additional services is estimated to be \$25,000.

Assumptions

- A. Additional Sampling is not proposed.
- B. The risk assessment will be limited to areas outside of the parts of the site that have already been capped. Additional risk assessment for the areas beneath the capped areas is available if requested for additional estimated \$2,500 fee.
- C. The risk assessment will be limited to the contaminants of concern that exceed current statewide health standards. Additional evaluation of possible future changes to the statewide health standard for lead is available if requested for additional estimated \$2,500 fee.
- D. It is understood that the Client will be responsible for all permit application and/or review fees required by outside agencies.

MEMORANDUM

TO: Mimi Gleason, Township Manager
Lower Gwynedd Township

FROM: Chad Dixson, AICP
Helen Lam, P.E.

TO: Jamie Worman, Assistant Manager
Fred Zollers, Public Works Director

DATE: July 24, 2026

RE: Welsh Road Traffic Signal Upgrades – Traffic Signal Easements

Bowman recommends the Township consider approval of the attached Traffic Signal Easements from the following property owners located at the intersection of Welsh Road and Evans Road for the Township's Green Light Go (GLG) grant project.

- PECO Energy Company
- FTP Hunt Club LP (Hunt Club Apartments)
- Montgomery Crossing Associates LP (Gwynedd Crossing Shopping Center)

These traffic signal easements are necessary to access and maintain the traffic signal equipment at the Welsh Road and Evans Road intersection.

If you have any questions or need additional information, please let us know.

Prepared By & Return To:

Neil Andrew Stein, Esquire
Union Meeting Corporate Center
910 Harvest Drive, 2nd Floor
Blue Bell, Pennsylvania 19422

Property:

1613 Evans Road, Lower Gwynedd Township
Tax Map Parcel #39-00-01231-00-8

TRAFFIC SIGNAL EASEMENT

THIS TRAFFIC SIGNAL EASEMENT (this "**Signal Easement**") is made this ____ day of _____, 202 ____ ("**Effective Date**") by **FTP HUNT CLUB, LP**, a limited partnership, c/o Paradise Property, 43 General Warren Boulevard, Malvern, Pennsylvania 19355 ("**Grantor**"), in favor of **LOWER GWYNEDD TOWNSHIP**, a Pennsylvania second class township, 1130 North Bethlehem Pike, Spring House, Pennsylvania 19477 ("**Grantee**") (Grantor and Grantee are sometimes individually referred to as a "**Party**" and collectively as the "**Parties**").

BACKGROUND

A. Grantor is the owner of the property and improvements thereon known as 1613 Evans Road, Lower Gwynedd Township, Montgomery County, Pennsylvania, Tax Map Parcel #39-00-01231-00-8 ("**Grantor's Parcel**").

B. The Pennsylvania Department of Transportation has approved the relocation and/or the installation of a traffic control signal system ("**Traffic Signal System**") at the southwest corner of the intersection of Welsh Road and Evans Road, on Grantor's Parcel.

C. Grantee shall be responsible for maintaining the Traffic Signal System together with all appurtenances, other related facilities (including, without limitation, conduits, poles, wires, ducts, cables, service boxes, and signal controllers), and any related driveway(s), curbing and traffic control devices and markings (collectively, the "**Improvements**").

D. Grantor and Grantee acknowledge that the relocation, installation and maintenance of the Improvements will require use of a portion of Grantor's Parcel from time to time.

E. Grantor and Grantee desire that Grantor should grant to Grantee an easement hereinafter set forth over a portion of Grantor's Parcel as described herein.

NOW, THEREFORE, in consideration of the mutual covenants herein contained and other good and valuable consideration, the receipt and sufficiency of which is acknowledged, Grantor and Grantee hereby agree as follows:

1. **Grant of Signal Easement.** Grantor hereby grants, conveys and declares, to Grantee, and its respective contractors, materialmen, laborers, tenants, employees, licensees, and invitees, the full and uninterrupted right, right-of-way, privilege, easement and authority to enter upon that portion of Grantor's Parcel consisting of the area shown on "**Exhibit A**" and as described in **Exhibit "B"** attached hereto and made a part hereof (the "**Easement Area**") solely and exclusively for ingress, egress, and all purposes associated with the maintenance, repair and replacement of the Improvements (the "**Signal Easement**").

2. **Term.** The term of this Signal Easement shall be perpetual (the "**Term**"). Provided, however, that if the Improvements are removed and not replaced, thereby eliminating the need for the Signal Easement, then the Signal Easement shall be deemed terminated and the Grantor shall record the necessary termination in the Recorder's Office for Montgomery County, Pennsylvania (the "**Recorder's Office**").

3. **Operations; Restoration.**

A. The Grantee shall provide, at the Grantee's sole cost and expense, all repairs, maintenance, improvements and replacements of the Improvements, which shall include but not be limited to bulb replacement, traffic signal detector loops, response to trouble calls, and temporary emergency repairs. The Grantee shall have the sole authority and discretion to operate and control the Improvements, including but not limited to, setting traffic signal timings as the Grantee reasonably deems proper. The Grantee shall also be responsible, at the Grantee's sole cost and expense, for all other necessary repairs, maintenance, improvements and replacements of the Improvements and related components, as determined by the Grantee in its sole reasonable discretion, including, without limitation repairs, maintenance, improvements and replacement of pavement striping and markings and that portion of the pavement, including asphalt and suitable base materials, lying within the area of the Easement Area and supporting the traffic signal detector loops constructed within the pavement.

B. The Easement Area shall be kept in a safe, secure and orderly condition. Grantee shall comply with all applicable laws in connection with the exercise of its rights hereunder.

C. All costs incurred by Grantee relating to the exercise of the Signal Easement shall be borne by Grantee.

D. Any portion of Grantor's Parcel disturbed in connection with or arising out of the exercise of Grantee's rights hereunder shall be promptly restored by Grantee to as close as is reasonably possible to its former condition after completion of such work, including but not limited to all landscaping, signage and other improvements as may presently or in the future exist on the Grantor's Parcel.

4. **Non-Exclusive.**

A. The rights and easements granted hereby are non-exclusive and shall be exercised in common with others entitled thereto from time to time, provided that such use shall not materially impair the exercise by the benefited Party of the rights and easements herein granted, and further provided that such use shall not create unsafe conditions, given the activities of Grantee being conducted within the Easement Area.

B. In furtherance of the foregoing, during any time maintenance activities are being conducted by or on behalf of Grantee within the Easement Area, Grantee shall have the right to impose reasonable restrictions on access to the Easement Area, so as to ensure the safety of both those conducting such construction activities and those who otherwise would enter the Easement Area.

5. **Restrictions and Obligations.**

A. Grantee shall, during its use of the Easement Area in accordance with the terms set forth herein, not interfere with (i) any business being conducted on the Grantor's Parcel, or (ii) Grantor's use and continued enjoyment of the Grantor's Parcel.

B. Grantee shall not be permitted to store any vehicles, materials, objects or other personal property on the Grantor's Parcel without Grantor's consent, which consent may be withheld in Grantor's sole discretion. If Grantee fails to comply, Grantor may, but shall not be obligated to, remove such materials and Grantee shall reimburse Grantor for the reasonable costs thereof within thirty (30) after receipt of evidence of payment.

C. Grantee acknowledges that the Signal Easement and the Grantee's right to use the Easement Area for the purposes set forth herein, shall be subject and subordinate to all recorded covenants and restrictions affecting the Grantor's Parcel.

D. Any and all permits, licenses or approvals required for the Grantee's use of the Grantor's Parcel shall be obtained by Grantee from the authorities having jurisdiction thereof, at Grantee's sole cost and expense. The Grantee shall at all times comply with all applicable federal, state and local laws, rules, regulations and orders of those governmental entities with jurisdiction over Grantee's activities.

E. Grantee agrees that it shall not take any action that results in any lien or encumbrance, including, without limitation, mechanics liens and tax liens, to be filed against the Grantor's Parcel. If any such lien is filed due to the action of Grantee, the Grantee shall cause such lien or encumbrance to be promptly discharged.

F. Grantee assumes all risk of loss, injury or damage to the facilities or personal property and all risk of injury or death to its employees, contractors, workmen, or any other person or persons from any causes whatever. Grantee shall at all times hereafter indemnify, defend and save harmless Grantor (and its officers, agents, employees and invitees) from and against any and all claims, actions, liability, damages, costs and expenses (including reasonable attorney's fees) in connection with any breach of this Signal Easement, any loss of life, personal injury, or damage to property caused to any person in or about the Grantor's Parcel or arising out of the occupancy or use of the Grantor's Parcel by Grantee or occasioned wholly or in part by the act or omission of Grantee, its agents, employees and invitees unless attributable to the sole negligence of Grantor (or its officers, agents or employees). This **Paragraph 5.F** shall survive the termination of this Easement.

G. No "track-type" vehicles or tractor-trailers shall be permitted to use the Grantor's Parcel; provided, however, that tractor-trailers may be used to transport vehicles to and from the Grantor's Parcel.

6. **Cooperation.** Grantor agrees to cooperate fully with Grantee, at no cost to Grantor, in obtaining all necessary governmental approvals, permits or licenses for any work that may be performed by Grantee within the Easement Area, including but not limited to executing any applications, petitions, agreements or plans as shall be requested by Grantee in order to obtain such approvals, permits or licenses. Provided, however, that the Grantor shall have no liability or obligation, financial or otherwise, with respect to such approvals, permits and licenses.

7. **Entire Agreement.** This Agreement embodies the entire agreement and understanding between the Parties with regard to the subject matter hereof and supersedes all prior agreements and understandings with respect thereto. In case any one or more of the obligations of the Parties is held invalid, the validity, legality and enforceability of the remaining obligations of the Parties shall not in any way be affected or impaired thereby.

8. **Binding Effect; Run with the Land.** The Parties agree that this Agreement, and the easements created herein, and the rights and duties of the Parties described herein shall be binding on and inure to the benefit or burden of each of the Parties and their heirs, administrators, successors and assigns, as applicable, and shall constitute covenants, agreements and easements running with the land of the Grantor's Property.

9. **Governing Law; Venue.** This Agreement shall be governed by and construed exclusively in accordance with the laws of the Commonwealth of Pennsylvania (without regard to the choice of law principles thereof). Any claim, action, suit or other proceeding under or in connection with this Agreement shall be asserted, brought, prosecuted and maintained in the Court of Common Pleas of Montgomery County, Pennsylvania, and each of the Grantor and Grantee and their successors and assigns hereby waive any and all rights to object to the laying of venue in any such court and to any right to claim that any such court may be an inconvenient forum. Each of the Grantor and Grantee and their successors and assigns hereby submit themselves to the jurisdiction of each such court and agree that service of process on them in any such action, suit or proceeding may be effected by certified mail or overnight receipted courier as set forth in this Agreement. The Parties agree that Pennsylvania will be the Parties' exclusive forum for any and all claims (whether seeking legal, equitable, declaratory or other relief) arising under this Agreement whether in whole or in part.

10. **Interpretation.** The Parties hereto acknowledge and agree: (a) each of the Parties and their respective counsel have reviewed and negotiated the terms and provisions of this Agreement and have contributed to its revision; (b) the rule of construction to the effect that any ambiguities are resolved against the drafting Party shall not be employed in the interpretation of this Agreement; and (c) the terms and provisions of this Agreement shall be construed fairly as to the Parties and not in favor of or against any Party, regardless of which Party was generally responsible for the preparation of this Agreement.

11. **Notice.** All notices, requests, demands, consents, approvals or other communications required or permitted to be given under any provision of this Agreement shall be in writing and shall be deemed given upon personal delivery or the delivery thereof by first class certified mail, return receipt requested, postage prepaid, or the delivery thereof by overnight courier service, addressed to each Party or their successors and assigns, as follows (or at such other address as may be designated by notice in writing given from time to time):

If to Grantor:

FTP Hunt Club, LP, c/o Paradise Management, LLC
43 General Warren Boulevard
Malvern, Pennsylvania 19355

If to Grantee:

Mimi Gleason, Township Manager
Lower Gwynedd Township
1130 N. Bethlehem Pike
Spring House, PA 19477

Any correctly addressed notice that is refused, rejected unclaimed, or undeliverable because of an act or omission of the party to be notified (including failure to properly notify the other party in writing of a change in address) shall be considered to be effective upon the first attempt at delivery.

12. **Effect of Headings.** Any title of an article or section heading herein contained is for convenience of reference only and shall not affect the meaning of construction of any of the provisions hereof.

13. **Recording of Agreement.** This Agreement and all of the exhibits referred to herein may be recorded at the expense of the Grantee in the Recorder's Office.

14. **Counterparts and Electronic Signature.** This Agreement may be executed in two or more counterparts, each of which shall be deemed an original but all of which together shall constitute one and the same Agreement. The counterparts of this Agreement may be executed and delivered by facsimile or other electronic signature by any of the parties to any other party and the receiving Party may rely on the receipt of such document so executed and delivered by electronic means as if the original had been received.

[SIGNATURES APPEAR ON FOLLOWING PAGES]

IN WITNESS WHEREOF, the Parties have executed this Traffic Signal Easement as of the date and year first above written.

GRANTOR:

FTP HUNT CLUB, LP, a limited partnership

By: FTP Hunt Club Management, LLC, a Pennsylvania
limited liability company

By: _____

Name: _____

Title: _____

GRANTEE:

LOWER GWYNEDD TOWNSHIP

BY: ITS BOARD OF SUPERVISORS

ATTEST:

MIMI GLEASON, TOWNSHIP MANAGER

By: _____

DANIELLE A. DUCKETT, CHAIRPERSON

COMMONWEALTH OF PENNSYLVANIA :
: SS
COUNTY OF MONTGOMERY :

I HEREBY CERTIFY that on this _____ day of _____, 2026, before me, the subscriber, a Notary Public of the Commonwealth aforesaid, personally appeared Jeffrey W. Franz, sole member of FTP Hunt Club Management, LLC, a Pennsylvania limited liability company, general partner of FTP HUNT CLUB, LP, a Pennsylvania limited partnership, and being authorized to do so, executed the foregoing Traffic Signal Easement for the purposes therein contained.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

Notary Public
My Commission Expires:

COMMONWEALTH OF PENNSYLVANIA :
: SS
COUNTY OF MONTGOMERY :

I HEREBY CERTIFY that on this _____ day of _____, 2026, before me, the subscriber, a Notary Public of the Commonwealth aforesaid, personally appeared **DANIELLE A. DUCKETT**, Chairperson of the Board of Supervisors of Lower Gwynedd Township, and that she as such Chairperson, being authorized to do so, executed the foregoing Traffic Signal Easement for the purposes therein contained.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

Notary Public
My Commission Expires:

EXHIBIT "A" **EASEMENT AREA PLAN**

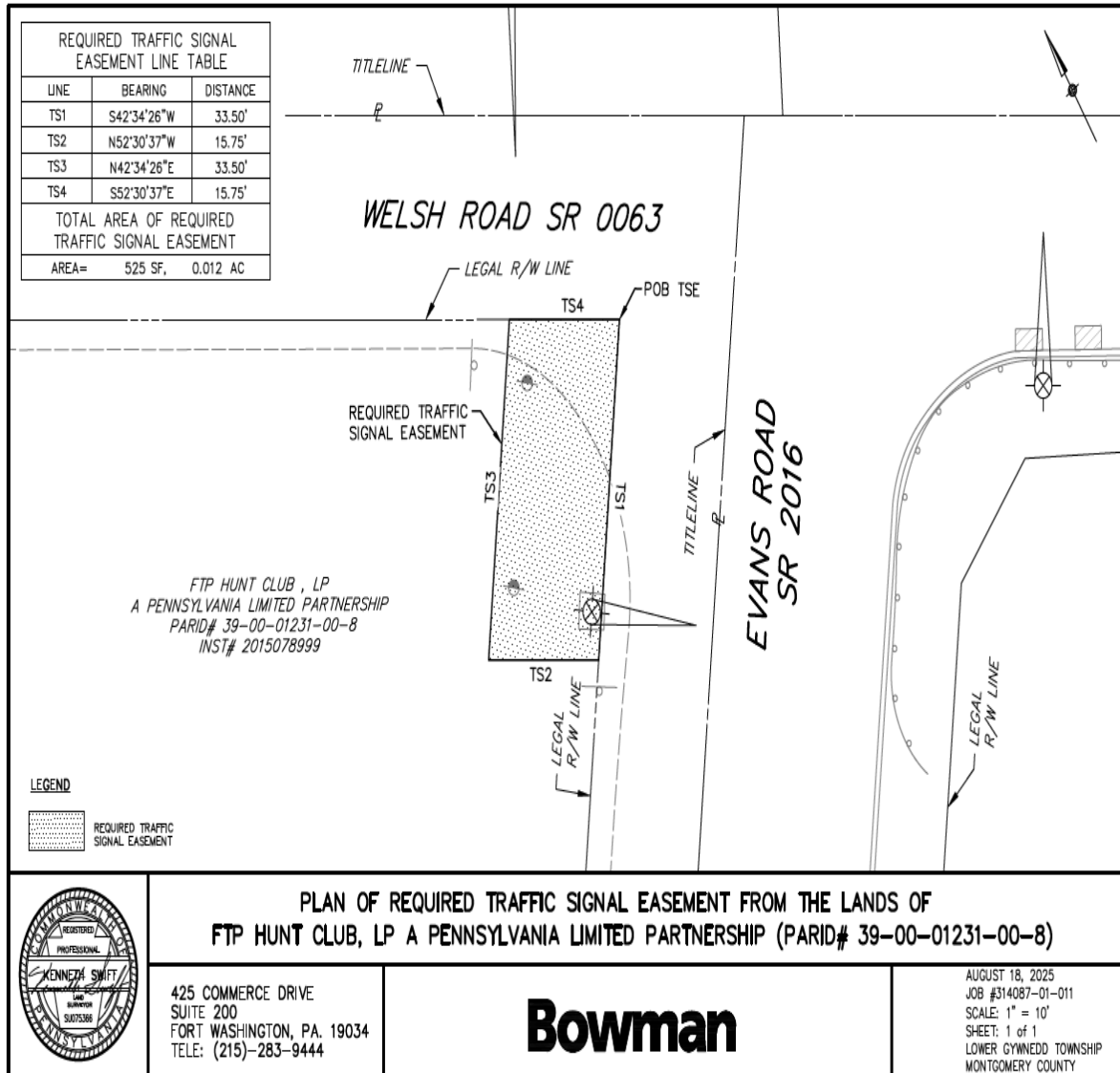


EXHIBIT "B"
LEGAL DESCRIPTION OF EASEMENT AREA

Bowman

August 18, 2025

**DESCRIPTION OF REQUIRED TRAFFIC SIGNAL EASEMENT
FROM THE LANDS OF FTP HUNT CLUB, LP
A PENNSYLVANIA LIMITED PARTNERSHIP
(PARID# 39-00-01231-00-8)**

All that certain required pieces of land situate in the Township of Lower Gwynedd, County of Montgomery, Commonwealth of Pennsylvania. Being part of land further described in an indenture dated the 12th day of October 2015 in Instrument Number 2015078999 and recorded at Norristown in the office of Recorder of Deeds of Montgomery County, Pennsylvania. Bounded and described in accordance with a plan made by Bowman, entitled "PLAN OF REQUIRED TRAFFIC SIGNAL EASEMENT FROM THE LANDS OF FTP HUNT CLUB, LP A PENNSYLVANIA LIMITED PARTNERSHIP (PARID# 39-00-01231-00-8)" dated August 18, 2025, as follows to wit:

Beginning at a point of intersection along the southwesterly legal Right-of-Way line of Welsh Road (SR 0063), with the northwesterly legal Right-of-Way line of Evans Road (SR 2016); extending thence the following four courses:

- 1) Along the northwesterly legal Right-of-Way line of Evans Road, South 42 degrees 34 minutes 26 seconds West, a distance of 33.50 feet to a point.
- 2) Thence through the lands of FTP Hunt Club LP, North 52 degrees 30 minutes 37 seconds West, a distance of 15.75 feet to a point.
- 3) Thence, North 42 degrees 34 minutes 26 seconds East, a distance of 33.50 feet to a point.
- 4) Thence along the southwesterly legal Right-of-Way line of Welsh Road, South 52 degrees 30 minutes 37 seconds East, a distance of 15.75 feet to the point and place of beginning.

Containing 525 square feet, or 0.012 acres.



425 Commerce Drive, Suite 200, Fort Washington, PA 19034 P: 215.283.9444

bowman.com

Prepared By & Return To:

Neil Andrew Stein, Esquire
Union Meeting Corporate Center
910 Harvest Drive, 2nd Floor
Blue Bell, Pennsylvania 19422

Property:

1200 -1210 Bethlehem Pike, Montgomery Township
Tax Map Parcel #46-00-00259-00-1

TRAFFIC SIGNAL EASEMENT

THIS TRAFFIC SIGNAL EASEMENT (this "**Signal Easement**") is made this ____ day of _____, 202____ ("**Effective Date**") by **MONTGOMERY CROSSING ASSOCIATES LP**, a limited partnership, 636 Old York Road, 2nd Floor, Jenkintown, Pennsylvania 19046 ("**Grantor**"), in favor of **LOWER GWYNEDD TOWNSHIP**, a Pennsylvania second class township, 1130 North Bethlehem Pike, Spring House, Pennsylvania 19477 ("**Grantee**") (Grantor and Grantee are sometimes individually referred to as a "**Party**" and collectively as the "**Parties**").

BACKGROUND

A. Grantor is the owner of the property and improvements thereon known as 1200 -1210 Bethlehem Pike, Montgomery Township, Montgomery County, Pennsylvania, Tax Map Parcel #46-00-00259-00-1 ("**Grantor's Parcel**").

B. The Pennsylvania Department of Transportation has approved the relocation and/or the installation of a traffic control signal system ("**Traffic Signal System**") at the northeast corner of the intersection of Welsh Road and Evans Road, on the Grantor's Parcel.

C. Grantee shall be responsible for maintaining the Traffic Signal System together with all appurtenances, other related facilities (including, without limitation, conduits, poles, wires, ducts, cables, service boxes, and signal controllers), and any related driveway(s), curbing and traffic control devices and markings (collectively, the "**Improvements**").

D. Grantor and Grantee acknowledge that the relocation, installation and maintenance of the Improvements will require use of a portion of Grantor's Parcel from time to time.

E. Grantor and Grantee desire that Grantor should grant to Grantee an easement hereinafter set forth over a portion of Grantor's Parcel as described herein.

NOW, THEREFORE, in consideration of the mutual covenants herein contained and other good and valuable consideration, the receipt and sufficiency of which is acknowledged, Grantor and Grantee hereby agree as follows:

1. **Grant of Signal Easement.** Grantor hereby grants, conveys and declares, to Grantee, and its respective contractors, materialmen, laborers, tenants, employees, licensees, and invitees, the full and uninterrupted right, right-of-way, privilege, easement and authority to enter upon that portion of Grantor's Parcel consisting of the area shown on "**Exhibit A**" and as described in **Exhibit "B"** attached hereto and made a part hereof (the "**Easement Area**") solely and exclusively for ingress, egress, and all purposes associated with the maintenance, repair and replacement of the Improvements (the "**Signal Easement**").

2. **Term.** The term of this Signal Easement shall be perpetual (the "**Term**"). Provided, however, that if the Improvements are removed and not replaced, thereby eliminating the need for the Signal Easement, then the Signal Easement shall be deemed terminated and the Grantor shall record the necessary termination in the Recorder's Office for Montgomery County, Pennsylvania (the "**Recorder's Office**").

3. **Operations; Restoration.**

A. The Grantee shall provide, at the Grantee's sole cost and expense, all repairs, maintenance, improvements and replacements of the Improvements, which shall include but not be limited to bulb replacement, traffic signal detector loops, response to trouble calls, and temporary emergency repairs. The Grantee shall have the sole authority and discretion to operate and control the Improvements, including but not limited to, setting traffic signal timings as the Grantee reasonably deems proper. The Grantee shall also be responsible, at the Grantee's sole cost and expense, for all other necessary repairs, maintenance, improvements and replacements of the Improvements and related components, as determined by the Grantee in its sole reasonable discretion, including, without limitation repairs, maintenance, improvements and replacement of pavement striping and markings and that portion of the pavement, including asphalt and suitable base materials, lying within the area of the Easement Area and supporting the traffic signal detector loops constructed within the pavement.

B. The Easement Area shall be kept in a safe, secure and orderly condition. Grantee shall comply with all applicable laws in connection with the exercise of its rights hereunder.

C. All costs incurred by Grantee relating to the exercise of the Signal Easement shall be borne by Grantee.

D. Any portion of Grantor's Parcel disturbed in connection with or arising out of the exercise of Grantee's rights hereunder shall be promptly restored by Grantee to as close as is reasonably possible to its former condition after completion of such work, including but not limited to all landscaping, signage and other improvements as may presently or in the future exist on the Grantor's Parcel.

4. **Non-Exclusive.**

A. The rights and easements granted hereby are non-exclusive and shall be exercised in common with others entitled thereto from time to time, provided that such use shall not materially impair the exercise by the benefited Party of the rights and easements herein granted, and further provided that such use shall not create unsafe conditions, given the activities of Grantee being conducted within the Easement Area.

B. In furtherance of the foregoing, during any time maintenance activities are being conducted by or on behalf of Grantee within the Easement Area, Grantee shall have the right to impose reasonable restrictions on access to the Easement Area, so as to ensure the safety of both those conducting such construction activities and those who otherwise would enter the Easement Area. Subject to the foregoing, Grantor expressly reserves the right to use the entire Grantor's Parcel and the improvements thereon for all uses not inconsistent with the easement rights granted herein. Grantee's use of the Grantor's Parcel shall not interfere with Grantor's full use, operation and maintenance of the Grantor's Parcel for its corporate business purposes.

5. **Restrictions and Obligations.**

A. Grantee shall, during its use of the Grantor's Parcel in accordance with the terms set forth herein, not interfere with (i) any business being conducted on the Grantor's Parcel, or (ii) Grantor's use and continued enjoyment of the Grantor's Parcel.

B. Grantee shall not be permitted to store any vehicles, materials, objects or other personal property on the Grantor's Parcel without Grantor's consent, which consent may be withheld in Grantor's sole discretion. If Grantee fails to comply, Grantor may, but shall not be obligated to, remove such materials and Grantee shall reimburse Grantor for the reasonable costs thereof within thirty (30) after receipt of evidence of payment.

C. Grantee acknowledges that the Signal Easement and the Grantee's right to use the Grantor's Parcel for the purposes set forth herein, shall be subject and subordinate to all recorded covenants and restrictions affecting the Grantor's Parcel.

D. Any and all permits, licenses or approvals required for the Grantee's use of the Grantor's Parcel shall be obtained by Grantee from the authorities having jurisdiction thereof, at Grantee's sole cost and expense. The Grantee shall at all times comply with all applicable federal, state and local laws, rules, regulations and orders of those governmental entities with jurisdiction over Grantee's activities.

E. Grantee agrees that it shall not take any action that results in any lien or encumbrance, including, without limitation, mechanics liens and tax liens, to be filed against the Grantor's Parcel. If any such lien is filed due to the action of Grantee, the Grantee shall cause such lien or encumbrance to be promptly discharged.

F. Grantee assumes all risk of loss, injury or damage to the facilities or personal property and all risk of injury or death to its employees, contractors, workmen, or any other person or persons from any causes whatever. Grantee shall at all times hereafter indemnify, defend and save harmless Grantor (and its officers, agents, employees and invitees) from and against any and all claims, actions, liability, damages, costs and expenses (including reasonable attorney's fees) in connection with any breach of this Signal Easement, any loss of life, personal injury, or damage to property caused to any person in or about the Grantor's Parcel or arising out of the occupancy or use of the Grantor's Parcel by Grantee or occasioned wholly or in part by the act or omission of Grantee, its agents, employees and invitees unless attributable to the sole negligence of Grantor (or its officers, agents or employees). This **Paragraph 5.F** shall survive the termination of this Easement.

G. No "track-type" vehicles or tractor-trailers shall be permitted to use the Grantor's Parcel; provided, however, that tractor-trailers may be used to transport vehicles to and from the Grantor's Parcel.

6. **Cooperation.** Grantor agrees to cooperate fully with Grantee, at no cost to Grantor, in obtaining all necessary governmental approvals, permits or licenses for any work that may be performed by Grantee within the Easement Area, including but not limited to executing any applications, petitions, agreements or plans as shall be requested by Grantee in order to obtain such approvals, permits or licenses. Provided, however, that the Grantor shall have no liability or obligation, financial or otherwise, with respect to such approvals, permits and licenses.

7. **Entire Agreement.** This Agreement embodies the entire agreement and understanding between the Parties with regard to the subject matter hereof and supersedes all prior agreements and understandings with respect thereto. In case any one or more of the obligations of the Parties is held invalid, the validity, legality and enforceability of the remaining obligations of the Parties shall not in any way be affected or impaired thereby.

8. **Binding Effect; Run with the Land.** The Parties agree that this Agreement, and the easements created herein, and the rights and duties of the Parties described herein shall be binding on and inure to the benefit or burden of each of the Parties and their heirs, administrators, successors and assigns, as applicable, and shall constitute covenants, agreements and easements running with the land of the Grantor's Property.

9. **Governing Law; Venue.** This Agreement shall be governed by and construed exclusively in accordance with the laws of the Commonwealth of Pennsylvania (without regard to the choice of law principles thereof). Any claim, action, suit or other proceeding under or in connection with this Agreement shall be asserted, brought, prosecuted and maintained in the Court of Common Pleas of Montgomery County, Pennsylvania, and each of the Grantor and Grantee and their successors and assigns hereby waive any and all rights to object to the laying of venue in any such court and to any right to claim that any such court may be an inconvenient forum. Each of the Grantor and Grantee and their successors and assigns hereby submit themselves to the jurisdiction of each such court and agree that service of process on them in any such action, suit or proceeding may be effected by certified mail or overnight receipted courier as set forth in this Agreement. The Parties agree that Pennsylvania will be the Parties' exclusive forum for any and all claims (whether seeking legal, equitable, declaratory or other relief) arising under this Agreement whether in whole or in part.

10. **Interpretation.** The Parties hereto acknowledge and agree: (a) each of the Parties and their respective counsel have reviewed and negotiated the terms and provisions of this Agreement and have contributed to its revision; (b) the rule of construction to the effect that any ambiguities are resolved against the drafting Party shall not be employed in the interpretation of this Agreement; and (c) the terms and provisions of this Agreement shall be construed fairly as to the Parties and not in favor of or against any Party, regardless of which Party was generally responsible for the preparation of this Agreement.

11. **Notice.** All notices, requests, demands, consents, approvals or other communications required or permitted to be given under any provision of this Agreement shall be in writing and shall be deemed given upon personal delivery or the delivery thereof by first class certified mail, return receipt requested, postage prepaid, or the delivery thereof by overnight courier service, addressed to each Party or their successors and assigns, as follows (or at such other address as may be designated by notice in writing given from time to time):

If to Grantor:

Montgomery Crossing Associates, LP
636 Old York Road
2nd Floor
Jenkintown, Pennsylvania 19046

If to Grantee:

Mimi Gleason, Township Manager
Lower Gwynedd Township
1130 N. Bethlehem Pike
Spring House, PA 19477

Any correctly addressed notice that is refused, rejected unclaimed, or undeliverable because of an act or omission of the party to be notified (including failure to properly notify the other party in writing of a change in address) shall be considered to be effective upon the first attempt at delivery.

12. **Effect of Headings.** Any title of an article or section heading herein contained is for convenience of reference only and shall not affect the meaning of construction of any of the provisions hereof.

13. **Recording of Agreement.** This Agreement and all of the exhibits referred to herein may be recorded at the expense of the Grantee in the Recorder's Office.

14. **Counterparts and Electronic Signature.** This Agreement may be executed in two or more counterparts, each of which shall be deemed an original but all of which together shall constitute one and the same Agreement. The counterparts of this Agreement may be executed and delivered by facsimile or other electronic signature by any of the parties to any other party and the receiving Party may rely on the receipt of such document so executed and delivered by electronic means as if the original had been received.

[SIGNATURES APPEAR ON FOLLOWING PAGES]

IN WITNESS WHEREOF, the Parties have executed this Traffic Signal Easement as of the date and year first above written.

GRANTOR:

MONTGOMERY CROSSING ASSOCIATES LP, a limited partnership

By: _____

Name: _____

Title: _____

ATTEST:

GRANTEE:

LOWER GWYNEDD TOWNSHIP

By: ITS BORD OF SUPERVISORS

MIMI GLEASON, TOWNSHIP MANAGER

By: _____

DANIELLE A. DUCKETT, CHAIRPERSON

COMMONWEALTH OF PENNSYLVANIA :
: SS
COUNTY OF MONTGOMERY :

I HEREBY CERTIFY that on this _____ day of _____, 202____, before me, the subscriber, a Notary Public of the Commonwealth aforesaid, personally appeared _____, and that he/she as such _____ of **MONTGOMERY CROSSING ASSOCIATES LP**, a limited partnership, being authorized to do so, executed the foregoing Traffic Signal Easement for the purposes therein contained.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

Notary Public
My Commission Expires:

COMMONWEALTH OF PENNSYLVANIA :
: SS
COUNTY OF MONTGOMERY :

I HEREBY CERTIFY that on this _____ day of _____, 202____, before me, the subscriber, a Notary Public of the Commonwealth aforesaid, personally appeared **DANIELLE A. DUCKETT**, Chairperson of the Board of Supervisors of Lower Gwynedd Township, and that she as such Chairperson, being authorized to do so, executed the foregoing Traffic Signal Easement for the purposes therein contained.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

Notary Public
My Commission Expires:

EXHIBIT "A"
EASEMENT AREA

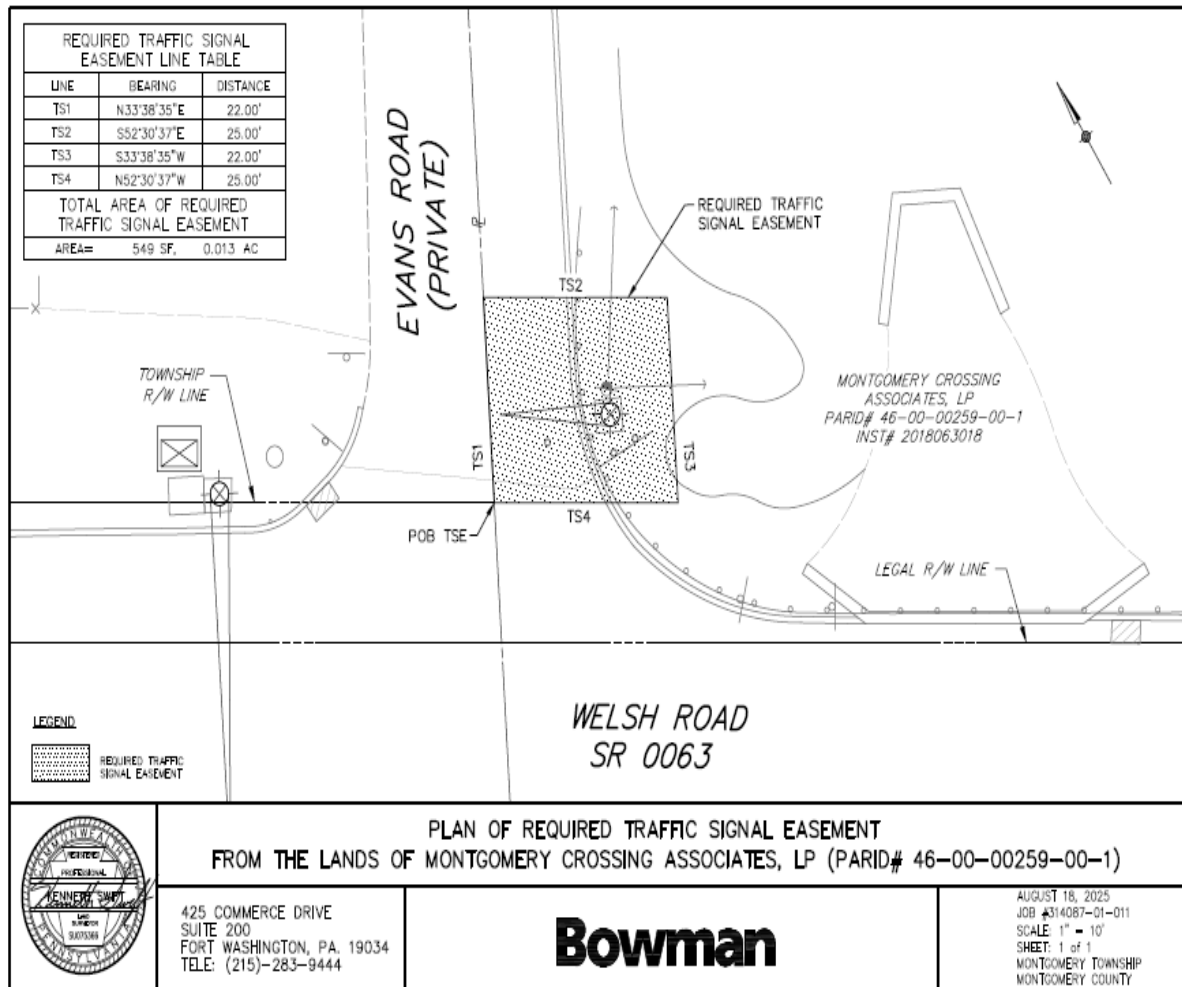


EXHIBIT "B"
LEGAL DESCRIPTION OF EASEMENT AREA

Bowman

August 18, 2025

**DESCRIPTION OF REQUIRED TRAFFIC SIGNAL EASEMENT FROM THE LANDS OF
MONTGOMERY CROSSING ASSOCIATES, LP (PARID# 46-00-00259-00-1)**

All that certain required pieces of land situate in the Township of Montgomery, County of Montgomery, Commonwealth of Pennsylvania. Being part of land further described in an indenture dated the 28th day of August 2018 in Instrument Number 2018063018 and recorded at Norristown in the office of Recorder of Deeds of Montgomery County, Pennsylvania. Bounded and described in accordance with a plan made by Bowman, entitled "PLAN OF REQUIRED TRAFFIC SIGNAL EASEMENT FROM THE LANDS OF MONTGOMERY CROSSING ASSOCIATES, LP (PARID# 46-00-00259-00-1)" dated August 18, 2025, as follows to wit:

Beginning at a point along the northwesterly line of lands of Montgomery Crossing Associates, LP in the bed of Evans Lane (now private); said point being North 33 degrees 38 minutes 35 seconds East, and a distance of 35.08 feet from a corner at the northwesterly line of lands of Montgomery Crossing Associates and the title line of Montgomery Crossing Associates, LP at the centerline of Welsh Road (SR 0063); extending thence the following four courses:

- 1) Continuing along the northwesterly line of lands of Montgomery Crossing Associates, LP, North 33 degrees 38 minutes 35 seconds East, a distance of 22.00 feet to a point.
- 2) Thence through the lands of Montgomery Crossing Associates, LP, South 52 degrees 30 minutes 37 seconds East, a distance of 25.00 feet to a point.
- 3) Thence, South 33 degrees 38 minutes 35 seconds West, a distance of 22.00 feet to a point.
- 4) Thence along the northeasterly legal Right-of-Way line of Welsh Road, North 52 degrees 30 minutes 37 seconds West, a distance of 25.00 feet to the point and place of beginning.

Containing 549 square feet, or 0.013 acres.



425 Commerce Drive, Suite 200, Fort Washington, PA 19034 P: 215.283.9444

bowman.com

Prepared By & Return To:

Neil Andrew Stein, Esquire
Union Meeting Corporate Center
910 Harvest Drive, 2nd Floor
Blue Bell, Pennsylvania 19422

Property:

101 Evans Road, Montgomery Township
Tax Map Parcel #46-00-04255-01-9

TRAFFIC SIGNAL EASEMENT

THIS TRAFFIC SIGNAL EASEMENT (this "**Signal Easement**") is made this ____ day of _____, 2026 ("**Effective Date**") by **PECO ENERGY COMPANY**, c/o Real Estate & Facilities N3-3, 2301 Market Street, Philadelphia, Pennsylvania 19103 ("**Grantor**"), in favor of **LOWER GWYNEDD TOWNSHIP**, a Pennsylvania second class township, 1130 North Bethlehem Pike, Spring House, Pennsylvania 19477 ("**Grantee**") (Grantor and Grantee are sometimes individually referred to as a "**Party**" and collectively as the "**Parties**").

BACKGROUND

A. Grantor is the owner of the property and improvements thereon known as 101 Evans Road, Montgomery Township, Montgomery County, Pennsylvania, Tax Map Parcel #46-00-04255-01-9 ("**Grantor's Parcel**").

B. The Pennsylvania Department of Transportation has approved the relocation and/or the installation of a traffic control signal system ("**Traffic Signal System**") at the northwest corner of the intersection of Welsh Road and Evans Road, on the Grantor's Parcel.

C. Grantee shall be responsible for maintaining the Traffic Signal System together with all appurtenances, other related facilities (including, without limitation, conduits, poles, wires, ducts, cables, service boxes, and signal controllers), and any related driveway(s), curbing and traffic control devices and markings (collectively, the "**Improvements**").

D. Grantor and Grantee acknowledge that the relocation, installation and maintenance of the Improvements will require use of a portion of Grantor's Parcel from time to time.

E. Grantor and Grantee desire that Grantor should grant to Grantee an easement hereinafter set forth over a portion of Grantor's Parcel as described herein.

NOW, THEREFORE, in consideration of the mutual covenants herein contained and other good and valuable consideration, the receipt and sufficiency of which is acknowledged, Grantor and Grantee hereby agree as follows:

1. **Grant of Signal Easement.** Grantor hereby grants, conveys and declares, to Grantee, and its respective contractors, materialmen, laborers, tenants, employees, licensees, and invitees, the full and uninterrupted right, right-of-way, privilege, easement and authority to enter upon that portion of Grantor's Parcel consisting of the area shown on "**Exhibit A**" and as described in **Exhibit "B"** attached hereto and made a part hereof (the "**Easement Area**") solely and exclusively for ingress, egress, and all purposes associated with the maintenance, repair and replacement of the Improvements (the "**Signal Easement**").

2. **Term.** The term of this Signal Easement shall be perpetual (the "**Term**"). Provided, however, that if the Improvements are removed and not replaced, thereby eliminating the need for the Signal Easement, then the Signal Easement shall be deemed terminated and the Grantor shall record the necessary termination in the Recorder's Office for Montgomery County, Pennsylvania (the "**Recorder's Office**").

3. **Operations; Restoration.**

A. The Grantee shall provide, at the Grantee's sole cost and expense, all repairs, maintenance, improvements and replacements of the Improvements, which shall include but not be limited to bulb replacement, traffic signal detector loops, response to trouble calls, and temporary emergency repairs. The Grantee shall have the sole authority and discretion to operate and control the Improvements, including but not limited to, setting traffic signal timings as the Grantee reasonably deems proper. The Grantee shall also be responsible, at the Grantee's sole cost and expense, for all other necessary repairs, maintenance, improvements and replacements of the Improvements and related components, as determined by the Grantee in its sole reasonable discretion, including, without limitation repairs, maintenance, improvements and replacement of pavement striping and markings and that portion of the pavement, including asphalt and suitable base materials, lying within the area of the Easement Area and supporting the traffic signal detector loops constructed within the pavement.

B. The Easement Area shall be kept in a safe, secure and orderly condition. Grantee shall comply with all applicable laws in connection with the exercise of its rights hereunder.

C. All costs incurred by Grantee relating to the exercise of the Signal Easement shall be borne by Grantee.

D. Any portion of Grantor's Parcel disturbed in connection with or arising out of the exercise of Grantee's rights hereunder shall be promptly restored by Grantee to as close as is reasonably possible to its former condition after completion of such work, including but not limited to all landscaping, signage and other improvements as may presently or in the future exist on the Grantor's Parcel.

E. All work must comply with PECO standards S-7070 – S7074 as described in **Exhibit "C"**

4. **Non-Exclusive.**

A. The rights and easements granted hereby are non-exclusive and shall be exercised in common with others entitled thereto from time to time, provided that such use shall not materially impair the exercise by the benefited Party of the rights and easements herein granted, and further provided that such use shall not create unsafe conditions, given the activities of Grantee being conducted within the Easement Area.

B. In furtherance of the foregoing, during any time maintenance activities are being conducted by or on behalf of Grantee within the Easement Area, Grantee shall have the right to impose reasonable restrictions on access to the Easement Area, so as to ensure the safety of both those conducting such construction activities and those who otherwise would enter the Easement Area. Subject to the foregoing, Grantor expressly reserves the right to use the entire Grantor's Parcel and the improvements thereon for all uses not inconsistent with the easement rights granted herein. Grantee's use of the Grantor's Parcel shall not interfere with Grantor's full use, operation and maintenance of the Grantor's Parcel for its corporate business purposes.

5. **Restrictions and Obligations.**

A. Grantee shall, during its use of the Grantor's Parcel in accordance with the terms set forth herein, not interfere with (i) any business being conducted on the Grantor's Parcel, or (ii) Grantor's use and continued enjoyment of the Grantor's Parcel.

B. Grantee shall not be permitted to store any vehicles, materials, objects or other personal property on the Grantor's Parcel without Grantor's consent, which consent may be withheld in Grantor's sole discretion. If Grantee fails to comply, Grantor may, but shall not be obligated to, remove such materials and Grantee shall reimburse Grantor for the reasonable costs thereof within thirty (30) after receipt of evidence of payment.

C. Grantee acknowledges that the Signal Easement and the Grantee's right to use the Grantor's Parcel for the purposes set forth herein, shall be subject and subordinate to all recorded covenants and restrictions affecting the Grantor's Parcel.

D. Any and all permits, licenses or approvals required for the Grantee's use of the Grantor's Parcel shall be obtained by Grantee from the authorities having jurisdiction thereof, at Grantee's sole cost and expense. The Grantee shall at all times comply with all applicable federal, state and local laws, rules, regulations and orders of those governmental entities with jurisdiction over Grantee's activities.

E. Grantee agrees that it shall not take any action that results in any lien or encumbrance, including, without limitation, mechanics liens and tax liens, to be filed against the Grantor's Parcel. If any such lien is filed due to the action of Grantee, the Grantee shall cause such lien or encumbrance to be promptly discharged.

F. Grantee assumes all risk of loss, injury or damage to the facilities or personal property and all risk of injury or death to its employees, contractors, workmen, or any other person or persons from any causes whatever. Grantee shall at all times hereafter indemnify, defend and save harmless Grantor (and its officers, agents, employees and invitees) from and against any and all claims, actions, liability, damages, costs and expenses (including reasonable attorney's fees) in connection with any breach of this Signal Easement, any loss of life, personal injury, or damage to property caused to any person in or about the Grantor's Parcel or arising out of the occupancy or use of the Grantor's Parcel by Grantee or occasioned wholly or in part by the act or omission of Grantee, its agents, employees and invitees unless attributable to the sole negligence of Grantor (or its officers, agents or employees). This **Paragraph 5.F** shall survive the termination of this Easement.

G. No “track-type” vehicles or tractor-trailers shall be permitted to use the Grantor’s Parcel; provided, however, that tractor-trailers may be used to transport vehicles to and from the Grantor’s Parcel.

6. **Cooperation.** Grantor agrees to cooperate fully with Grantee, at no cost to Grantor, in obtaining all necessary governmental approvals, permits or licenses for any work that may be performed by Grantee within the Easement Area, including but not limited to executing any applications, petitions, agreements or plans as shall be requested by Grantee in order to obtain such approvals, permits or licenses. Provided, however, that the Grantor shall have no liability or obligation, financial or otherwise, with respect to such approvals, permits and licenses.

7. **Entire Agreement.** This Agreement embodies the entire agreement and understanding between the Parties with regard to the subject matter hereof and supersedes all prior agreements and understandings with respect thereto. In case any one or more of the obligations of the Parties is held invalid, the validity, legality and enforceability of the remaining obligations of the Parties shall not in any way be affected or impaired thereby.

8. **Binding Effect; Run with the Land.** The Parties agree that this Agreement, and the easements created herein, and the rights and duties of the Parties described herein shall be binding on and inure to the benefit or burden of each of the Parties and their heirs, administrators, successors and assigns, as applicable, and shall constitute covenants, agreements and easements running with the land of the Grantor’s Property.

9. **Governing Law; Venue.** This Agreement shall be governed by and construed exclusively in accordance with the laws of the Commonwealth of Pennsylvania (without regard to the choice of law principles thereof). Any claim, action, suit or other proceeding under or in connection with this Agreement shall be asserted, brought, prosecuted and maintained in the Court of Common Pleas of Montgomery County, Pennsylvania, and each of the Grantor and Grantee and their successors and assigns hereby waive any and all rights to object to the laying of venue in any such court and to any right to claim that any such court may be an inconvenient forum. Each of the Grantor and Grantee and their successors and assigns hereby submit themselves to the jurisdiction of each such court and agree that service of process on them in any such action, suit or proceeding may be effected by certified mail or overnight receipted courier as set forth in this Agreement. The Parties agree that Pennsylvania will be the Parties’ exclusive forum for any and all claims (whether seeking legal, equitable, declaratory or other relief) arising under this Agreement whether in whole or in part.

10. **Interpretation.** The Parties hereto acknowledge and agree: (a) each of the Parties and their respective counsel have reviewed and negotiated the terms and provisions of this Agreement and have contributed to its revision; (b) the rule of construction to the effect that any ambiguities are resolved against the drafting Party shall not be employed in the interpretation of this Agreement; and (c) the terms and provisions of this Agreement shall be construed fairly as to the Parties and not in favor of or against any Party, regardless of which Party was generally responsible for the preparation of this Agreement.

11. **Notice.** All notices, requests, demands, consents, approvals or other communications required or permitted to be given under any provision of this Agreement shall be in writing and shall be deemed given upon personal delivery or the delivery thereof by first class certified mail, return receipt requested, postage prepaid, or the delivery thereof by overnight courier service, addressed to each Party or their successors and assigns, as follows (or at such other address as may be designated by notice in writing given from time to time):

If to Grantor:

PECO Energy Company
c/o Real Estate & Facilities N3-3
2301 Market Street
Philadelphia, Pennsylvania 19103

If to Grantee:

Mimi Gleason, Township Manager
Lower Gwynedd Township
1130 N. Bethlehem Pike
Spring House, PA 19477

Any correctly addressed notice that is refused, rejected unclaimed, or undeliverable because of an act or omission of the party to be notified (including failure to properly notify the other party in writing of a change in address) shall be considered to be effective upon the first attempt at delivery.

12. **Effect of Headings.** Any title of an article or section heading herein contained is for convenience of reference only and shall not affect the meaning of construction of any of the provisions hereof.

13. **Recording of Agreement.** This Agreement and all of the exhibits referred to herein may be recorded at the expense of the Grantee in the Recorder's Office.

14. **Counterparts and Electronic Signature.** This Agreement may be executed in two or more counterparts, each of which shall be deemed an original but all of which together shall constitute one and the same Agreement. The counterparts of this Agreement may be executed and delivered by facsimile or other electronic signature by any of the parties to any other party and the receiving Party may rely on the receipt of such document so executed and delivered by electronic means as if the original had been received.

[SIGNATURES APPEAR ON FOLLOWING PAGES]

IN WITNESS WHEREOF, the Parties have executed this Traffic Signal Easement as of the date and year first above written.

GRANTOR:

PECO ENERGY COMPANY

By: _____

JOSEPH E. HOFFMAN,

SENIOR MANAGER, REAL ESTATE & FACILITIES

GRANTEE:

LOWER GWYNEDD TOWNSHIP

BY: ITS BOARD OF SUPERVISORS

ATTEST:

MIMI GLEASON, TOWNSHIP MANAGER

By: _____

DANIELLE A. DUCKETT, CHAIRPERSON

COMMONWEALTH OF PENNSYLVANIA :
: SS
COUNTY OF MONTGOMERY :

I **HEREBY CERTIFY** that on this _____ day of _____, 2026, before me, the subscriber, a Notary Public of the Commonwealth aforesaid, personally appeared Joseph E. Hoffman, and that he as such Senior Manager, Real Estate & Facilities of **PECO ENERGY COMPANY**, being authorized to do so, executed the foregoing Traffic Signal Easement for the purposes therein contained.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

Notary Public
My Commission Expires:

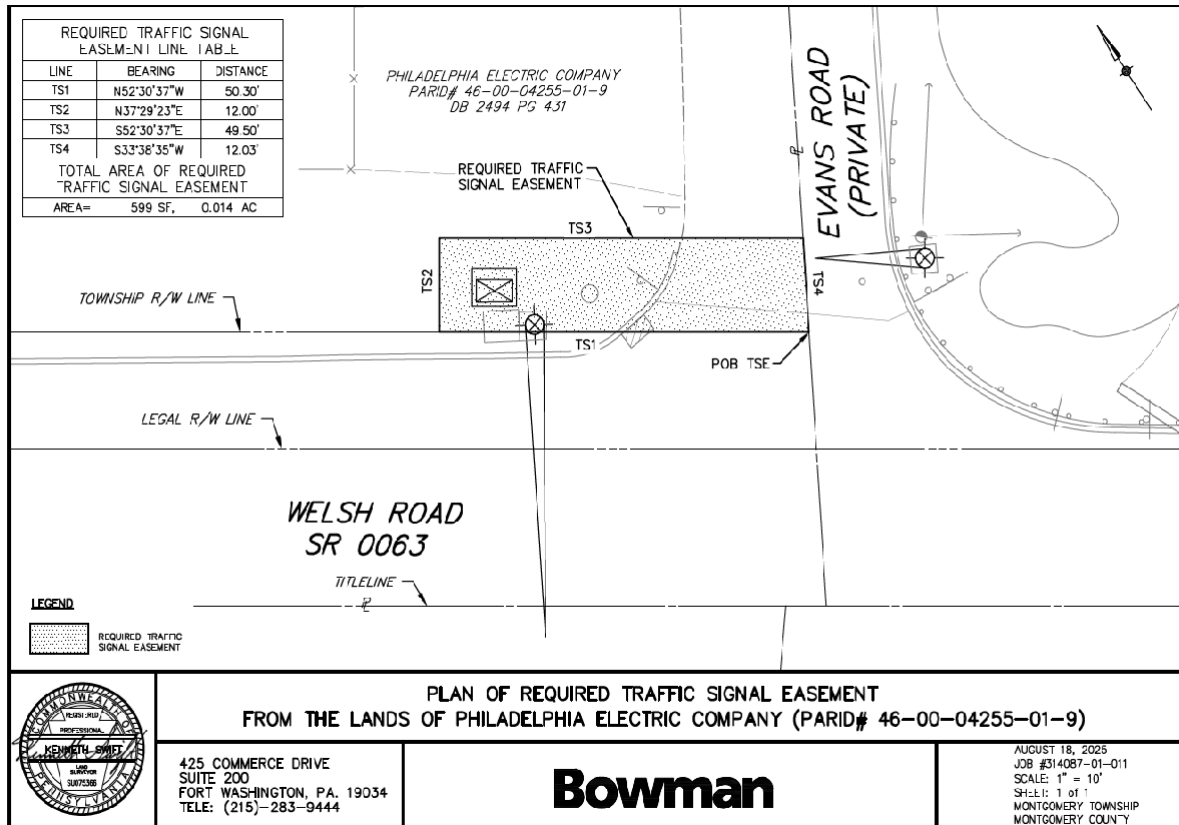
COMMONWEALTH OF PENNSYLVANIA :
: SS
COUNTY OF MONTGOMERY :

I HEREBY CERTIFY that on this _____ day of _____, 2026, before me, the subscriber, a Notary Public of the Commonwealth aforesaid, personally appeared **DANIELLE A. DUCKETT**, Chairperson of the Board of Supervisors of Lower Gwynedd Township, and that she as such Chairperson, being authorized to do so, executed the foregoing Traffic Signal Easement for the purposes therein contained.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

Notary Public
My Commission Expires:

EXHIBIT "A"
EASEMENT AREA PLAN



1. PECO has a 12" HP coated steel gas main on Welsh Rd.
2. PECO has a 2" HP plastic gas main on Evans Rd n/o the Welsh Rd intersection.
3. PECO has a 2" HP plastic gas valve (V-24A-HP-527) on Evans Rd n/o the Welsh Rd intersection

The above-mentioned PECO facilities are in close proximity or within the proposed easement; PA one-calls during design and construction, as well as coordination of any new traffic facilities with existing gas facilities must be performed.

EXHIBIT "B"
LEGAL DESCRIPTION OF EASEMENT AREA

Bowman

August 18, 2025

**DESCRIPTION OF REQUIRED TRAFFIC SIGNAL EASEMENT FROM THE LANDS OF
PHILADELPHIA ELECTRIC COMPANY (PARID# 46-00-04255-01-9)**

All that certain required pieces of land situate in the Township of Montgomery, County of Montgomery, Commonwealth of Pennsylvania. Being part of land further described in an indenture dated the 12th day of August 1954 in Deed Book 2494 Page 431 and recorded at Norristown in the office of Recorder of Deeds of Montgomery County, Pennsylvania. Bounded and described in accordance with a plan made by Bowman, entitled "PLAN OF REQUIRED TRAFFIC SIGNAL EASEMENT FROM THE LANDS OF PHILADELPHIA ELECTRIC COMPANY (PARID# 46-00-04255-01-9)" dated August 18, 2025, as follows to wit;

Beginning at a point along the northeasterly township Right-of-Way line of Welsh Road (SR 0063), said point being along a common line of lands between the lands of Montgomery Crossing Associates, LP (PARID# 46-00-00259-00-1) and the lands of Philadelphia Electric Company; extending thence the following four courses:

- 1) Along the northeasterly township Right-of-Way line of Welsh Road, North 52 degrees 30 minutes 37 seconds West, a distance of 50.30 feet to the point.
- 2) Thence through the lands of Philadelphia Electric Company, North 37 degrees 29 minutes 23 seconds East, a distance of 12.00 feet to a point.
- 3) Thence, South 52 degrees 30 minutes 37 seconds East, a distance of 49.50 feet to a point.
- 4) Thence along a common line of lands between the lands of Montgomery Crossing Associates, LP and the lands of Philadelphia Electric Company, South 33 degrees 38 minutes 35 seconds West, a distance of 12.03 feet to the point and place of beginning.

Containing 599 square feet, or 0.014 acres.



425 Commerce Drive, Suite 200, Fort Washington, PA 19034 P: 215.283.9444

bowman.com

EXHIBIT "C"
PECO Standards S-7070 – S7074

S-7070

**CONDITIONS FOR WORKING IN THE VICINITY OF ELECTRIC
TRANSMISSION LINES OF
PECO AND ITS SUBSIDIARIES**

CONTACT WITH POWER LINES CAN RESULT IN DEATH OR SERIOUS BURNS

**CALL PECO AT 610-648-7913, 610-725-7133 or 610-725-7105 BEFORE WORKING IN THE
VICINITY OF PECO ELECTRIC TRANSMISSION LINES**

1 **DEFINITIONS:** As used in this Standard:

- 1.1 PECO means PECO and its subsidiaries.
- 1.2 Contractor means natural person, firm, business association, company, partnership, corporation, tenant, lessee, grantee or licensee who or which is controlling or performing the job or activity that necessitates the approval and notification required by this standard.
- 1.3 In the vicinity of PECO electric transmission lines means construction or other work activities on or adjacent to rights-of-way or easements that contain PECO electric transmission lines, including but not limited to any use of cranes, booms, derricks, ladders or other equipment or items that might come within the horizontal distances set forth in Table I, to PECO overhead conductors.

TABLE I
Horizontal Distance to Transmission Lines

<u>Nominal Operating Voltage</u> <u>(volts)</u>	<u>Distance</u>	
	<u>(feet)</u>	<u>(meters)</u>
500,000	50	15.2
230,000 & below	20	6.1

- 2 **APPROVAL:** All contractors engaged in construction or other work activities on PECO rights-of-way must obtain the specific advance written approval of PECO Real Estate Department, 2301 Market Street, Philadelphia, Pa. 19101, Telephone (215) 841-5471.

**CONDITIONS FOR WORKING IN THE VICINITY OF PECO ELECTRIC
TRANSMISSION LINES**

ELECTRIC CONSTRUCTION STANDARDS

- 3 **CONTRACTOR'S DUTY AND RESPONSIBILITY:** It is the contractor's duty and responsibility to ensure that all construction or other work activities in the vicinity of PECO electric transmission lines shall be performed in accordance with the latest applicable federal, state and local statutes and regulations. OSHA 29 CFR 1926.1408 to 1926.1410 regulations governs the safe operation of cranes and derricks in the vicinity of electric transmission lines.
- 4 **RESPONSIBILITY FOR SUB-CONTRACTORS:** The prime contractor shall be responsible for supplying copies of the S-7070 to all sub-contractors and determining that the sub-contractors are familiar with the information contained therein. Subcontractors utilizing cranes, booms, hoists, or other equipment in the vicinity of electric transmission lines must adhere to the requirements of OSHA 29 CFR 1926.1408 to 1926.1410 regulations.
- 5 Work activities that are not applicable to the requirements of OSHA 29 CFR 1926.1408 to 1926.1410 shall be considered in the vicinity of PECO electric transmission lines if such work might come within the clearance distances of Table II.

TABLE II
Clearance Distance to Transmission Lines

<u>Nominal Operating Voltage</u> <u>(volts)</u>	<u>Distance</u>	
	<u>(feet)</u>	<u>(meters)</u>
500,000	35	10.7
230,000	25	7.7
138,000	20	6.1
69,000	15	4.6
34,000 and below	12	3.7

- 6 **NOTIFICATION:** In addition to the advance approval required in paragraph 2, the contractor shall contact PECO in accordance with the following schedule:
- 6.1 As soon as possible, but no less than sixty (60) calendar days before construction or other work activities are to start, if at any time any construction or work activities may or could take place in the vicinity of PECO electric transmission lines, the contractor shall contact PECO New Business Group (800-841-4141) and PECO OHT, Overhead Transmission Center, 1040 Swedesford Road, Berwyn, Pa. 19312, Telephone 610-648-7913, 610-725-7133 or 610-725-7105. After this notification, PECO will review the project and coordinate with the contractor on what precautionary safety measures, if any, are

**CONDITIONS FOR WORKING IN THE VICINITY OF
PECO ELECTRIC TRANSMISSION LINES**

ELECTRIC CONSTRUCTION STANDARDS

appropriate: If transmission line outages are required, the contractor and representatives of PECO OHT will work together to develop a tentative schedule.

- 6.2 The contractor shall also contact PECO OHT at 610-648-7913, 610-725-7133 or 610-725-7105 at least ten (10) working days before construction or other work activity is to begin to confirm scheduling and arrangements.
- 6.3 If at any time during construction or other work activities, a previously unanticipated need for equipment or personnel in the vicinity of PECO electric transmission lines occurs, the contractor shall immediately contact T&S OHT at 610-648-7913, 610-725-7133 or 610-725-7105. Construction or other work activities in the vicinity of PECO transmission lines without prior notice to PECO in accordance with paragraphs 6.1 and 6.2 is potentially dangerous and is absolutely forbidden.
- 6.4 In addition to electric transmission lines, PECO rights-of-way and easements may also contain distribution lines. Contractor shall treat all overhead power lines as energized and potentially dangerous. Contractor shall notify PECO OHT at 610-648-7913, 610-725-7133 or 610-725-7105 if at any time any construction or other work activities may or could take place in the vicinity of any overhead power lines.
- 6.5 In the event of any contact with PECO facilities, the contractor shall call the PECO System Operations at 800-841-4141 as soon as possible.

7 **OUTAGES:**

- 7.1 PECO shall determine the available time periods for line outages in the event de-energizing conductors is necessary. If the contractor insists on a specific day or time for an outage which results in the use of inefficient generation, the contractor shall reimburse PECO for the additional generating costs, as determined by PECO System Operations Division.
- 7.2 If an emergency occurs on the PECO system during a scheduled line outage period and that line is required to maintain system integrity, the contractor shall, within one hour, make the transmission line available for PECO's use and shall cease work within the vicinity of the line.

CONDITIONS FOR WORKING IN THE VICINITY OF PECO ELECTRIC TRANSMISSION LINES

ELECTRIC CONSTRUCTION STANDARDS

- 8 **REIMBURSEMENT BY CONTRACTOR:** PECO shall be reimbursed by the contractor for all costs and expenses incurred in implementing any precautionary safety measures.
- 9 **BLASTING:** No blasting shall be permitted in the vicinity of transmission line facilities without specific advance written approval by PECO. Notification of intent to blast shall be made in accordance with paragraph 6.2.
- 10 **EXCAVATIONS:**
- 10.1 No one shall excavate closer than 25 feet to PECO transmission structures or anchors without specific advance written approval by PECO. Notification of intent to excavate shall be made in accordance with paragraphs 6.1 and 6.2.
- 10.2 Contractors shall comply with the provisions of the Pennsylvania or Maryland One-Call Systems. In Pennsylvania, call 1-800-242-1776. In Maryland, call 1-800-257-7777.
- 11 **GROUNDING SYSTEM:** The contractor shall notify PECO OHT in the event he/she or any subcontractor uncovers or destroys any transmission line grounding leads. The repairs to this equipment shall be made by PECO personnel at the contractor's expense. Contractors and their personnel shall not touch, handle or attempt to repair any exposed or severed grounding leads.
- 12 **STORAGE:** No buildings, storage sheds, trailers, combustible or hazardous materials shall be placed or stored under a transmission line conductor or within 50 feet of a structure.
- 13 **CLEAN-UP OPERATIONS:** After completing construction, the contractor shall remove all unused material and debris, re-establish all roads and trails and return the right-of-way to its original condition within thirty (30) calendar days of work completion. The contractor shall notify PECO at the address described in paragraph 6.1 upon completion of the clean-up operations so that PECO may arrange an inspection to assure compliance with these requirements.

**CONDITIONS FOR WORKING IN THE VICINITY OF
PECO ELECTRIC TRANSMISSION LINES**

ELECTRIC CONSTRUCTION STANDARDS

**SECONDARY USES FOR RIGHTS-OF-WAY ALONG
ELECTRIC TRANSMISSION LINES OF
PECO AND ITS SUBSIDIARIES**

1. Introduction

PECO electric transmission lines are high voltage power lines that move bulk power from substation to substation. Voltages vary from 69,000 to 500,000 volts. PECO's transmission lines are located in a transmission right-of-way which is a strip of land (corridor) that is either an easement or owned in fee. An easement is an agreement that grants PECO the right to build, maintain, modify and operate electric transmission lines as well as manage the vegetation in the easement area. Corridor widths vary by transmission line voltage and other factors. PECO has the right to prohibit anything in the right-of-way that would interfere with these rights or pose a threat to the safe and reliable operation of a transmission or other power line.

Minimum clearance requirements of the transmission lines to structures, vegetation and other obstructions are established by National Electric Safety Code (NESC) and enforced by the North American Electric Reliability Corporation (NERC) reliability standards. NERC is the organization responsible for ensuring the reliability of the power system in the United States and is certified by the Federal Energy Regulatory Commission (FERC).

2. Policy and Conformance

Proposed secondary uses for the right-of-way shall be submitted through the PECO Real Estate Department and must conform to the uses in Section 3.3 and 3.4 and comply with Electric Construction Standard S-7074, "General Conditions Regulating Approved Secondary Uses for Transmission Line Rights-of-Way of PECO and Its Subsidiaries." Uses listed in S-7072 Section 3.2 are not permitted. Subject to PECO approval, non-obstructive, compatible usage of the right-of-way based on safety, system reliability, location, zoning, and adjoining uses may be permitted. All such uses require PECO Engineering approval of both preliminary and final drawings and must comply with PECO and regulatory safety standards. Preliminary and final drawings must comply with PECO Electric Construction Standard S-7073, "Information Required to Evaluate Proposed Transmission Line Rights-of-Way Secondary Uses of PECO and Its Subsidiaries." This document has been developed to address the most frequently asked questions about property owner use of PECO's electric transmission rights-of-way and does not cover all restrictions or all possible situations

3. Classification of Right-of-Way Uses

3.1. Transmission line rights-of-way secondary uses are classified for general guidance as follows:

3.2. Unacceptable Uses

3.2.1. Structures, including the following;

- a. Buildings
- b. Manufactured/Mobile Homes
- c. Sheds
- d. Carports
- e. Greenhouses
- f. Tents
- g. Playhouses, playset, trampolines, satellite system



- h. Swimming pools (including associated equipment and decking)
- i. Billboards
- j. Dumpster and trash receptacles
- k. Tree Farms
- l. Propane or fuel tanks
- m. Septic systems or other tanks (above and below grade)
- n. Signs
- o. Mulching operations

- 3.2.2. Dumping Debris of any type, including;**
- a.** Flammable or combustible materials
 - b.** Building material
 - c.** Wrecked or disabled vehicles
 - d.** Animal carcasses
 - e.** Fill or rubble without prior T&S engineering approval
 - f.** Any other object (below of above grade) that may, in PECO's opinion, interfere with the electric transmission right-of-way.

3.2.4. Attachment to PECO structure is prohibited without a written agreement with PECO.

3.2.5. Any drainage feature that allows water to pond, causes erosion, directs storm water toward the right of way or limits access to or around PECO facilities is prohibited. This includes storm drainage pipes, downspouts, wet-storm water basins, ponds & rain gardens.

3.3. Restricted Use – All requests must be reviewed and approved by T&S Engineering

3.3.1. Fence shall not exceed 8 ft in height and shall be installed at a minimum of 25 feet away from poles, towers and guy anchors. Fences shall not parallel the conductors within the rights of way but may cross from one side to the other at any angle not less than 30 degrees with the centerline. If a fence crosses the right of way, a gate (16 feet wide at each crossing) shall be installed by the property owner, per PECO's specifications. PECO shall have the right to install its own lock on any gates within the right-of-way. User shall provide, at its sole cost and expense, a dual/multiple locking system for this purpose.

3.3.2. Grading (cuts or fill) shall be no closer than 25 feet from poles, towers, guys and anchors and the slope shall not exceed 4:1. Grading or filling near PECO facilities which will prevent easy vehicle and/or equipment access or create ground-to-conductor clearance violations will not be permitted. Storage or stockpiling of dirt or any construction material is prohibited. Sedimentation control, including re-vegetation, is required per PA DEP regulations.

3.3.3. Roads, driveways, sewer/water lines, other utility lines or any underground facilities shall not parallel the centerline within the right of way but may cross, from one side to the other, at any angle not less than 30 degrees from the centerline. No portion of such facility or corresponding easement shall be closer than 25 feet from poles, towers, guys

SECONDARY USES FOR RIGHTS-OF-WAY ALONG ELECTRIC TRANSMISSION LINES OF PECO AND ITS SUBSIDIARIES ELECTRIC CONSTRUCTION STANDARDS

and anchors. Roundabouts, cul-de-sacs and intersections (such as roads, driveways and alleyways) are not permitted.

- 3.3.4.** Parking may be permitted within a 69 to 230 kV right-of-way provided that:
- a.** T&S Engineering has evaluated the proposed location and adequate conductor clearance exists to the proposed parking facility.
 - b.** Construction and/or grading shall be 25' or more from PECO structures, guys or anchors
 - c.** Lighting plans must be approved by PECO prior to installation
 - d.** Access in and into the right-of- way must be maintained for PECO maintenance crews
 - e.** Parking in a 500 KV right-of-way is not permitted
 - f.** Parking requests on transmission right-of-way operated at less than 500 kV but have the potential to be upgraded to 500 kV are to be treated as being a 500 kV right-of-way for the purpose of reviewing and approving
- 3.3.5.** Recreational trails may be permitted within a 69 to 230 kV right-of-way provided that:
- a.** T&S Engineering has evaluated the proposed trail and the design meets all our requirements.
 - b.** New recreational trails within PECO fee-owned 500kV rights-of-way are not permitted.
 - c.** Recreational trails within PECO 500kV easements rights-of-way are strongly discouraged. If the property owner requests relief PECO may have an induction study performed. T&S engineering will review the results of the study and will make a determination **if**, and where, a recreational trail may be permitted. All costs associated with the study and determination will be the responsibility of the applicant with no assurance of approval.
 - d.** Recreational trails requests on 69kv, 138kV, and 230kV right-of-way's that have the potential to be upgraded to 500kV are to be treated as being a 500kV right-of-way for the purpose of reviewing and approving the requests.

3.4. Acceptable Uses – Requests must be reviewed and approve by T&S Engineering

- 3.4.1.** Agricultural pursuits including:
- a.** Pastureland
 - b.** Farming (except tree or horticultural farm & mulching operations)
 - c.** Vineyards
- 3.4.2.** Wildlife Preserves
- 3.4.3.** Park Lands and approved recreational use

**INFORMATION REQUIRED TO EVALUATE PROPOSED
TRANSMISSION LINE RIGHT-OF-WAYS SECONDARY USES OF
PECO AND ITS SUBSIDIARIES**

PECO will consider secondary uses of transmission line rights-of-way in accordance with its electric construction standards S-7072, "*Secondary Uses for Rights-of-Way Along Electric Transmission Lines of PECO and its Subsidiaries*" and S-7074, "*General Conditions Regulating Approved Secondary Uses for Transmission Line Rights-of-Way of PECO and Its Subsidiaries*" respectively. Any request to use a right-of-way for a use that is identified as prohibited in S-7072 or S-7074 will not be reviewed. Furthermore, in the case of a rejected request, PECO is not responsible for any costs incurred associated with engineering for review of plans that go against our S-7072 & S-7074 standards. For review of acceptable uses, PECO requires the following information be submitted to the Real Estate Department:

1.0 PRELIMINARY PLANS

For the purpose of determining the feasibility of use of a right-of-way PECO will accept a preliminary sketch or concept plan prior to engineering and designing formal drawings. The initial sketch/plan shall indicate the proposed use and general location in relation to PECO's facilities. Six (6) paper copies and one (1) electronic copy on a cd (or email) of this preliminary report shall be submitted to PECO Real Estate Department, 2301 Market Street, Philadelphia PA.

2.0 FORMAL PLAN SUBMITTAL

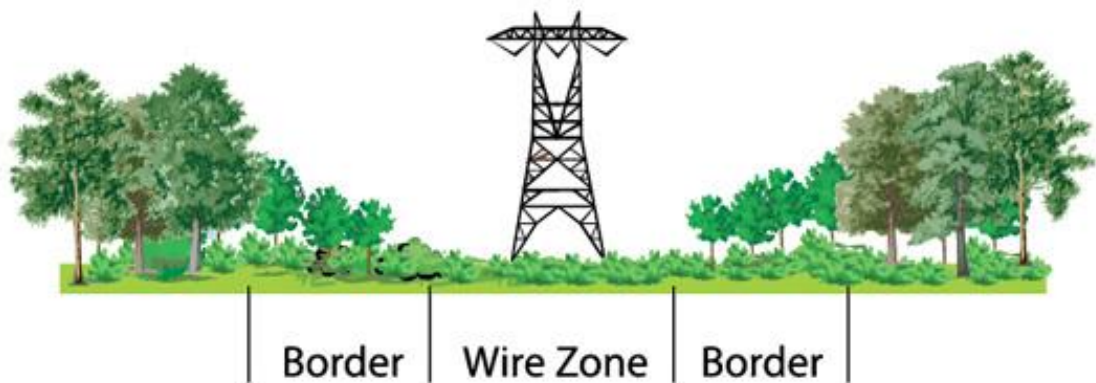
Plans shall be submitted for review in Microstation "DGN" format referenced to PA South state plane coordinates (NAD83 and NAVD88), units in feet. The site plan shall show the proposed site plan, elevation, parking areas, road locations, grades, drainage and the location of PECO's transmission structures drawn to scale for T&S Engineering clearance study. Pending T&S engineering approval, proposed plans which do not add an aerial obstruction (object above grade) within 35' of a transmission line may be submitted as a sketch drawn to scale. Six (6) paper copies and one (1) electronic copy on a cd (or email) of all the plans, elevation and documents shall be submitted to PECO Real Estate Department, 2301 Market Street, Philadelphia PA.

**SECONDARY USES FOR RIGHTS-OF-WAY ALONG
ELECTRIC TRANSMISSION LINES OF
PECO AND ITS SUBSIDIARIES
ELECTRIC CONSTRUCTION STANDARDS**

(6/95) Page 1 of 3 REV (3/2016)

3.0 FINAL DRAWINGS - Submission of the final drawings shall be required before PECO will consider granting final approval of the project and before any work may begin on PECO property. Six (6) copies and one (1) electronic copy on a cd (or email) of the final drawings containing the following information shall be submitted for approval to the PECO Real Estate Department:

- 3.1 Plan shall be drawn to scale in Microstation "DGN" format referenced to PA South state plane coordinates (NAD83 and NAVD88), units in feet.
- 3.2 Location of all PECO transmission and distribution structures, including identification numbers, poles, guys manholes, and all underground facilities.
- 3.3 Grade elevations at the base of all PECO facilities.
- 3.4 Proposed road and parking lot details including location, type of construction, grade elevations, drainage plans, and the location of any curbs, sidewalks or protective barriers.
- 3.5 The location and height of all proposed lights.
- 3.6 Where regarding is necessary, include both existing and final grades on the plans.
- 3.7 Where plantings are proposed, the location, the height above final grade at maturity, the number and the species shall be specified.



- 3.8 The diagram above provides guidance for planting within the electric transmission right-of-way. Grasses and herbaceous plants are permitted in the wire zone. Trees may not be planted in the wire zone. Small growing trees or shrubs may be permitted in the border zone of the right-of-way.

**SECONDARY USES FOR RIGHTS-OF-WAY ALONG
ELECTRIC TRANSMISSION LINES OF
PECO AND ITS SUBSIDIARIES
ELECTRIC CONSTRUCTION STANDARDS**

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3.9 The location, size, type and, depth of all proposed underground facilities such as water and sewer lines shall be specified.

4.0 **SAFETY** - All plans and drawings, preliminary and final, involving work in the vicinity of PECO electric lines must include the following statement:

CONTACT WITH POWER LINES CAN RESULT IN DEATH OR SERIOUS BURNS. TREAT ALL OVERHEAD POWER LINES AS ENERGIZED AND POTENTIALLY DANGEROUS. All contractors and subcontractors must obtain copies of PECO Energy Electric Construction Standard S-7070, "Conditions for Working In the Vicinity of Electric Transmission Lines of PECO and Its Subsidiaries" and comply with its provisions.

5.0 **REFERENCES**

5.1 PECO Construction Standards

- 5.1.1 S-7070: "Conditions for Working in the Vicinity of Electric Transmission Lines of PECO and Its Subsidiaries"
- 5.1.2 S-7072: "Secondary Uses for Rights-of-Way along Electric Transmission Lines of PECO and Its Subsidiaries"
- 5.1.3 S-7074: "General Conditions Regulating Approved Secondary Uses for Transmission Line Rights-of-Way of PECO and it Subsidiaries."

**SECONDARY USES FOR RIGHTS-OF-WAY ALONG
ELECTRIC TRANSMISSION LINES OF
PECO AND ITS SUBSIDIARIES
ELECTRIC CONSTRUCTION STANDARDS**

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**GENERAL CONDITIONS REGULATING APPROVED SECONDARY
USES FOR TRANSMISSION LINE RIGHTS-OF-WAY OF PECO AND ITS
SUBSIDIARIES**

CONTACT WITH POWER LINES CAN RESULT IN DEATH OR SERIOUS BURNS

**CALL PECO AT 610-648-7913, 610-725-7105 OR 610-725-7133 BEFORE WORKING IN
THE VICINITY OF PECO ELECTRIC TRANSMISSION LINES**

The following GENERAL CONDITIONS regulate approved secondary uses of PECO transmission line rights-of-way, whether owned in fee or controlled by easement. The acceptable non-transmission line uses are summarized in PECO Electric Construction Standard S-7072, "Secondary Uses for Rights-of-Way along Electric Transmission Lines of PECO and Its Subsidiaries."

1.0 **UNDERSTANDING**

- 1.1** User understands that PECO's business Includes construction, installation, maintenance, operation and use of structures, fixtures, facilities and instrumentation, with appurtenances, which now exist or which may hereafter be placed on the right-of-way, which are used or useful for the generation, conversion, transmission or distribution of electricity, or gas or telecommunications services.
- 1.2** User agrees to comply with all requirements of any of the constituted public authorities, and with the terms of any federal or state statute or local ordinance or regulation applicable to the use of the right-of-way, and agrees to indemnify and hold PECO harmless from penalties, fines, costs or damages resulting from User's failure to do so.
- 1.3** User understands that PECO, its successors and assigns, shall have the right to continue to use its rights-of-way for the purposes listed in paragraph 1.1 hereof. PECO reserves the right to require User to relocate or remove any installations, improvements, or plantings. Any relocation or removal shall be accomplished in accordance with the terms and conditions of User's written lease agreement, if applicable, or in accordance with terms and conditions specified by PECO.

2.0 **APPROVAL**

All proposed secondary uses of PECO rights-of-way shall be subject to the prior written approval of the PECO Real Estate Department, 2301 Market Street, Philadelphia, PA 19101, Telephone (215) 841-5471. All related notifications, submissions and requests for approval, unless otherwise specified, shall be directed to the PECO Real Estate Department.

**GENERAL CONDITIONS REGULATING APPROVED SECONDARY USES
FOR TRANSMISSION LINE RIGHT-OF-WAY OF PECO AND ITS
SUBSIDIARIES**

ELECTRIC CONSTRUCTION STANDARDS

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3.0 SAFETY AND CLEARANCES

CONTACT WITH POWER LINES CAN RESULT IN DEATH OR SERIOUS BURNS. User shall treat all overhead power lines as energized and potentially dangerous. If at any time, construction or other work activities in the vicinity of PECO transmission lines may occur, User and all contractors and subcontractors must obtain from the PECO Real Estate Department the current version of PECO Electric Construction Standard S-7070, "Conditions for Working in the Vicinity of Electric Transmission Lines of PECO and Its Subsidiaries" and must comply with its provisions. **Construction or other work activities in the vicinity of PECO transmission lines without prior notice to PECO In accordance with the S-7070 is potentially dangerous and is absolutely forbidden.**

4.0 DRAWINGS

Prior to the start of any construction on the right-of-way, User shall submit to PECO, for its approval, plans prepared in accordance with Electric Construction Standard S-7073, "Evaluation of Proposed Transmission Line Rights-of-Way Secondary Uses."

5.0 RELOCATION

User must obtain the prior written approval of PECO Real Estate Department for any relocation of PECO facilities. Approved relocations shall be performed only by PECO or its agents at Users sole cost and expense.

6.0 INSTALLATION

- 6.1** User agrees that all construction work performed by User or its agents within the right-of-way shall be performed in accordance with accepted engineering practices. User understands that PECO may require the bonding and/or grounding of improvements to eliminate the effects of induced voltage.
- 6.2** User agrees that no charge or assessment for the installation of any underground facility shall be made or imposed upon any part of PECO's right-of-way through which any underground facility passes and User shall save PECO harmless from any such charge or assessment at User's sole cost and expense. PECO shall be permitted to connect to Users facilities without a connection charge.

**GENERAL CONDITIONS REGULATING APPROVED SECONDARY USES
FOR TRANSMISSION LINE RIGHT-OF-WAY OF PECO AND ITS
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ELECTRIC CONSTRUCTION STANDARDS**

(6/95) Page 2 of 7 REV (2/2017)

7.0 EXCAVATIONS

- 7.1** There shall be no construction or excavation within 25 feet of any tower, steel pole structure, wood pole structure or guy anchor without the prior specific written approval of PECO. No construction or excavation shall be permitted in the area between a pole or structure and its associated guy wire anchor. User shall exercise care to prevent cave-ins which could disturb PECO facilities.
- 7.2** User shall comply with the provisions of the Pennsylvania or Maryland One-Call Systems. In Pennsylvania, call 1-800-242-1776. In Maryland, call 1-800-257-7777.
- 7.3** To prevent injuries, User is required to cover all open ditches at night or whenever otherwise unattended.
- 7.4** User agrees that any trenches dug during the installation or subsequent repair of underground facilities shall be properly planked to insure PECO's access across its right-of-way at all times.

8.0 IMPROVEMENTS

User, at Users sole cost and expense, shall install and maintain any public improvements required or necessary for the proposed use, such as sewer or water main extensions, curbs, sidewalks or roadway paving. User also agrees that no charge or assessment shall be made or imposed upon any part of PECO's right-of-way arising or resulting from Users improvements.

9.0 ACCESS

- 9.1** At all times, User shall provide an access route at least 16 feet wide for ingress and egress of PECO vehicles as necessary for the construction and maintenance of its structures and facilities within the right-of-way and adjacent premises, unless this provision is waived in writing by PECO.
- 9.2** When permission is granted by PECO for a highway, road or driveway to cross its right-of-way at an elevation different from the existing elevation of the right-of-way, the construction shall include a ramp from each side of the road to meet the existing right-of-way elevation. Access ramps shall be at least 16 feet wide with a maximum grade of 15%.

10.0 GATES

All fencing within the right-of-way shall include a 16 foot wide gate(s) as described in PECO Electric Construction Standard S-7071, "Right-of-Way Fences, Gates and Barricades."

11.0 LOCKS

PECO shall have the right to install its own lock on any gates within the right-of-way. User shall provide, at its sole cost and expense, a dual/multiple locking system for this purpose.

**GENERAL CONDITIONS REGULATING APPROVED SECONDARY USES
FOR TRANSMISSION LINE RIGHT-OF-WAY OF PECO AND ITS
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12.0 EXPLOSIVES

User shall not use or store explosives or flammable materials in any form within the right-of-way.

13.0 DRAINAGE

In order to prevent drainage and erosion issues and to prevent concrete foundations from being buried, user shall not alter the grade of the right-of-way. Grades changes are prohibited unless the changes have been reviewed and approved by T&S Engineering per the requirements of section 4.0.

14.0 PARKING LOTS AND DRIVEWAYS

PECO shall have the right to use any driveway or parking lot located within the right-of-way without being responsible for any damage caused thereto. User shall construct driveways and parking lots to withstand the weight of vehicles which distribute 38,000 pounds per axle.

15.0 LIMITATION OF DAMAGES FOR PLANTINGS

If required by PECO, User shall remove or relocate plantings blocking access to PECO facilities within 30 days after receiving notice. If prior notice cannot be given or if such removal or relocation is not timely completed, PECO shall gain access to its facilities and compensation for damage to User, if any, shall not exceed pro rata rental for the portion of the right-of-way used by PECO for its corporate purposes.

Where plantings are installed without the prior written consent of PECO, User shall remove or relocate plantings as requested by PECO. No compensation will be paid by PECO for this work.

16.0 UNDERGROUND FACILITIES

16.1 The installation of any underground facilities required by User shall be completed at User's expense, in accordance with the Erosion and Sedimentation Control Regulations of the Pennsylvania Department of Environmental Resources (PA-DEP) or any other environmental regulatory agency or governmental agency, and with the minimum possible damage to the ground within the PECO right-of-way.

16.2 Any underground installation shall meet applicable standards for minimum cover unless otherwise specified by PECO. PECO reserves the right to require greater than minimum cover. User is aware PECO intends to cross over underground facilities with vehicles generally weighing 38,000 pounds per axle, and the pipeline(s) shall be installed accordingly. PECO does not warrant that any approved or specified cover will protect the pipeline(s).

**GENERAL CONDITIONS REGULATING APPROVED SECONDARY USES
FOR TRANSMISSION LINE RIGHT-OF-WAY OF PECO AND ITS
SUBSIDIARIES**

ELECTRIC CONSTRUCTION STANDARDS

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- 16.3 User shall furnish engineering plans of pipeline cathodic protection systems for PECO review and approval prior to installation. Cathodic protection interference tests shall be performed on the completed facility at the expense of User. User shall furnish any other information required by PECO.
- 16.4 User shall take special care to avoid leakage at pipe joints or seepage into open ditches during the construction, installation, use, maintenance, repair, renewal, removal or replacement of the pipeline(s).
- 16.4.1 In the event of a leak or a spill involving gasoline, oil or other toxic or hazardous materials or pollutants, User agrees to satisfy all requirements specified by, PECO, the PA DEP, the Environmental Protection Agency (EPA), or any environmental regulatory agency or other governmental agency for the cleanup of said leak or spill. User further agrees to assume full responsibility for the cost of the cleanup and any future liability resulting from the leak or spill.
- 16.5 All proposed pipeline or metallic communication line installations which will longitudinally occupy any transmission line right-of-way for a distance greater than 200 feet must have an inductive interference study completed at Users sole cost and expense and reviewed by PECO prior to construction of the proposed facility.
- 16.5.1 At a minimum, inductive interference study shall include the following:
- 16.5.1.1 Induced voltage on the proposed facility at emergency rating of each transmission line (individually) on the right-of-way.
- 16.5.1.2 Induced voltage on the proposed facility at emergency rating of each distribution line (individually) on the right-of-way.
- 16.5.1.3 Induced voltage on the proposed facility at emergency rating of all electric lines on the right-of-way.
- 16.5.1.4 Induced voltage on the proposed facility during a fault (both phase to ground and three phase) on each transmission line on the right-of-way. Faults on the electric transmission lines shall be located at either end of the proposed facility to be installed on the right-of-way and at the middle of the occupation. Fault studies shall also be conducted at any additional locations specified by the PECO engineer.
- 16.5.1.5 If the proposed facility to be installed on the right-of-way is a bare metal structure (i.e. metal pipe), User shall supply to PECO voltage gradient plots of the area around any transmission structure within 50 feet of the facility. If the voltage gradients around any electric structure increase, User, at Its sole cost and expense, must install mitigation prior to the proposed pipeline installation.

**GENERAL CONDITIONS REGULATING APPROVED SECONDARY USES
FOR TRANSMISSION LINE RIGHT-OF-WAY OF PECO AND ITS
SUBSIDIARIES
ELECTRIC CONSTRUCTION STANDARDS**

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16.5.2 Electric transmission and distribution facilities will be added or removed from the right-of-way from time to time. Before PECO adds or removes facilities, the owners of any pipeline or metallic communication line on the PECO right-of-way shall be responsible for completing an initial or revised inductive interference study, submitting it to PECO for review and installing required mitigation, including on PECO's facilities, and at Users sole cost and expense, in a timely manner.

16.5.3 User shall maintain all inductive interference mitigation systems in good operating condition and check for proper operation once each year.

17.0 MARKINGS FOR UNDERGROUND FACILITIES

In order to minimize the number of future dig-ins, User shall be required, as part of any underground installation, to install and maintain at Users expense, permanent markers to identify the location of the underground facility. Pipelines and other similar installations shall be marked where the line enters and exits the right-of-way, at intermediate points along straight runs of pipe and at all angle points where the line changes direction.

18.0 BARRIERS

User shall take precautions to protect PECO structures and facilities, including but not limited to protective barriers. The location of any protective barriers shall be delineated on plans prepared by User and approved by PECO.

19.0 DAMAGE TO PECO FACILITIES

User shall be responsible for any damage caused to PECO facilities and shall be required to reimburse PECO for the cost of repairing the damage. All such damage shall be promptly reported to PECO System Operations, 800-841-4141.

20.0 OUTDOOR ADVERTISING

Outdoor advertising is not permitted in an active and occupied transmission right of way.

21.0 INSPECTIONS

User understands and agrees that PECO or its authorized agents have the right to enter the right-of-way at any time for any corporate purpose.

GENERAL CONDITIONS REGULATING APPROVED SECONDARY USES FOR TRANSMISSION LINE RIGHT-OF-WAY OF PECO AND ITS SUBSIDIARIES ELECTRIC CONSTRUCTION STANDARDS

(6/95) Page 6 of 7 REV (2/2017)

22.0 RESTORATION OF PROPERTY

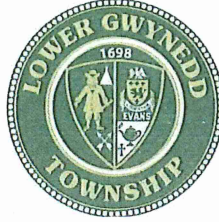
User agrees upon completion of any work done to: (1) restore the ground to a condition at least equal to that existing prior to such installation, including but not limited to back filling, properly tamping and reseeding the surface of the ground above the facilities and, if necessary, refilling and reseeding following any subsequent settlement of the ground in order to maintain the drainage pattern existing prior to such installation; and (2) repair and put into good condition to the satisfaction of PECO, any and all fences and other improvements injured thereby, and landscaping damaged during the course of users work.

23.0 REFERENCES**23.1 PECO Electric Construction Standards**

- 23.1.1** S-7070 - "Conditions For Working in the Vicinity of Electric Transmission Lines of PECO Energy Company and Its Subsidiaries"
- 23.1.2** S-7071 - "Rights-of-Way Fences, Gates and Wire Barricades of PECO and Its Subsidiaries"
- 23.1.3** S-7072 - "Secondary Uses For Rights-of-Way along Electric Transmission Lines of PECO and Its Subsidiaries"
- 23.1.4** S-7073 - "Information Required to Evaluate Proposed Transmission Line Rights-of-Way Secondary Uses of PECO and Its Subsidiaries"

**GENERAL CONDITIONS REGULATING APPROVED SECONDARY USES
FOR TRANSMISSION LINE RIGHT-OF-WAY OF PECO AND ITS
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1130 N. BETHLEHEM PIKE • P.O. BOX 625 • SPRING HOUSE, PA 19477-0625 • 215-646-5302 • FAX 215-646-3357

www.lowergwynedd.org

Finance Memorandum

Date: July 21, 2026

To: Mimi Gleason, Township Manager

From: Melinda Haldeman, CPA Finance Director

RE: June 30, 2026, LGT Financial Packet:

- ❖ Revenue and Expense Graphs as of June 30, 2026
- ❖ Fund Balance and Summary of Cash and Investments as of June 30, 2026
- ❖ YTD Budget Report with Prior Years Actuals through June 30, 2026

2026 ITEMS TO NOTE:

- ❖ All reconciliations are completed for June 30, 2026.
- ❖ Interest Income across all funds totaled \$ 583,679 through May 31, 2026. This includes \$96,291 of interest earned from the bond proceeds. This interest is not subject to arbitrage. Interest rates as of June 30, 2026: Citadel 3.05%, PLIGIT Class 3.48%, PLIGIT Prime 3.74%.
- ❖ All escrow accounts are reconciled and invoiced through June 30, 2026.

BUDGET TO ACTUAL JUNE 30, 2026:

A review of the 6 months ending June 30, 2026, comparing Operating Funds Budget to Operating Funds Actual was completed. All income and expense items are within Budget with exception to the following items:

Expenses:

- Operating Expenses, except noted below, are all within budget. Some expenses are trending higher than 50%. This can be attributed to timing differences as not all expenses are split equally over 12 months.
- Police Overtime Wages are higher than 50%. There were several officers out on workers' compensation and short-term disability during the first half of the year. The shifts these officers would normally cover are covered by other officers on top of their normal shifts and overtime is incurred.

- Public Works Snow/Weather Wages Expense is over budget by \$31,800. There were several significant snow/ice storms early in the year. Snow/Weather Overtime is always an estimate and can vary greatly year over year.
- Public Works' Repairs and Maintenance Vehicle/Equipment is over budget by \$2,000 through June 30, 2026. There were large repairs on one of the Snowplows and a rusted Tailgate from weather exposure. Tariffs have also increased the cost of parts needed for the equipment.

Income:

- Operating Income, except noted below, is trending on point. Just as expenses, there are timing differences as not all income is split equally over 12 months.
- Real Estate Taxes are 91% collected with Delinquent Real Estate Taxes being collected over budget by \$2,000.
- Transfer Taxes Collected are 10% over annual budget amount as of June 30, 2026. Transfer taxes are generated by Real Estate Sales in the township and are difficult to estimate.
- Earned Income Tax and Business Privilege Tax are trending higher than 50%. Mercantile Tax collected is \$30,000 over budget as of June 30, 2026. MCT is Gross Receipts Tax on Wholesale (1.5 Mills) and Retail (.2 Mills) goods.
- Park Program Fee Income is \$3,178 through June 30, 2026. This is over the budgeted amount of \$500. It should be noted that Program Fee Income for the entire year of 2025 and 2024 combined totaled \$1,974.
- Park Reservation Income is \$4,792 through June 30, 2026. Please note that Park Reservation Income for the entire year of 2025 and 2024 combined totaled \$4,230.
- Police Violation Income is over the Budgeted amount of \$10,000 budget by \$578 through June 30, 2026. Bus Patrol Income which started in 2026 was the main driver totaling \$ 5,036 through June 30, 2026.
- Recycling Income, received once a year, was budgeted at \$21,500 but we received \$29,903. Recycling Income is from the DEP 904 Grant which is managed for us by the Northern Montgomery County Recycling Commission. NMCRC is a collaborative consortium of 11 municipalities. They secure and distribute the grants. The NMCRC changed from population-based to actual tonnage recycled when calculating the share of grant funds that goes to each of the 11 municipalities.

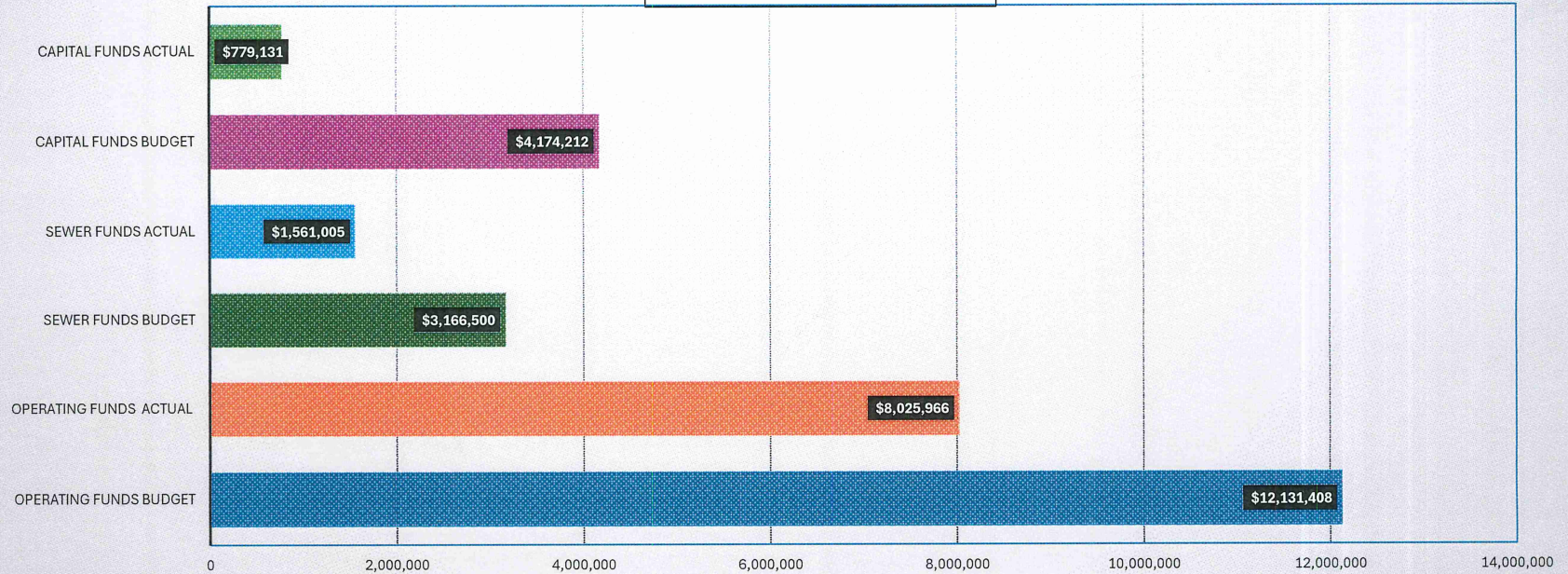
REVENUE AND EXPENSE GRAPHS:

CAPITAL FUNDS

SEWER FUNDS

OPERATING FUNDS

Revenue Actual to Budget YTD Thru JUNE 30, 2026



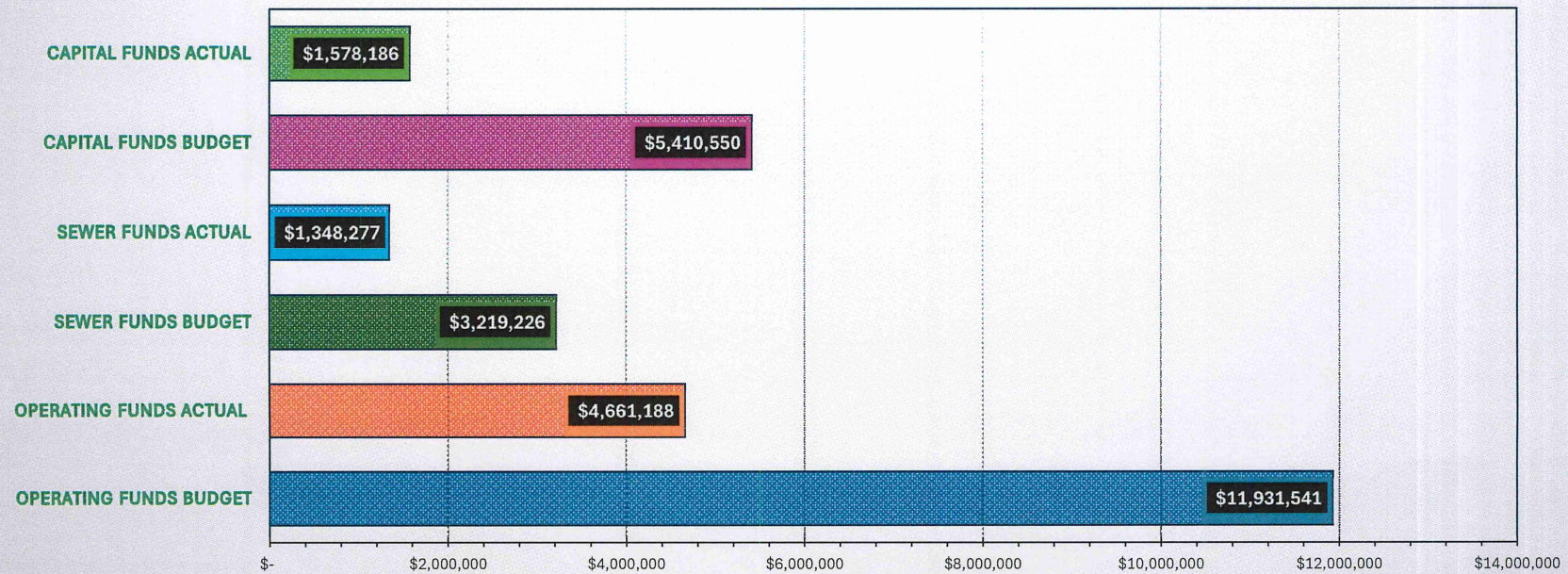
50% through the year as of June 30, 2026

Capital Funds Revenue: Capital Revenue is 18.67% of Budget. No Grants received. Only Interest Income

Sewer Funds Revenue: Sewer Revenue is 49.30 % of Budget. 1st and 2nd qtr billings completed.

Operating Funds Revenue: Operating Revenue is 66.16% RE tax collected 91% Act 511 71.41%

**Expenses Actual to Budget
YTD Thru JUNE 30, 2026**



50% through the year as of June 30, 2026

Capital Funds Expenses:

Expenses are 29.17 % of Budget. Projects starting

Sewer Funds Expenses:

Expenses are 41.89% of Budget. 1st Qtr Capital Exp from Ambler received. Not 2nd qtr

Operating Funds Expenses:

Expenses are 39.07% of Budget. Many operating expenses are in Fall. (Fall Fest/Pension MMO/Transfers)

FUND BALANCE
AND
SUMMARY OF CASH AND INVESTMENTS

Lower Gwynedd Township
Fund and Cash Balances as of June 30, 2026

FUND #	FUND	FUND BALANCE @ 01/01/2026 FINAL	(INCREASE)DECREASE THRU 06/30/2026	FUND BALANCE @06/30/2026
01	GENERAL	-8,641,844.63	-3,288,399.36	-11,930,243.99
02	STREET LIGHT	-43,091.62	-2,222.30	-45,313.92
03	FIRE PROTECTION	-257,135.98	-59,447.81	-316,583.79
04	FIRE HYDRANT	-33,009.93	-14,708.63	-47,718.56
	GENERAL OPERATING FUNDS SURPLUS	-8,975,082.16	-3,364,778.10	-12,339,860.26
08	SEWER OP	-5,886,016.82	-242,118.93	-6,128,135.75
09	SEWER CAPITAL	-4,500,584.99	29,390.66	-4,471,194.33
	SEWER FUNDS SURPLUS	-10,386,601.81	-212,728.27	-10,599,330.08
16				
30	CAPITAL RESERVE	-10,871,189.59	1,359,450.91	-9,511,738.68
31	STORMWATER MNGMNT	-582,253.47	6,103.27	-576,150.20
33	TRAFFIC IMPACT	-1,828,625.14	-184,525.15	-2,013,150.29
35	HIGHWAY AID	-790,983.40	-381,974.23	-1,172,957.63
	CAPITAL FUNDS	-14,073,051.60	799,054.80	-13,273,996.80

YTD ALL FUNDS:	-2,778,451.57
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NEGATIVE BALANCES ARE DEPICTED IN RED

FUND BALANCE: THE FUND BALANCE IS THE CULMINATION OF INCOME NETTED AGAINST EXPENSES FROM THE INCEPTION OF THE FUND. WHEN (REVENUE) EXCEEDS EXPENSES, THE FUND BALANCE WILL BE A (CREDIT).

Summary of Cash and Investments
6/30/2026

6/30/2026		
FUND #		Cash Balance
01	GENERAL	10,984,020.27
02	STREET LIGHT	45,493.10
03	FIRE PROTECTION	441,288.83
04	FIRE HYDRANT	47,217.07
	GENERAL OPERATING FUNDS CASH	\$ 11,518,019.27
08	SEWER OP	3,629,925.74
09	SEWER CAPITAL	4,506,645.08
	SEWER FUNDS CASH	\$ 8,136,570.82
30	CAPITAL RESERVE	10,040,313.55
31	STORMWATER MNGMNT	588,963.25
33	TRAFFIC IMPACT	2,005,420.29
35	HIGHWAY AID	1,172,957.63
	CAPITAL FUNDS CASH	\$ 13,807,654.72
	Total Cash	\$ 33,462,244.81

6/30/2026	
<u>Banking Institution</u>	<u>Cash Balance</u>
PLIGIT	28,701,992.64
CITADEL	4,760,252.17
	\$ 33,462,244.81

<u>Reserves per Fund Balance Policy</u>	<u>Reserves Per Policy 2025</u>	<u>6/30/2026 Cash Balance</u>
General Fund Reserves	2,641,989.00	10,984,020.27
Sewer Fund Reserves	1,029,175.00	3,629,925.74
Sewer Capital Reserves	1,000,000.00	4,506,645.08

YTD BUDGET REPORT WITH ACTUALS
2023/2024/2025/2026

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Lower Gwynedd Township
HISTORICAL ACTUALS COMPARISON REPORT

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ANNUAL
BUDGET

FOR PERIOD 06 OF 2026

ACCOUNTS FOR:		PRIOR YR3 ACTUALS 2023	PRIOR YR2 ACTUALS 2024	LAST YR ACTUALS 2025	CURRENT YR ACTUALS 2026	CY REV BUDGET
01	GENERAL FUND					
REVENUES						
301	REAL ESTATE TAXES	-999,445.67	-1,009,555.42	-1,150,879.78	-1,322,610.44	-1,456,731.00
310	LOCAL TAX ACT 511	-4,505,426.75	-4,404,080.19	-4,869,400.32	-5,652,654.05	-7,915,000.00
321	BUSINESS LICENSES & PRMTS	-134,493.14	-129,761.95	-124,363.44	-115,339.06	-237,200.00
331	FINES	-5,035.56	-7,175.76	-16,637.52	-13,275.70	-16,000.00
341	INTEREST EARNINGS	-123,167.95	-193,328.30	-169,135.56	-174,008.23	-370,000.00
342	RENTS & ROYALTIES	-137,038.71	-139,054.02	-144,838.80	-146,772.27	-294,197.00
355	STATE SHARED REV & ENTLMT	-200.00	-1,200.00	-600.00	-600.00	-572,588.00
358	LOCAL GOVT ENTITLEMENT	.00	-17,705.38	-20,500.96	-29,903.47	-21,500.00
361	PERMITS/DEVELOPMENT	-349,470.37	-274,592.62	-229,344.10	-290,437.00	-683,500.00
362	PUBLIC SAFETY	-81,513.03	-94,555.54	-97,349.58	-9,395.00	-30,500.00
363	HGHWYS & STS	-3,990.00	-4,080.00	-4,170.00	-4,260.00	-4,170.00
367	RECREATION	.00	.00	.00	-24,200.00	-28,500.00
380	MISCELLANEOUS REVENUE	-1,151.96	-302.10	-11,683.58	-6,191.33	-5,000.00
387	DIVIDENDS/MISC REV	.00	.00	.00	.00	-30,000.00
392	INTERFUND OPERATING TRANS	-332.07	.00	.00	.00	-33,773.00
EXPENSES						
401	EXECUTIVE	377,547.61	487,056.15	636,926.40	685,855.02	1,350,973.00
402	FINANCIAL ADMIN	215,604.60	137,506.20	157,389.04	199,719.26	430,635.00
403	TAX COLLECTION	65,803.48	67,684.88	68,545.45	72,024.71	115,256.00
409	BUILDNGS & PLANT	113,906.85	119,814.10	107,013.87	145,213.85	299,083.00
410	POLICE	1,985,936.16	2,036,617.11	2,130,436.21	2,153,372.92	4,798,522.00
411	FIRE	.00	.00	.00	.00	142,000.00
412	AMBULANCE	30,000.00	.00	.00	35,221.73	35,000.00
413	GEN GOVT-CODE ENFORCEMENT	3,504.00	.00	.00	.00	.00
414	PLANING & ZONING	271,130.29	307,467.13	317,763.19	326,265.07	821,503.00
430	PW-HIGHWAY RDS STS	411,601.75	335,981.26	616,638.67	737,294.42	1,597,300.00
451	COMMUNITY PROGRAMS	.00	.00	.00	108,697.32	273,929.00
461	OPEN SPACE CONSERVATION	3,487.82	.00	.00	.00	.00
487	EMPLOYEE BENEFITS	9,567.59	25,055.44	12,823.26	37,582.89	686,789.00
492	INTERFUND OPERATING TRANS	620,375.00	1,217,814.04	.00	.00	938,413.00
TOTAL GENERAL FUND		-2,232,800.06	-1,540,394.97	-2,791,367.55	-3,288,399.36	-209,256.00
TOTAL REVENUES		-6,341,265.21	-6,275,391.28	-6,838,903.64	-7,789,646.55	-11,698,659.00
TOTAL EXPENSES		4,108,465.15	4,734,996.31	4,047,536.09	4,501,247.19	11,489,403.00
TOTAL 01 GENERAL FUND		-2,232,800.06	-1,540,394.97	-2,791,367.55	-3,288,399.36	-209,256.00

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 Lower Gwynedd Township
 HISTORICAL ACTUALS COMPARISON REPORT

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FOR PERIOD 06 OF 2026

ACCOUNTS FOR: 02 STREET LIGHT FUND	PRIOR YR3 ACTUALS	PRIOR YR2 ACTUALS	LAST YR ACTUALS	CURRENT YR ACTUALS	CY REV BUDGET
301 REAL ESTATE TAXES	-23,681.99	-15,102.87	-8,604.15	-8,703.91	-14,000.00
341 INTEREST EARNINGS	-579.32	-796.94	-842.67	-806.39	-1,700.00
434 PW -STREET LGHTNG	5,469.49	3,567.84	2,716.84	7,288.00	10,170.00
TOTAL STREET LIGHT FUND	-18,791.82	-12,331.97	-6,729.98	-2,222.30	-5,530.00
TOTAL REVENUES	-24,261.31	-15,899.81	-9,446.82	-9,510.30	-15,700.00
TOTAL EXPENSES	5,469.49	3,567.84	2,716.84	7,288.00	10,170.00
TOTAL 02 STREET LIGHT FUND	-18,791.82	-12,331.97	-6,729.98	-2,222.30	-5,530.00

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 Lower Gwynedd Township
 HISTORICAL ACTUALS COMPARISON REPORT

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FOR PERIOD 06 OF 2026

ACCOUNTS FOR: 03	FIRE PROTECTION FUND	PRIOR YR3 ACTUALS	PRIOR YR2 ACTUALS	LAST YR ACTUALS	CURRENT YR ACTUALS	CY REV BUDGET
301	REAL ESTATE TAXES	-184,152.70	-190,797.44	-190,753.21	-183,131.31	-201,892.00
341	INTEREST EARNINGS	-3,551.73	-1,694.07	-4,074.86	-5,464.50	-7,076.00
392	INTERFUND OPERATING TRANS	.00	.00	.00	.00	-165,000.00
480	RE TAX CONTRIBUTIONS	.00	.00	20,000.00	127,148.00	208,968.00
489	DISCRETIONARY CONTRIBUTION	131,600.00	.00	.00	2,000.00	165,000.00
	TOTAL FIRE PROTECTION FUND	-56,104.43	-192,491.51	-174,828.07	-59,447.81	.00
	TOTAL REVENUES	-187,704.43	-192,491.51	-194,828.07	-188,595.81	-373,968.00
	TOTAL EXPENSES	131,600.00	.00	20,000.00	129,148.00	373,968.00
	TOTAL 03 FIRE PROTECTION FUND	-56,104.43	-192,491.51	-174,828.07	-59,447.81	.00

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 HISTORICAL ACTUALS COMPARISON REPORT

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FOR PERIOD 06 OF 2026

ACCOUNTS FOR: 04 FIRE HYDRANT FUND	PRIOR YR3 ACTUALS	PRIOR YR2 ACTUALS	LAST YR ACTUALS	CURRENT YR ACTUALS	CY REV BUDGET
301 REAL ESTATE TAXES	-37,566.71	-34,917.68	-39,195.94	-37,629.27	-41,581.00
341 INTEREST EARNINGS	-1,568.04	-1,614.58	-785.64	-584.36	-1,500.00
411 FIRE	18,686.12	31,953.87	31,953.87	23,505.00	58,000.00
TOTAL FIRE HYDRANT FUND	-20,448.63	-4,578.39	-8,027.71	-14,708.63	14,919.00
TOTAL REVENUES	-39,134.75	-36,532.26	-39,981.58	-38,213.63	-43,081.00
TOTAL EXPENSES	18,686.12	31,953.87	31,953.87	23,505.00	58,000.00
TOTAL 04 FIRE HYDRANT FUND	-20,448.63	-4,578.39	-8,027.71	-14,708.63	14,919.00

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HISTORICAL ACTUALS COMPARISON REPORT

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FOR PERIOD 06 OF 2026

ACCOUNTS FOR: 08 SEWER FUND	PRIOR YR3 ACTUALS	PRIOR YR2 ACTUALS	LAST YR ACTUALS	CURRENT YR ACTUALS	CY REV BUDGET
341 INTEREST EARNINGS	-34,878.66	-8,035.80	-36,791.65	-52,127.96	-144,000.00
364 SANITATION	-1,343,828.77	-1,464,237.94	-1,493,814.29	-1,424,634.13	-2,820,000.00
383 SPECIAL ASSESSMENTS	-900.00	.00	-22,868.00	.00	-1,000.00
392 INTERFUND OPERATING TRANS	.00	.00	.00	.00	.00
401 EXECUTIVE	-2,293.26	155.05	185.00	.00	1,000.00
402 FINANCIAL ADMIN	7,716.38	8,975.16	8,529.72	2,172.75	15,000.00
408 ENGINEERING	.00	.00	-2,432.50	10,931.52	5,000.00
409 BUILDNGS & PLANT	63,600.00	63,600.00	67,500.00	67,500.00	135,000.00
429 PW-WASTEWTR COLL	775,827.23	959,444.46	950,165.89	1,056,896.56	2,475,100.00
486 INSURANCE	10,356.04	26,159.64	39,264.00	22,185.14	42,500.00
487 EMPLOYEE BENEFITS	56,337.97	45,101.17	63,555.95	74,957.19	161,565.00
492 INTERFUND OPERATING TRANS	.00	100,000.00	.00	.00	124,911.00
TOTAL SEWER FUND	-468,063.07	-268,838.26	-426,705.88	-242,118.93	-4,924.00
TOTAL REVENUES	-1,379,607.43	-1,472,273.74	-1,553,473.94	-1,476,762.09	-2,965,000.00
TOTAL EXPENSES	911,544.36	1,203,435.48	1,126,768.06	1,234,643.16	2,960,076.00
TOTAL 08 SEWER FUND	-468,063.07	-268,838.26	-426,705.88	-242,118.93	-4,924.00

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FOR PERIOD 06 OF 2026

ACCOUNTS FOR: 09 SEWER CAPITAL RESERVE	PRIOR YR3 ACTUALS	PRIOR YR2 ACTUALS	LAST YR ACTUALS	CURRENT YR ACTUALS	CY REV BUDGET
341 INTEREST EARNINGS	-92,500.79	-120,912.09	-99,930.53	-84,242.75	-190,000.00
391 FIXED ASSETS PROCEEDS	.00	.00	.00	.00	-11,500.00
392 INTERFUND OPERATING TRANS	.00	-100,000.00	.00	.00	.00
409 BUILDNGS & PLANT	.00	18,174.80	.00	.00	11,000.00
429 PW-WASTEWTR COLL	.00	8,991.24	3,737.60	14,715.75	118,150.00
439 CONSTRUCTION & REBUILDING	16,975.55	47,987.07	83,600.55	98,917.66	130,000.00
492 INTERFUND OPERATING TRANS	.00	.00	.00	.00	.00
TOTAL SEWER CAPITAL RESERVE	-75,525.24	-145,758.98	-12,592.38	29,390.66	57,650.00
TOTAL REVENUES	-92,500.79	-220,912.09	-99,930.53	-84,242.75	-201,500.00
TOTAL EXPENSES	16,975.55	75,153.11	87,338.15	113,633.41	259,150.00
TOTAL 09 SEWER CAPITAL RESERVE	-75,525.24	-145,758.98	-12,592.38	29,390.66	57,650.00

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 Lower Gwynedd Township
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FOR PERIOD 06 OF 2026

ACCOUNTS FOR: 30	PRIOR YR3 ACTUALS	PRIOR YR2 ACTUALS	LAST YR ACTUALS	CURRENT YR ACTUALS	CY REV BUDGET
CAPITAL RESERVE FUND					
341 INTEREST EARNINGS	-111,573.93	-233,242.37	-265,846.05	-200,732.12	-482,400.00
345 DVIT GRANTS	.00	.00	.00	-928.75	-15,000.00
351 FEDERAL GRANTS	-250,000.00	-310,980.00	.00	.00	.00
354 ST. CAPITAL & OP. GRANTS	.00	-49,819.77	-472.50	.00	-1,622,234.00
391 FIXED ASSETS PROCEEDS	.00	.00	.00	.00	-47,000.00
392 INTERFUND OPERATING TRANS	-600,000.00	-1,217,814.04	-2,400,000.00	.00	-864,551.00
401 EXECUTIVE	.00	332,898.80	.00	.00	.00
407 DATA PROCESSING	6,426.00	17,069.68	.00	.00	.00
409 BUILDNGS & PLANT	954.79	29,737.48	56,802.00	24,826.52	33,000.00
410 POLICE	.00	131,597.18	53,666.44	24,270.41	205,000.00
430 PW-HIGHWAY RDS STS	.00	83,698.24	21,017.43	99,243.25	162,000.00
439 CONSTRUCTION & REBUILDING	20,794.15	198,786.13	3,452,382.25	892,484.02	2,164,000.00
454 PARKS	42,353.31	90,174.94	91,188.68	420,512.58	1,040,000.00
471 DEBT PRINCIPAL	.00	.00	.00	.00	165,000.00
472 DEBT INTEREST	.00	.00	24,651.66	99,775.00	199,550.00
TOTAL CAPITAL RESERVE FUND	-891,045.68	-927,893.73	1,033,389.91	1,359,450.91	937,365.00
TOTAL REVENUES	-961,573.93	-1,811,856.18	-2,666,318.55	-201,660.87	-3,031,185.00
TOTAL EXPENSES	70,528.25	883,962.45	3,699,708.46	1,561,111.78	3,968,550.00
TOTAL 30 CAPITAL RESERVE FUND	-891,045.68	-927,893.73	1,033,389.91	1,359,450.91	937,365.00

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Lower Gwynedd Township
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FOR PERIOD 06 OF 2026

ACCOUNTS FOR: 31 STORMWATER MANAGEMENT	PRIOR YR3 ACTUALS	PRIOR YR2 ACTUALS	LAST YR ACTUALS	CURRENT YR ACTUALS	CY REV BUDGET
341 INTEREST EARNINGS	-7,921.33	-21,755.06	-16,232.91	-10,971.23	-30,000.00
354 ST. CAPITAL & OP. GRANTS	.00	.00	.00	.00	-93,671.00
387 DIVIDENDS/MISC REV	-55,495.00	.00	.00	.00	-150,000.00
446 STORMWATER MANAGEMENT	23,543.06	67,317.08	44,471.49	17,074.50	492,000.00
TOTAL STORMWATER MANAGEMENT	-39,873.27	45,562.02	28,238.58	6,103.27	218,329.00
TOTAL REVENUES	-63,416.33	-21,755.06	-16,232.91	-10,971.23	-273,671.00
TOTAL EXPENSES	23,543.06	67,317.08	44,471.49	17,074.50	492,000.00
TOTAL 31 STORMWATER MANAGEMENT	-39,873.27	45,562.02	28,238.58	6,103.27	218,329.00

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 Lower Gwynedd Township
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FOR PERIOD 06 OF 2026

ACCOUNTS FOR:	PRIOR YR3	PRIOR YR2	LAST YR	CURRENT YR	CY REV
33 TRAFFIC IMPACT FUND	ACTUALS	ACTUALS	ACTUALS	ACTUALS	BUDGET
341 INTEREST EARNINGS	-37,929.21	-49,545.17	-28,160.89	-35,710.15	-72,000.00
354 ST. CAPITAL & OP. GRANTS	.00	-323,326.80	.00	.00	.00
361 PERMITS/DEVELOPMENT	.00	.00	.00	-148,815.00	-425,000.00
402 FINANCIAL ADMIN	23,119.99	.00	.00	.00	.00
433 PW -TRAFFIC	59,747.13	1,040,396.24	.00	.00	.00
439 CONSTRUCTION & REBUILDING	8,158.38	.00	.00	.00	.00
TOTAL TRAFFIC IMPACT FUND	53,096.29	667,524.27	-28,160.89	-184,525.15	-497,000.00
TOTAL REVENUES	-37,929.21	-372,871.97	-28,160.89	-184,525.15	-497,000.00
TOTAL EXPENSES	91,025.50	1,040,396.24	.00	.00	.00
TOTAL 33 TRAFFIC IMPACT FUND	53,096.29	667,524.27	-28,160.89	-184,525.15	-497,000.00

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Lower Gwynedd Township
HISTORICAL ACTUALS COMPARISON REPORT
FOR PERIOD 06 OF 2026

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ACCOUNTS FOR: 35 HIGHWAY AID FUND	PRIOR YR3 ACTUALS	PRIOR YR2 ACTUALS	LAST YR ACTUALS	CURRENT YR ACTUALS	CY REV BUDGET
341 INTEREST EARNINGS	-12,756.27	-14,044.02	-13,404.51	-19,031.95	-18,000.00
355 STATE SHARED REV & ENTLMT	-368,867.51	-368,213.97	-367,325.97	-362,942.28	-355,556.00
392 INTERFUND OPERATING TRANS	-20,375.00	.00	.00	.00	.00
430 PW-HIGHWAY RDS STS	6,527.77	27,200.56	71,236.03	.00	.00
439 CONSTRUCTION & REBUILDING	.00	301,661.25	.00	.00	950,000.00
TOTAL HIGHWAY AID FUND	-395,471.01	-53,396.18	-309,494.45	-381,974.23	576,444.00
TOTAL REVENUES	-401,998.78	-382,257.99	-380,730.48	-381,974.23	-373,556.00
TOTAL EXPENSES	6,527.77	328,861.81	71,236.03	.00	950,000.00
TOTAL 35 HIGHWAY AID FUND	-395,471.01	-53,396.18	-309,494.45	-381,974.23	576,444.00
GRAND TOTAL	-4,253,306.09	-2,623,364.30	-457,773.70	-2,778,451.57	1,087,997.00

PAID INVOICES REPORT

WARRANT: 072826

TO FISCAL 2026/07 01/01/2026 TO 12/31/2026

VENDOR	NAME	INV DATE	VOUCHER	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
	DOCUMENT									
18	21ST CENTURY MEDIA NEWSPAPER, LLC									
	172674	06/21/26	74471		106532	P	07/28/26	01401 340	LEGAL NOTICES	3,355.34
	INVOICE: 062126									
	172675	06/07/26	74472		106532	P	07/28/26	01414 340	LEGAL NOTICES	1,860.36
	INVOICE: 060726									
	172795	07/05/26	74592		106532	P	07/28/26	01414 340	LEGAL NOTICES	1,006.69
	INVOICE: 070526									
	VENDOR TOTALS		23,624.62	YTD INVOICED				30,338.05	YTD PAID	6,222.39
4144	AJR ENVIRONMENTAL, INC.									
	172912	07/01/26	74711		106683	P	07/28/26	01430 451	STORMWATER CONTRACTED SER	1,500.86
	INVOICE: 18989									
	172912	07/01/26	74711		106683	P	07/28/26	01430 450	CONTRACTED SERVICES	9,623.14
	INVOICE: 18989									
	VENDOR TOTALS		64,496.00	YTD INVOICED				64,496.00	YTD PAID	11,124.00
2784	ALLIED LANDSCAPE SUPPLY									
	172728	06/17/26	74525		106614	P	07/28/26	01430 370	R&M PW	202.00
	INVOICE: 367734									
	172824	07/16/26	74621		106614	P	07/28/26	01430 371	STORMWATER R&M	208.00
	INVOICE: 174469									
	VENDOR TOTALS		3,473.02	YTD INVOICED				3,473.02	YTD PAID	410.00
3883	AMAZON CAPITAL SERVICES, INC.									
	172764	07/01/26	74561		106641	P	07/28/26	01430 220	SUPPLIES PW	30.59
	INVOICE: 1LQD-GVWD-9TW3									
	172764	07/01/26	74561		106641	P	07/28/26	01401 200	OFFICE SUPPLIES	19.07
	INVOICE: 1LQD-GVWD-9TW3									
	172764	07/01/26	74561		106641	P	07/28/26	01410 220	OPERATING SUPPLIES	59.38
	INVOICE: 1LQD-GVWD-9TW3									
	172764	07/01/26	74561		106641	P	07/28/26	01410 220	OPERATING SUPPLIES	52.28
	INVOICE: 1LQD-GVWD-9TW3									
	172764	07/01/26	74561		106641	P	07/28/26	01409 220	SUPPLIES- ALL BLDNGS	46.99
	INVOICE: 1LQD-GVWD-9TW3									
	172764	07/01/26	74561		106641	P	07/28/26	01409 220	SUPPLIES- ALL BLDNGS	30.54
	INVOICE: 1LQD-GVWD-9TW3									
	172764	07/01/26	74561		106641	P	07/28/26	01410 220	OPERATING SUPPLIES	97.98
	INVOICE: 1LQD-GVWD-9TW3									
	172764	07/01/26	74561		106641	P	07/28/26	01410 220	OPERATING SUPPLIES	77.90
	INVOICE: 1LQD-GVWD-9TW3									
	172764	07/01/26	74561		106641	P	07/28/26	01401 200	OFFICE SUPPLIES	69.99
	INVOICE: 1LQD-GVWD-9TW3									
	VENDOR TOTALS		6,400.31	YTD INVOICED				6,984.25	YTD PAID	484.72
2091	ARAMSCO, INC.									
	172721	06/05/26	74518		106607	P	07/28/26	01409 220	SUPPLIES- ALL BLDNGS	-72.10
	INVOICE: S7734428-003									

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VENDOR	NAME DOCUMENT	INV DATE	VOUCHER	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
	172722	06/16/26	74519		106607	P	07/28/26	01409 220	SUPPLIES- ALL BLDNGS	314.78
	INVOICE: S7766628-001									
	172723	05/29/26	74520		106607	P	07/28/26	01409 220	SUPPLIES- ALL BLDNGS	410.23
	INVOICE: S7734428-001									
	VENDOR TOTALS		3,573.72	YTD INVOICED				3,782.31	YTD PAID	652.91
2738	ARBOR VALLEY TREE SURGEONS, INC.									
	172887	07/02/26	74686		106671	P	07/28/26	31446 450	CONTRACTED SERVICES	4,650.00
	INVOICE: 2593									
	172888	07/09/26	74687		106671	P	07/28/26	31446 450	CONTRACTED SERVICES	2,400.00
	INVOICE: 2594									
	VENDOR TOTALS		13,450.00	YTD INVOICED				16,750.00	YTD PAID	7,050.00
4007	ARRO CONSULTING, INC.									
	172622	06/26/26	74419		106645	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	8,903.41
	INVOICE: 0121230									
	172769	06/19/26	74566		106645	P	07/28/26	01414 311	PROF SERV- UCC INSPECTING	28,278.61
	INVOICE: 0121027									
	172837	07/20/26	74634		106645	P	07/28/26	01414 311	PROF SERV- UCC INSPECTING	19,310.32
	INVOICE: 0122083									
	VENDOR TOTALS		184,697.62	YTD INVOICED				187,634.12	YTD PAID	56,492.34
4237	MOUNIR & ZARIFEH AZAR									
	172840	07/18/26	74638		106655	P	07/28/26	01301 100	CURRENT REAL ESTATE TAXES	5.75
	INVOICE: 07 18 2026									
	VENDOR TOTALS		5.75	YTD INVOICED				5.75	YTD PAID	5.75
2913	GENEVA SCIENTIFIC, INC.									
	172729	06/16/26	74526		106617	P	07/28/26	01430 370	R&M PW	382.38
	INVOICE: SORCO104420									
	VENDOR TOTALS		382.38	YTD INVOICED				382.38	YTD PAID	382.38
500	BERGEY'S, INC.									
	172689	06/23/26	74486		106544	P	07/28/26	01410 262	VEHICLE MAINTENANCE	36.82
	INVOICE: 2P97984									
	172690	06/22/26	74487		106544	P	07/28/26	01410 262	VEHICLE MAINTENANCE	73.85
	INVOICE: 2P97404									
	172691	06/26/26	74488		106544	P	07/28/26	08429 262	R&M EQUIP/VEHICLES	81.03
	INVOICE: 2P99294									
	172801	07/06/26	74598		106544	P	07/28/26	01430 262	REPAIRS VEHICLES/TOOLS/MA	189.95
	INVOICE: 7S745081									
	172802	07/20/26	74599		106544	P	07/28/26	01430 262	REPAIRS VEHICLES/TOOLS/MA	281.90
	INVOICE: 2P108675									
	172853	07/02/26	74652		106660	P	07/28/26	01430 262	REPAIRS VEHICLES/TOOLS/MA	888.88
	INVOICE: 8C-00625									
	172854	07/01/26	74653		106660	P	07/28/26	01410 262	VEHICLE MAINTENANCE	7,914.50

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VENDOR NAME	DOCUMENT	INV DATE	VOUCHER	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
INVOICE: 8C-00581										
VENDOR TOTALS		24,199.14 YTD INVOICED			26,872.52 YTD PAID			9,466.93		
2460	SANG CHUL LEE									
	172725	07/01/26	74522		106611	P	07/28/26	01410 238	UNIFORMS	404.00
INVOICE: 2937										
VENDOR TOTALS		846.00 YTD INVOICED			1,024.00 YTD PAID			404.00		
617	BOROUGH OF AMBLER									
	172803	07/08/26	74600		106545	P	07/28/26	08429 300	AMBLER TREATMENT OPERAT	307,786.53
INVOICE: 1772										
VENDOR TOTALS		995,769.39 YTD INVOICED			1,090,808.00 YTD PAID			307,786.53		
1116	BOWMAN CONSULTING GROUP, LTD.									
	172697	06/30/26	74494		106550	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	205.00
INVOICE: 569754										
	172698	06/30/26	74495		106550	P	07/28/26	01147 000	LEGAL&ENGINEER	510.00
INVOICE: 569753										
	172699	06/30/26	74496		106550	P	07/28/26	30439 000	INFRASTRUCTURE REBUILDING	972.50
INVOICE: 572523										
	172700	06/30/26	74497		106550	P	07/28/26	30439 000	INFRASTRUCTURE REBUILDING	1,137.50
INVOICE: 572524										
	172701	06/30/26	74498		106550	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	1,406.25
INVOICE: 569756										
	172702	06/30/26	74499		106550	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	1,711.25
INVOICE: 569755										
	172703	06/30/26	74500		106550	P	07/28/26	30439 000	INFRASTRUCTURE REBUILDING	2,104.17
INVOICE: 572522										
	172704	06/30/26	74501		106550	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	2,826.25
INVOICE: 569752										
	172705	06/30/26	74502		106550	P	07/28/26	01414 313	ENGINEERING	5,688.75
INVOICE: 569751										
VENDOR TOTALS		123,952.94 YTD INVOICED			145,960.09 YTD PAID			16,561.67		
2353	BOYLE CONSTRUCTION CO, INC.									
	172821	06/30/26	74618		106609	P	07/28/26	30439 725	PUBLIC WORKS PROJECT	20,229.58
INVOICE: 25098.02-01										
	172884	06/30/26	74683		106668	P	07/28/26	30439 725	PUBLIC WORKS PROJECT	11,804.00
INVOICE: 25098.01-04										
VENDOR TOTALS		55,641.58 YTD INVOICED			61,543.58 YTD PAID			32,033.58		
3319	BUCKS COUNTY WATER & SEWER AUTHORITY									
	172832	07/15/26	74629		106627	P	07/28/26	08429 450	CONTRACTED SERVICES	4,300.00
INVOICE: 2026-006										

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VENDOR NAME	DOCUMENT	INV DATE	VOUCHER	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
VENDOR TOTALS		58,572.00 YTD INVOICED		67,172.00 YTD PAID				4,300.00		
3285 CAPASSO PEST SERVICES LLC	172899	06/26/26	74698		106674	P	07/28/26	01409 450	CONTRACTED SERVICES	290.00
INVOICE: 3216										
VENDOR TOTALS		930.00 YTD INVOICED		1,220.00 YTD PAID				290.00		
3435 AVANTI UNLIMITED, INC.	172734	06/23/26	74531		106628	P	07/28/26	01410 262	VEHICLE MAINTENANCE	200.00
INVOICE: 4660										
172735	05/21/26	74532		106628	P	07/28/26	01410 262	VEHICLE MAINTENANCE	525.00	
INVOICE: 4614										
172736	06/23/26	74533		106628	P	07/28/26	01410 262	VEHICLE MAINTENANCE	750.48	
INVOICE: 4659										
VENDOR TOTALS		2,667.10 YTD INVOICED		25,854.46 YTD PAID				1,475.48		
2612 COUNTY LINE FENCE COMPANY	172886	07/09/26	74685		106670	P	07/28/26	01430 370	R&M PW	2,346.00
INVOICE: 8010										
VENDOR TOTALS		3,825.00 YTD INVOICED		3,825.00 YTD PAID				2,346.00		
3962 CRIMEWATCH TECHNOLOGIES, INC.	172766	06/15/26	74563		106643	P	07/28/26	01410 480	COMMUNITY RESPONSE UNIT	2,592.00
INVOICE: INV-2487										
VENDOR TOTALS		4,896.00 YTD INVOICED		4,896.00 YTD PAID				2,592.00		
3676 DANIEL FANTINI	172835	07/16/26	74632		106635	P	07/28/26	01430 238	CLOTHING & UNIFORMS	142.47
INVOICE: 071626 EXP RPT										
172835	07/16/26	74632		106635	P	07/28/26	08429 238	UNIFORMS	47.49	
INVOICE: 071626 EXP RPT										
VENDOR TOTALS		189.96 YTD INVOICED		189.96 YTD PAID				189.96		
1416 DAVIDHEISER'S INC.	172865	07/06/26	74664		106665	P	07/28/26	01410 430	TECHNOLOGY	306.00
INVOICE: 31342										
VENDOR TOTALS		951.00 YTD INVOICED		1,210.00 YTD PAID				306.00		
25 DEL-VAL INTERNATIONAL TRUCKS, INC.	172676	06/18/26	74473		106533	P	07/28/26	01430 262	REPAIRS VEHICLES/TOOLS/MA	108.00
INVOICE: 1443614										
172848	06/30/26	74647		106657	P	07/28/26	08429 262	R&M EQUIP/VEHICLES	793.67	
INVOICE: 1443739										

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VENDOR NAME	DOCUMENT	INV DATE	VOUCHER	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
VENDOR TOTALS		11,120.20 YTD INVOICED						12,334.26 YTD PAID		901.67
493	DELAWARE VALLEY PROPERTY & LIABILITY TRUST									
	172688	07/01/26	74485		106543	P	07/28/26	01401 350	INSURANCE BONDING	43,547.74
	INVOICE:	PREM26-LGWYN3								
	172688	07/01/26	74485		106543	P	07/28/26	08486 350	INSURANCE	3,786.76
	INVOICE:	PREM26-LGWYN3								
VENDOR TOTALS		142,003.50 YTD INVOICED						142,003.50 YTD PAID		47,334.50
1523	DELAWARE VALLEY LINE-X, INC.									
	172709	06/16/26	74506		106555	P	07/28/26	30430 700	CAPITAL PURCHASE, HIGHWAY	1,237.50
	INVOICE:	6449								
	172709	06/16/26	74506		106555	P	07/28/26	09429 740	CAPITAL PURCHASES	162.50
	INVOICE:	6449								
VENDOR TOTALS		1,400.00 YTD INVOICED						1,400.00 YTD PAID		1,400.00
691	DELAWARE VALLEY WORKERS'									
	172694	07/01/26	74491		106547	P	07/28/26	01401 350	INSURANCE BONDING	21,917.44
	INVOICE:	WCPREM26-LGWYN3								
	172694	07/01/26	74491		106547	P	07/28/26	08486 350	INSURANCE	7,305.81
	INVOICE:	WCPREM26-LGWYN3								
VENDOR TOTALS		87,669.75 YTD INVOICED						87,669.75 YTD PAID		29,223.25
3756	DELCO SOLUTIONS, LLC									
	172760	06/15/26	74557		106638	P	07/28/26	01401 430	TECHNOLOGY	146.25
	INVOICE:	5546								
	172760	06/15/26	74557		106638	P	07/28/26	08429 430	TECHNOLOGY	48.75
	INVOICE:	5546								
	172836	07/15/26	74633		106638	P	07/28/26	01401 430	TECHNOLOGY	146.25
	INVOICE:	5619								
	172836	07/15/26	74633		106638	P	07/28/26	08429 430	TECHNOLOGY	48.75
	INVOICE:	5619								
VENDOR TOTALS		1,365.00 YTD INVOICED						1,560.00 YTD PAID		390.00
3885	DENNIS GRAVINESE, JR									
	172905	07/09/26	74704		106679	P	07/28/26	08429 238	UNIFORMS	170.05
	INVOICE:	070926 EXP RPT								
VENDOR TOTALS		300.00 YTD INVOICED						300.00 YTD PAID		170.05
4134	DEPARTMENT OF TREASURY									
	172770	06/30/26	74567		106646	P	07/28/26	01402 310	PROFESSIONAL SERVICES	476.16
	INVOICE:	2026 EXCISE TAX								
VENDOR TOTALS		476.16 YTD INVOICED						476.16 YTD PAID		476.16

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3048 ELLIOTT AUTO SUPPLY CO., INC.										
	172730	06/17/26	74527		106619	P	07/28/26	01410 262	VEHICLE MAINTENANCE	151.96
	INVOICE: 201-913830									
	172827	07/20/26	74624		106619	P	07/28/26	01430 220	SUPPLIES PW	117.00
	INVOICE: 201-937012									
	172890	07/09/26	74689		106672	P	07/28/26	01430 220	SUPPLIES PW	40.20
	INVOICE: 201-929717									
	172891	07/07/26	74690		106672	P	07/28/26	01410 262	VEHICLE MAINTENANCE	50.32
	INVOICE: 201-927456									
	172892	07/02/26	74691		106672	P	07/28/26	01430 262	REPAIRS VEHICLES/TOOLS/MA	168.32
	INVOICE: 201-925236									
	172893	07/07/26	74692		106672	P	07/28/26	01430 262	REPAIRS VEHICLES/TOOLS/MA	408.49
	INVOICE: 201-928081									
VENDOR TOTALS				6,633.34	YTD INVOICED			7,305.45	YTD PAID	936.29
3526 ENVIRONMENTAL SYSTEMS RESEARCH INSTITUTE, INC.										
	172833	07/15/26	74630		106631	P	07/28/26	01401 430	TECHNOLOGY	684.00
	INVOICE: 900294785									
VENDOR TOTALS				684.00	YTD INVOICED			684.00	YTD PAID	684.00
3922 FISHERS TRUE VALUE HARDWARE INC.										
	172906	06/30/26	74705		106680	P	07/28/26	01430 220	SUPPLIES PW	21.59
	INVOICE: 06 30 2026									
	172906	06/30/26	74705		106680	P	07/28/26	01410 262	VEHICLE MAINTENANCE	49.60
	INVOICE: 06 30 2026									
	172906	06/30/26	74705		106680	P	07/28/26	01409 370	R&M ALL BLDNGS	10.22
	INVOICE: 06 30 2026									
VENDOR TOTALS				442.12	YTD INVOICED			702.27	YTD PAID	81.41
66 FLETCHER MOTORS, INC.										
	172677	06/16/26	74474		106534	P	07/28/26	01430 262	REPAIRS VEHICLES/TOOLS/MA	65.00
	INVOICE: 10103									
	172678	06/08/26	74475		106534	P	07/28/26	01410 262	VEHICLE MAINTENANCE	183.42
	INVOICE: 217231									
	172796	07/16/26	74593		106534	P	07/28/26	01430 262	REPAIRS VEHICLES/TOOLS/MA	72.00
	INVOICE: 10207									
VENDOR TOTALS				1,586.50	YTD INVOICED			2,736.21	YTD PAID	320.42
891 FRANK JONES TROPHIES										
	172695	06/16/26	74492		106548	P	07/28/26	01401 450	CONTRACTED SERVICES	9.50
	INVOICE: 20975									
VENDOR TOTALS				267.94	YTD INVOICED			267.94	YTD PAID	9.50
490 GALLS, LLC										
	172687	06/22/26	74484		106542	P	07/28/26	01410 238	UNIFORMS	200.96
	INVOICE: 035432592									

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VENDOR NAME	DOCUMENT	INV DATE	VOUCHER	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
VENDOR TOTALS		274.45 YTD INVOICED						274.45 YTD PAID		200.96
67	GENUINE PARTS COMPANY									
	172679	06/18/26	74476		106535	P	07/28/26	01430 262	REPAIRS VEHICLES/TOOLS/MA	8.59
	INVOICE:	570758								
	172797	07/16/26	74594		106535	P	07/28/26	01430 262	REPAIRS VEHICLES/TOOLS/MA	25.64
	INVOICE:	572817								
	172798	07/16/26	74595		106535	P	07/28/26	01410 262	VEHICLE MAINTENANCE	277.99
	INVOICE:	572816								
VENDOR TOTALS		620.06 YTD INVOICED						1,756.34 YTD PAID		312.22
1191	GEORGE ALLEN PORTABLE TOILETS, INC.									
	172706	06/22/26	74503		106551	P	07/28/26	01430 450	CONTRACTED SERVICES	131.00
	INVOICE:	I253016								
	172807	06/02/26	74604		106551	P	07/28/26	01430 450	CONTRACTED SERVICES	131.00
	INVOICE:	I252137								
	172808	07/20/26	74605		106551	P	07/28/26	01430 450	CONTRACTED SERVICES	131.00
	INVOICE:	I254247								
	172859	06/30/26	74658		106663	P	07/28/26	01430 450	CONTRACTED SERVICES	131.00
	INVOICE:	I253384								
	172860	06/30/26	74659		106663	P	07/28/26	01430 450	CONTRACTED SERVICES	131.00
	INVOICE:	I253383								
	172861	06/30/26	74660		106663	P	07/28/26	01430 450	CONTRACTED SERVICES	257.00
	INVOICE:	I253382								
	172862	06/30/26	74661		106663	P	07/28/26	01430 450	CONTRACTED SERVICES	131.00
	INVOICE:	I253385								
	172863	06/30/26	74662		106663	P	07/28/26	01430 450	CONTRACTED SERVICES	131.00
	INVOICE:	I253386								
VENDOR TOTALS		6,595.50 YTD INVOICED						6,729.50 YTD PAID		1,174.00
3626	GEORGE DAVID FRITZ									
	172739	06/25/26	74536		106633	P	07/28/26	01410 262	VEHICLE MAINTENANCE	727.60
	INVOICE:	1-GS39863								
VENDOR TOTALS		1,317.76 YTD INVOICED						1,317.76 YTD PAID		727.60
1619	GILMORE & ASSOCIATES									
	172606	06/18/26	74403		106656	P	07/28/26	01147 000	LEGAL&ENGINEER	342.50
	INVOICE:	PS-INV2607256								
	172607	06/18/26	74404		106656	P	07/28/26	01147 000	LEGAL&ENGINEER	381.34
	INVOICE:	PS-INV2607252								
	172608	06/18/26	74405		106656	P	07/28/26	01147 000	LEGAL&ENGINEER	386.35
	INVOICE:	PS-INV2607253								
	172609	06/18/26	74406		106656	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	80.00
	INVOICE:	PS-INV2607254								
	172610	06/18/26	74407		106656	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	159.85
	INVOICE:	PS-INV2607259								
	172611	06/18/26	74408		106656	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	160.00

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INVOICE:	PS-INV2607249									
172612	06/18/26	74409			106656	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	165.00
INVOICE:	PS-INV2607258									
172613	06/18/26	74410			106656	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	240.00
INVOICE:	PS-INV2607261									
172614	06/18/26	74411			106656	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	245.00
INVOICE:	PS-INV2607245									
172615	06/18/26	74412			106656	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	402.50
INVOICE:	PS-INV2607246									
172616	06/18/26	74413			106656	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	559.69
INVOICE:	PS-INV2607255									
172617	06/18/26	74414			106656	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	575.00
INVOICE:	PS-INV2607265									
172618	06/18/26	74415			106656	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	650.00
INVOICE:	PS-INV2607260									
172619	06/18/26	74416			106656	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	695.00
INVOICE:	PS-INV2607248									
172620	06/18/26	74417			106656	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	1,264.68
INVOICE:	PS-INV2607262									
172621	06/18/26	74418			106656	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	2,043.34
INVOICE:	PS-INV2607250									
172623	06/18/26	74420			106656	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	1,757.50
INVOICE:	PS-INV2607263									
172710	06/18/26	74507			106656	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	576.38
INVOICE:	PS-INV2607247									
172711	06/18/26	74508			106656	P	07/28/26	01414 313	ENGINEERING	707.50
INVOICE:	PS-INV2607264									
172712	06/18/26	74509			106656	P	07/28/26	31446 101	SWM PROJECTS	1,089.18
INVOICE:	PS-INV2607267									
172713	06/18/26	74510			106656	P	07/28/26	01414 313	ENGINEERING	1,639.18
INVOICE:	PS-INV2607251									
172714	06/18/26	74511			106656	P	07/28/26	30439 721	OLD BETHLEHEM PIKE CULVER	1,807.50
INVOICE:	PS-INV2607244									
172715	06/18/26	74512			106656	P	07/28/26	09439 000	INFRASTRUCTURE REBUILDING	1,912.75
INVOICE:	PS-INV2607269									
172716	06/18/26	74513			106656	P	07/28/26	01414 313	ENGINEERING	2,367.93
INVOICE:	PS-INV2607266									
172717	06/18/26	74514			106656	P	07/28/26	30454 600	PARK IMPROVEMENTS	3,948.75
INVOICE:	PS-INV2607257									
172718	06/18/26	74515			106656	P	07/28/26	01414 313	ENGINEERING	3,881.54
INVOICE:	PS-INV2607271									
172718	06/18/26	74515			106656	P	07/28/26	01414 313	ENGINEERING	165.00
INVOICE:	PS-INV2607271									
172719	06/18/26	74516			106656	P	07/28/26	01414 313	ENGINEERING	4,330.34
INVOICE:	PS-INV2607270									
172720	06/18/26	74517			106656	P	07/28/26	30439 000	INFRASTRUCTURE REBUILDING	10,394.08
INVOICE:	PS-INV2607268									
172810	07/15/26	74607			106656	P	07/28/26	30439 000	INFRASTRUCTURE REBUILDING	9,600.06
INVOICE:	PS-INV2608388									
172811	07/15/26	74608			106656	P	07/28/26	01414 313	ENGINEERING	615.00
INVOICE:	PS-INV2608364									

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	172812	07/15/26	74609		106656	P	07/28/26	30439 721	OLD BETHLEHEM PIKE CULVER	400.00
	INVOICE: PS-INV2608363									
	172813	07/15/26	74610		106656	P	07/28/26	30439 725	PUBLIC WORKS PROJECT	11,859.62
	INVOICE: PS-INV2608372									
	172814	07/15/26	74611		106656	P	07/28/26	30454 600	PARK IMPROVEMENTS	5,570.00
	INVOICE: PS-INV2608370									
	172815	07/15/26	74612		106656	P	07/28/26	30454 600	PARK IMPROVEMENTS	635.00
	INVOICE: PS-INV2608378									
	172816	07/15/26	74613		106656	P	07/28/26	01414 313	ENGINEERING	397.34
	INVOICE: PS-INV2608384									
	172817	07/15/26	74614		106656	P	07/28/26	01414 313	ENGINEERING	2,618.75
	INVOICE: PS-INV2608390									
	172818	07/15/26	74615		106656	P	07/28/26	31446 101	SWM PROJECTS	1,072.50
	INVOICE: PS-INV2608387									
	172819	07/15/26	74616		106656	P	07/28/26	01414 313	ENGINEERING	4,589.24
	INVOICE: PS-INV2608386									
	172820	07/15/26	74617		106656	P	07/28/26	01414 313	ENGINEERING	4,894.90
	INVOICE: PS-INV2608391									
	172866	07/15/26	74665		106666	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	80.00
	INVOICE: PS-INV2608374									
	172867	07/15/26	74666		106666	P	07/28/26	01147 000	LEGAL&ENGINEER	128.00
	INVOICE: PS-INV2608377									
	172868	07/15/26	74667		106666	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	143.01
	INVOICE: PS-INV2608379									
	172869	07/15/26	74668		106666	P	07/28/26	01147 000	LEGAL&ENGINEER	160.00
	INVOICE: PS-INV2608371									
	172870	07/15/26	74669		106666	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	160.00
	INVOICE: PS-INV2608365									
	172871	07/15/26	74670		106666	P	07/28/26	01147 000	LEGAL&ENGINEER	182.50
	INVOICE: PS-INV2608375									
	172872	07/15/26	74671		106666	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	240.00
	INVOICE: PS-INV2608383									
	172873	07/15/26	74672		106666	P	07/28/26	01147 000	LEGAL&ENGINEER	256.00
	INVOICE: PS-INV2608376									
	172874	07/15/26	74673		106666	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	276.02
	INVOICE: PS-INV2608380									
	172875	07/15/26	74674		106666	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	290.00
	INVOICE: PS-INV2608381									
	172876	07/15/26	74675		106666	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	320.00
	INVOICE: PS-INV2608382									
	172877	07/15/26	74676		106666	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	480.00
	INVOICE: PS-INV2608368									
	172878	07/15/26	74677		106666	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	513.35
	INVOICE: PS-INV2608369									
	172879	07/15/26	74678		106666	P	07/28/26	01147 000	LEGAL&ENGINEER	568.34
	INVOICE: PS-INV2608366									
	172880	07/15/26	74679		106666	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	1,138.04
	INVOICE: PS-INV2608373									
	172881	07/15/26	74680		106666	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	3,488.35
	INVOICE: PS-INV2608385									
	172882	07/15/26	74681		106666	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	4,452.50

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VENDOR NAME	DOCUMENT	INV DATE	VOUCHER	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
INVOICE: PS-INV2608367										
VENDOR TOTALS		380,649.02 YTD INVOICED			441,517.14 YTD PAID			98,056.40		
26	GLASGOW, INC									
	172849	07/04/26	74648		106658	P	07/28/26	01430 370	R&M PW	87.70
	INVOICE: 304451									
	172850	06/30/26	74649		106658	P	07/28/26	01430 370	R&M PW	610.09
	INVOICE: 304127									
	172851	07/11/26	74650		106658	P	07/28/26	01430 370	R&M PW	1,148.22
	INVOICE: 304863									
VENDOR TOTALS		4,622.36 YTD INVOICED			4,622.36 YTD PAID			1,846.01		
4173	GORSKI ENGINEERING INC									
	172910	07/20/26	74709		106684	P	07/28/26	30454 600	PARK IMPROVEMENTS	30,725.05
	INVOICE: INGERSOLL PARK #8									
VENDOR TOTALS		414,435.80 YTD INVOICED			714,920.80 YTD PAID			30,725.05		
1954	GROFF TRACTOR & EQUIPMENT, INC.									
	172883	07/08/26	74682		106667	P	07/28/26	08429 262	R&M EQUIP/VEHICLES	339.17
	INVOICE: PS0630684-1									
VENDOR TOTALS		5,744.11 YTD INVOICED			6,116.88 YTD PAID			339.17		
146	H. A. WEIGAND, INC.									
	172799	07/10/26	74596		106538	P	07/28/26	01430 370	R&M PW	247.50
	INVOICE: 127899									
VENDOR TOTALS		1,156.50 YTD INVOICED			1,156.50 YTD PAID			247.50		
69	HAVIS, INC.									
	172680	05/11/26	74477		106536	P	07/28/26	08429 262	R&M EQUIP/VEHICLES	98.80
	INVOICE: SIN359072									
	172681	05/11/26	74478		106536	P	07/28/26	08429 262	R&M EQUIP/VEHICLES	152.75
	INVOICE: SIN359077									
VENDOR TOTALS		251.55 YTD INVOICED			251.55 YTD PAID			251.55		
3613	HEALTH MATS COMPANY									
	172901	07/01/26	74700		106676	P	07/28/26	01409 450	CONTRACTED SERVICES	73.28
	INVOICE: 55463									
VENDOR TOTALS		511.03 YTD INVOICED			582.38 YTD PAID			73.28		
380	HEIDELBERG MATERIALS US, INC.									
	172685	06/12/26	74482		106540	P	07/28/26	01430 371	STORMWATER R&M	287.44
	INVOICE: 6800038047									
	172800	07/10/26	74597		106540	P	07/28/26	01430 370	R&M PW	431.10
	INVOICE: 6800061290									

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VENDOR NAME	DOCUMENT	INV DATE	VOUCHER	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
VENDOR TOTALS		2,056.52 YTD INVOICED			2,056.52 YTD PAID			718.54		
4174 HOLLY DAYS NURSERY INC	172776	06/18/26	74573		106649	P	07/28/26	31446 450	CONTRACTED SERVICES	368.60
	INVOICE: 102-256660									
	172911	06/15/26	74710		106685	P	07/28/26	31446 450	CONTRACTED SERVICES	6,183.96
	INVOICE: 102-25125									
VENDOR TOTALS		12,285.21 YTD INVOICED			12,285.21 YTD PAID			6,552.56		
425 HORSHAM CAR WASH INC.	172686	07/05/26	74483		106541	P	07/28/26	01410 262	VEHICLE MAINTENANCE	192.00
	INVOICE: 1115									
VENDOR TOTALS		960.00 YTD INVOICED			2,267.92 YTD PAID			192.00		
3054 INTERNATIONAL CODE COUNCIL, INC.	172731	04/06/26	74528		106620	P	07/28/26	01401 450	CONTRACTED SERVICES	170.00
	INVOICE: Q15-00043129									
VENDOR TOTALS		170.00 YTD INVOICED			170.00 YTD PAID			170.00		
3936 JANINE DEFURIA	172765	06/29/26	74562		106642	P	07/28/26	01451 300	EVENTS	75.00
	INVOICE: 2043									
VENDOR TOTALS		750.00 YTD INVOICED			750.00 YTD PAID			75.00		
3743 KAPLIN STEWART MELOFF REITER & STEIN, P.C.	172624	06/11/26	74421		106637	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	1,850.00
	INVOICE: 799453									
	172625	06/11/26	74422		106637	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	55.50
	INVOICE: 799430									
	172626	06/11/26	74423		106637	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	185.00
	INVOICE: 799438									
	172627	06/11/26	74424		106637	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	647.50
	INVOICE: 799441									
	172628	06/11/26	74425		106637	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	967.25
	INVOICE: 799433									
	172629	06/11/26	74426		106637	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	5,217.00
	INVOICE: 799431									
	172746	06/11/26	74543		106637	P	07/28/26	01401 314	LEGAL SERVICES	185.00
	INVOICE: 799440									
	172747	06/11/26	74544		106637	P	07/28/26	01414 314	PROF SERV- LEGAL (ZHB)	259.00
	INVOICE: 799437									
	172748	06/11/26	74545		106637	P	07/28/26	08401 314	LEGAL	370.00
	INVOICE: 799454									
	172749	06/11/26	74546		106637	P	07/28/26	01401 314	LEGAL SERVICES	462.50
	INVOICE: 799444									
	172750	06/11/26	74547		106637	P	07/28/26	01414 314	PROF SERV- LEGAL (ZHB)	462.50

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VENDOR NAME	DOCUMENT	INV DATE	VOUCHER	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
INVOICE:	799452									
172751	06/11/26	74548			106637	P	07/28/26	01401 314	LEGAL SERVICES	684.50
INVOICE:	799429									
172752	06/11/26	74549			106637	P	07/28/26	01401 314	LEGAL SERVICES	740.00
INVOICE:	799434									
172753	06/11/26	74550			106637	P	07/28/26	01401 314	LEGAL SERVICES	740.00
INVOICE:	799436									
172754	06/11/26	74551			106637	P	07/28/26	01401 314	LEGAL SERVICES	740.00
INVOICE:	799439									
172755	06/11/26	74552			106637	P	07/28/26	01414 314	PROF SERV- LEGAL (ZHB)	1,133.30
INVOICE:	799432									
172756	06/11/26	74553			106637	P	07/28/26	01414 314	PROF SERV- LEGAL (ZHB)	1,350.50
INVOICE:	799443									
172757	06/11/26	74554			106637	P	07/28/26	30439 000	INFRASTRUCTURE REBUILDING	1,480.00
INVOICE:	799435									
172758	06/11/26	74555			106637	P	07/28/26	01401 314	LEGAL SERVICES	1,850.00
INVOICE:	799442									
172759	06/11/26	74556			106637	P	07/28/26	01401 314	LEGAL SERVICES	3,071.00
INVOICE:	799451									
172844	07/21/26	74643			106637	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	55.50
INVOICE:	801072									
172845	07/21/26	74644			106637	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	55.50
INVOICE:	801085									
172846	07/21/26	74645			106637	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	481.00
INVOICE:	801080									
172847	07/21/26	74646			106637	P	07/28/26	01147 500	CTDL LEGAL & ENGINEERING	740.00
INVOICE:	801082									
VENDOR TOTALS		139,924.70	YTD INVOICED					162,118.23	YTD PAID	23,782.55
3216 KUHLS LAW FIRM, PLLC										
172732	07/04/26	74529			106624	P	07/28/26	01414 314	PROF SERV- LEGAL (ZHB)	7,230.00
INVOICE:	1928									
VENDOR TOTALS		7,230.00	YTD INVOICED					29,010.00	YTD PAID	7,230.00
1041 LWC SERVICES INC.										
172696	05/31/26	74493			106549	P	07/28/26	01409 450	CONTRACTED SERVICES	1,026.00
INVOICE:	526000184									
VENDOR TOTALS		1,026.00	YTD INVOICED					1,026.00	YTD PAID	1,026.00
2835 MANKO, GOLD, KATCHER & FOX, LLP										
172825	05/31/26	74622			106615	P	07/28/26	01401 314	LEGAL SERVICES	756.50
INVOICE:	10065-00005-130174									
VENDOR TOTALS		5,105.00	YTD INVOICED					28,317.58	YTD PAID	756.50
4000 MARK MANJARDI										
172767	06/29/26	74564			106644	P	07/28/26	01414 314	PROF SERV- LEGAL (ZHB)	705.00
INVOICE:	062926 ZHB MTG									

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	172768	07/10/26	74565		106644	P	07/28/26	01414 314	PROF SERV- LEGAL (ZHB)	1,080.00
	INVOICE:	062326	BOS MTG							
VENDOR TOTALS				6,200.00	YTD INVOICED			7,315.00	YTD PAID	1,785.00
3646 MCDONALD UNIFORM COMPANY, INC.	172740	07/08/26	74537		106634	P	07/28/26	01410 238	UNIFORMS	32.39
	INVOICE:	264173								
	172741	06/17/26	74538		106634	P	07/28/26	01410 238	UNIFORMS	349.13
	INVOICE:	263733								
	172742	07/01/26	74539		106634	P	07/28/26	01410 238	UNIFORMS	3,098.33
	INVOICE:	262721								
	172743	07/01/26	74540		106634	P	07/28/26	01410 238	UNIFORMS	3,280.81
	INVOICE:	262719								
VENDOR TOTALS				14,324.95	YTD INVOICED			24,207.13	YTD PAID	6,760.66
3452 MICHAEL CANTRELL	172737	06/30/26	74534		106629	P	07/28/26	01410 174	EDUC. TUITION REIMBURSEME	141.20
	INVOICE:	06 30 2026	EXP RPT							
VENDOR TOTALS				273.99	YTD INVOICED			668.86	YTD PAID	141.20
4088 MINUTEMAN SECURITY TECHNOLOGIES, INC.	172907	07/01/26	74706		106681	P	07/28/26	01409 450	CONTRACTED SERVICES	76.00
	INVOICE:	203943								
	172908	06/12/26	74707		106681	P	07/28/26	01409 370	R&M ALL BLDNGS	595.00
	INVOICE:	200473								
VENDOR TOTALS				22,316.44	YTD INVOICED			22,316.44	YTD PAID	671.00
4221 MORGAN HIGH	172782	06/17/26	74579		106651	P	07/28/26	01451 300	EVENTS	55.86
	INVOICE:	070126	EXP RPT							
VENDOR TOTALS				422.61	YTD INVOICED			422.61	YTD PAID	55.86
85 MOTOROLA SOLUTIONS, INC.	172682	06/22/26	74479		106537	P	07/28/26	01410 220	OPERATING SUPPLIES	319.50
	INVOICE:	8282353032								
VENDOR TOTALS				26,719.37	YTD INVOICED			28,519.37	YTD PAID	319.50
4223 MYREC.COM INC	172783	05/04/26	74580		106652	P	07/28/26	01430 430	TECHNOLOGY	3,445.00
	INVOICE:	032186845								
VENDOR TOTALS				3,445.00	YTD INVOICED			3,445.00	YTD PAID	3,445.00
3780 NORTH WALES WATER AUTHORITY	172761	06/11/26	74558		106639	P	07/28/26	08429 450	CONTRACTED SERVICES	1,872.00

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VENDOR NAME	DOCUMENT	INV DATE	VOUCHER	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
	INVOICE: SALES0003218									
	172762	07/01/26	74559		106639	P	07/28/26	04411 360	RENTAL HYDRANT SERVICE	11,752.50
	INVOICE: SALES0003055-3									
	172903	07/02/26	74702		106678	P	07/28/26	08429 450	CONTRACTED SERVICES	86.00
	INVOICE: SALES0003228									
	172904	07/08/26	74703		106678	P	07/28/26	08429 450	CONTRACTED SERVICES	1,752.00
	INVOICE: SALES0003238									
	VENDOR TOTALS			31,939.00	YTD INVOICED			34,643.00	YTD PAID	15,462.50
3854	NATALIE CORMIER									
	172763	06/18/26	74560		106640	P	07/28/26	01403 200	SUPPLIES	222.20
	INVOICE: 06 18 26									
	VENDOR TOTALS			3,046.44	YTD INVOICED			3,380.69	YTD PAID	222.20
4141	MSI SERVICES, INC.									
	172771	07/01/26	74568		106647	P	07/28/26	01401 430	TECHNOLOGY	4,057.22
	INVOICE: AGR436205									
	172771	07/01/26	74568		106647	P	07/28/26	08429 430	TECHNOLOGY	1,352.41
	INVOICE: AGR436205									
	VENDOR TOTALS			56,166.24	YTD INVOICED			57,744.00	YTD PAID	5,409.63
3175	FLOUNDERS COMMUNICATIONS									
	172829	07/15/26	74626		106622	P	07/28/26	01401 430	TECHNOLOGY	390.00
	INVOICE: 470062-US20									
	172829	07/15/26	74626		106622	P	07/28/26	08429 430	TECHNOLOGY	130.00
	INVOICE: 470062-US20									
	VENDOR TOTALS			18,933.14	YTD INVOICED			18,933.14	YTD PAID	520.00
3678	NICHOLAS J. FINORE									
	172902	07/01/26	74701		106677	P	07/28/26	01430 420	TRAINING/DUES/SUBS	88.00
	INVOICE: 2026 CDL RENEWAL									
	VENDOR TOTALS			88.00	YTD INVOICED			88.00	YTD PAID	88.00
469	NYCO CORPORATION									
	172852	07/02/26	74651		106659	P	07/28/26	01409 370	R&M ALL BLDNGS	86.41
	INVOICE: 2605311									
	VENDOR TOTALS			272.87	YTD INVOICED			299.57	YTD PAID	86.41
1463	ODP BUSINESS SOLUTIONS, LLC									
	172708	06/25/26	74505		106553	P	07/28/26	01401 200	OFFICE SUPPLIES	384.00
	INVOICE: 474356581001									
	VENDOR TOTALS			384.00	YTD INVOICED			679.87	YTD PAID	384.00
3085	COMMONWEALTH OF PA									

PAID INVOICES REPORT

WARRANT: 072826

TO FISCAL 2026/07 01/01/2026 TO 12/31/2026

VENDOR NAME	DOCUMENT	INV DATE	VOUCHER	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
	172828	07/20/26	74625		106621	P	07/28/26	08429 220	OPERATING SUPPLIES	65.00
	INVOICE: 1471226									
	VENDOR TOTALS			65.00	YTD INVOICED			65.00	YTD PAID	65.00
1347 PA MUNICIPAL, INC.	172864	06/26/26	74663		106664	P	07/28/26	01430 262	REPAIRS VEHICLES/TOOLS/MA	633.02
	INVOICE: 6239403									
	VENDOR TOTALS			4,790.13	YTD INVOICED			6,013.72	YTD PAID	633.02
596 PA ONE CALL SYSTEM, INC.	172855	06/30/26	74654		106661	P	07/28/26	08429 450	CONTRACTED SERVICES	314.30
	INVOICE: 1170995									
	VENDOR TOTALS			941.36	YTD INVOICED			1,190.03	YTD PAID	314.30
1373 COMMONWEALTH OF PA.	172707	06/26/26	74504		106552	P	07/28/26	01414 420	TRAINING DUES SUBSCRIPTIO	129.13
	INVOICE: 2026 P FURBER BCO									
	VENDOR TOTALS			129.13	YTD INVOICED			129.13	YTD PAID	129.13
665 PAUL B. MOYER & SONS	172692	06/12/26	74489		106546	P	07/28/26	01430 262	REPAIRS VEHICLES/TOOLS/MA	42.99
	INVOICE: 43456									
	172693	06/18/26	74490		106546	P	07/28/26	01430 262	REPAIRS VEHICLES/TOOLS/MA	123.60
	INVOICE: 44008									
	172804	07/13/26	74601		106546	P	07/28/26	08429 262	R&M EQUIP/VEHICLES	219.94
	INVOICE: 45820									
	172805	07/13/26	74602		106546	P	07/28/26	01430 262	REPAIRS VEHICLES/TOOLS/MA	92.97
	INVOICE: 45821									
	172806	07/14/26	74603		106546	P	07/28/26	01430 262	REPAIRS VEHICLES/TOOLS/MA	211.01
	INVOICE: 45966									
	172856	07/06/26	74655		106662	P	07/28/26	01430 262	REPAIRS VEHICLES/TOOLS/MA	20.78
	INVOICE: 45333									
	172857	07/08/26	74656		106662	P	07/28/26	01430 262	REPAIRS VEHICLES/TOOLS/MA	139.56
	INVOICE: 45550									
	172858	07/07/26	74657		106662	P	07/28/26	01430 262	REPAIRS VEHICLES/TOOLS/MA	62.50
	INVOICE: 45434									
	VENDOR TOTALS			2,089.10	YTD INVOICED			2,089.10	YTD PAID	913.35
4234 PRESS HAIR BAR, LLC	172784	07/01/26	74581		106653	P	07/28/26	01451 300	EVENTS	300.00
	INVOICE: 08 30 26 EVENT									
	VENDOR TOTALS			300.00	YTD INVOICED			300.00	YTD PAID	300.00
3458 REMCO, INC.	172738	06/22/26	74535		106630	P	07/28/26	01409 370	R&M ALL BLDNGS	321.00

PAID INVOICES REPORT

WARRANT: 072826

TO FISCAL 2026/07 01/01/2026 TO 12/31/2026

VENDOR NAME	DOCUMENT	INV DATE	VOUCHER	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
	INVOICE: 989129									
	172900	06/29/26	74699		106675	P	07/28/26	01409 370	R&M ALL BLDNGS	10,288.56
	INVOICE: 990729									
VENDOR TOTALS			25,474.05	YTD INVOICED				25,854.56	YTD PAID	10,609.56
2856 SEALMASTER										
	172826	07/09/26	74623		106616	P	07/28/26	01430 370	R&M PW	126.00
	INVOICE: INV2119597									
VENDOR TOTALS			212.98	YTD INVOICED				212.98	YTD PAID	126.00
226 SHERWIN-WILLIAMS COMPANY										
	172683	06/23/26	74480		106539	P	07/28/26	01430 220	SUPPLIES PW	23.70
	INVOICE: 2673-4									
	172684	06/23/26	74481		106539	P	07/28/26	01430 220	SUPPLIES PW	24.63
	INVOICE: 2669-2									
VENDOR TOTALS			103.11	YTD INVOICED				103.11	YTD PAID	48.33
4142 SJ FUEL SOUTH COMPANY, INC.										
	172772	06/10/26	74569		106648	P	07/28/26	01430 374	FUEL/ GASOLINE/ DIESEL	157.67
	INVOICE: 198160									
	172773	06/11/26	74570		106648	P	07/28/26	01410 374	FUEL/ GASOLINE/ DIESEL	1,492.03
	INVOICE: 198082									
	172774	06/04/26	74571		106648	P	07/28/26	01410 374	FUEL/ GASOLINE/ DIESEL	1,562.01
	INVOICE: 197913									
	172775	06/18/26	74572		106648	P	07/28/26	01410 374	FUEL/ GASOLINE/ DIESEL	1,861.09
	INVOICE: 198340									
	172838	07/08/26	74636		106648	P	07/28/26	01430 374	FUEL/ GASOLINE/ DIESEL	713.41
	INVOICE: 198938									
	172909	06/24/26	74708		106682	P	07/28/26	01430 374	FUEL/ GASOLINE/ DIESEL	665.46
	INVOICE: 198442									
VENDOR TOTALS			41,685.34	YTD INVOICED				50,249.05	YTD PAID	6,451.67
3733 STAPLES										
	172744	06/20/26	74541		106636	P	07/28/26	01401 200	OFFICE SUPPLIES	107.64
	INVOICE: 6066730129									
	172745	06/27/26	74542		106636	P	07/28/26	01401 200	OFFICE SUPPLIES	30.05
	INVOICE: 6067353924									
	172745	06/27/26	74542		106636	P	07/28/26	01409 220	SUPPLIES- ALL BLDNGS	77.98
	INVOICE: 6067353924									
VENDOR TOTALS			2,556.19	YTD INVOICED				2,741.89	YTD PAID	215.67
2951 STITCH GRAPHICS, INC.										
	172841	07/18/26	74640		106618	P	07/28/26	01401 187	STAFF ENGAGEMENT	359.50
	INVOICE: 262290									
	172842	07/18/26	74641		106618	P	07/28/26	01401 187	STAFF ENGAGEMENT	147.50
	INVOICE: 262291									

PAID INVOICES REPORT

WARRANT: 072826

TO FISCAL 2026/07 01/01/2026 TO 12/31/2026

VENDOR NAME	DOCUMENT	INV DATE	VOUCHER	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
	172843	07/18/26	74642		106618	P	07/28/26	01401 187	STAFF ENGAGEMENT	777.59
	INVOICE: 262289									
	VENDOR TOTALS			1,284.59	YTD INVOICED			1,284.59	YTD PAID	1,284.59
2252 THE PARTNERSHIP TMA	172724	07/01/26	74521		106608	P	07/28/26	01401 420	TRAINING/DUES/SUBS	1,200.00
	INVOICE: 202638									
	VENDOR TOTALS			1,200.00	YTD INVOICED			1,200.00	YTD PAID	1,200.00
2511 WEST PUBLISHING CORPORATION	172726	07/01/26	74523		106612	P	07/28/26	01410 222	DETECTIVE OPERATING SUPPL	165.38
	INVOICE: 853824773									
	VENDOR TOTALS			992.28	YTD INVOICED			1,653.80	YTD PAID	165.38
2673 TURF EQUIPMENT AND SUPPLY COMPANY	172727	06/23/26	74524		106613	P	07/28/26	01430 262	REPAIRS VEHICLES/TOOLS/MA	267.23
	INVOICE: 70158786-00									
	172823	06/10/26	74620		106613	P	07/28/26	01430 262	REPAIRS VEHICLES/TOOLS/MA	247.94
	INVOICE: 70158303-00									
	VENDOR TOTALS			1,605.89	YTD INVOICED			1,605.89	YTD PAID	515.17
2441 TUSTIN GROUP, LLC	172822	07/15/26	74619		106610	P	07/28/26	01409 220	SUPPLIES- ALL BLDNGS	999.30
	INVOICE: 990050166									
	172885	07/10/26	74684		106669	P	07/28/26	01409 450	CONTRACTED SERVICES	1,550.00
	INVOICE: 99049943									
	VENDOR TOTALS			8,254.30	YTD INVOICED			8,254.30	YTD PAID	2,549.30
3288 TUSTIN MECHANICAL SERVICES	172831	07/08/26	74628		106626	P	07/28/26	01409 450	CONTRACTED SERVICES	260.00
	INVOICE: 930025554									
	VENDOR TOTALS			766.00	YTD INVOICED			1,019.00	YTD PAID	260.00
3239 UNIFIRST FIRST AID CORPORATION	172733	06/15/26	74530		106625	P	07/28/26	01409 450	CONTRACTED SERVICES	663.01
	INVOICE: 07307000161									
	VENDOR TOTALS			1,965.81	YTD INVOICED			1,965.81	YTD PAID	663.01
4190 UNIFORM GEAR INC	172777	07/08/26	74574		106650	P	07/28/26	01410 238	UNIFORMS	35.00
	INVOICE: 7691-3									
	172778	07/08/26	74575		106650	P	07/28/26	01410 238	UNIFORMS	575.85
	INVOICE: 7692-3									
	172779	06/11/26	74576		106650	P	07/28/26	01410 238	UNIFORMS	1,407.95

VENDOR NAME	DOCUMENT	INV DATE	VOUCHER	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION
	INVOICE:	7547-3							
172780		06/11/26	74577		106650	P	07/28/26	01410 238	UNIFORMS 698.84
	INVOICE:	7546-3							
172781		06/16/26	74578		106650	P	07/28/26	01410 238	UNIFORMS 138.89
	INVOICE:	7581-3							
VENDOR TOTALS		7,382.65 YTD INVOICED						7,382.65 YTD PAID	2,856.53
1488	FIRSTLABORATORIES, INC.								
172809		07/06/26	74606		106554	P	07/28/26	01410 450	CONTRACTED SERVICES 95.28
	INVOICE:	FL00718164							
172809		07/06/26	74606		106554	P	07/28/26	01430 450	CONTRACTED SERVICES 210.44
	INVOICE:	FL00718164							
VENDOR TOTALS		1,068.64 YTD INVOICED						1,420.20 YTD PAID	305.72
3204	VICTORY GARDEN'S, INC.								
172830		07/01/26	74627		106623	P	07/28/26	01430 220	SUPPLIES PW 85.00
	INVOICE:	924177							
172894		06/30/26	74693		106673	P	07/28/26	01430 220	SUPPLIES PW 85.00
	INVOICE:	924142							
172895		06/30/26	74694		106673	P	07/28/26	01430 220	SUPPLIES PW 65.00
	INVOICE:	924128							
172896		06/30/26	74695		106673	P	07/28/26	01430 220	SUPPLIES PW 184.00
	INVOICE:	924115							
172897		07/03/26	74696		106673	P	07/28/26	01430 220	SUPPLIES PW 85.00
	INVOICE:	924201							
172898		07/03/26	74697		106673	P	07/28/26	01430 220	SUPPLIES PW 65.00
	INVOICE:	924205							
VENDOR TOTALS		689.00 YTD INVOICED						689.00 YTD PAID	569.00
3565	W.B. MASON COMPANY								
172834		07/14/26	74631		106632	P	07/28/26	01401 200	OFFICE SUPPLIES 905.60
	INVOICE:	263152134							
VENDOR TOTALS		3,036.87 YTD INVOICED						3,356.87 YTD PAID	905.60
4236	WILLYGOAT LLC								
172839		07/21/26	74637		106654	P	07/28/26	01430 220	SUPPLIES PW 633.00
	INVOICE:	222449							
VENDOR TOTALS		633.00 YTD INVOICED						633.00 YTD PAID	633.00
REPORT TOTALS									784,025.07
TOTAL PRINTED CHECKS									COUNT AMOUNT 103 784,025.07

PAID INVOICES REPORT

WARRANT: 072826

TO FISCAL 2026/07 01/01/2026 TO 12/31/2026

VENDOR NAME	DOCUMENT	INV DATE	VOUCHER	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION
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** END OF REPORT - Generated by Rachael Kang **

VDR NUM	NAME	NAME2	DBA	ENTERED DATE	UPDATE DATE	ADDR1	ADDR2	CITY	ST	ZIP
4234	PRESS HAIR BAR, LLC	LAUREN HERNON		07/01/26	07/01/26	139 E BUTLER AVE - STE C		AMBLER	PA	19002
4235	PMG SM PA, LLC		SEALMASTER PA	07/20/26	07/20/26	6853 RUPPSVILLE RD		ALLEN TOWN	PA	18106
4236	WILLYGOAT LLC			07/22/26	07/22/26	PO BOX 59278		BIRMINGHAM	AL	35259
4237	MOUNIR & ZARIFEH AZAR			07/22/26	07/22/26	117 TUDOR DR		NORTH WALES	PA	19454



3044

CORPORATE CARD

Account Number XXXX XXXX XXXX 0522
Account Name BILLING ACCOUNT 030522
WER GWYNEDD TOWNSHIP

6,558.70+

480.85-

88.49-

5,989.36*

PERIOD COVERED BY THIS STATEMENT

May 28, 2026 - Jun. 27, 2026

TRANS DATE	POSTING DATE	DESCRIPTION
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BILLING ACCOUNT 030522

Jun. 4 Jun. 4 AUTOMATIC PYMT RECEIVED

ACCOUNT NUMBER XXXX XXXX XXXX 0522

2,281.85 CR

TOTAL CREDITS	\$ -2,281.85
TOTAL DEBITS	\$ 0.00
TOTAL ACTIVITY	\$ -2,281.85

TRANS DATE	POSTING DATE	DESCRIPTION
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ADMIN, CORP

ACCOUNT NUMBER XXXX XXXX XXXX 7362

Jun. 2	Jun. 3	FSP*BEANIE BOUNCE PART EAST NORRITONPA	01 - 451 - 300	269.10
Jun. 10	Jun. 11	NRPA CONFERENCE ASHBURN VA	01 - 451 - 420	1,035.00
Jun. 10	Jun. 11	NRPA CONFERENCE ASHBURN VA	01 - 430 - 420	1,035.00
Jun. 17	Jun. 18	VERIZON BILL PAYMENT LAKE MARY FL	JE 42 6/14/26	38.97

Continued on next page

Page 1 of 4



P.O. BOX 5700
CAROL STREAM IL 60197-5700

Account Number 5525 2700 0003 0522
Balance Due \$6,558.70
Payment Due Date Jul. 24, 2026

BILLING ACCOUNT 030522
ATTN FINANCE DIRECTOR
PO BOX 625
SPRING HOUSE PA 19477-0625

000A

**The balance due will be
automatically debited from your
bank account as you authorized.**

5525270000030522 0000000655870 0000000655870

Account Number XXXX XXXX XXXX 0522
Account Name BILLING ACCOUNT 030522

Statement Date: Jun. 27, 2026

TRANS DATE	POSTING DATE	DESCRIPTION	AMOUNT (\$)
Jun. 17	Jun. 18	VERIZON BILL PAYMENT LAKE MARY FL JE 42 6/14/26	33.81
Jun. 17	Jun. 18	VERIZON BILL PAYMENT LAKE MARY FL	38.97
Jun. 17	Jun. 18	VERIZON BILL PAYMENT LAKE MARY FL	334.44
Jun. 17	Jun. 18	VERIZON BILL PAYMENT LAKE MARY FL	34.66
Jun. 17	Jun. 18	VERIZON BILL PAYMENT LAKE MARY FL JE 43 6/14/26	34.32
Jun. 17	Jun. 18	VERIZON BILL PAYMENT LAKE MARY FL	54.17
Jun. 23	Jun. 24	IL GIARDINO ITALIAN CU SPRING HOUSE PA 01-401-187	94.06

TOTAL CREDITS \$ 0.00
TOTAL DEBITS \$ 3,002.50
TOTAL ACTIVITY \$ 3,002.50 ✓

KENNY, PAUL D

ACCOUNT NUMBER XXXX XXXX XXXX 2252

Jun. 4	Jun. 5	GIANT 6510 SPRING HOUSE PA 01 410 480	8.48
Jun. 5	Jun. 8	PENN STATE UNIVERSITY PAPA 01 410 420	569.00
Jun. 5	Jun. 8	PENN STATE UNIVERSITY PAPA 01 410 420	569.00
Jun. 17	Jun. 18	LIFEVAC LLC 8775433822 NY 01 410-220	748.38
Jun. 22	Jun. 23	IDENTOGO - PA FINGERPR BEDFORD MA 01-410-450	21.95
Jun. 23	Jun. 24	VIQ SOLUTIONS, INC. PHOENIX AZ 01-410-222	91.58
Jun. 23	Jun. 24	Sirchie Acquisition Co Youngsville NC 01-410-222	97.35

TOTAL CREDITS \$ 0.00
TOTAL DEBITS \$ 2,105.74
TOTAL ACTIVITY \$ 2,105.74 ✓

WORMAN, JAMIE P.

ACCOUNT NUMBER XXXX XXXX XXXX 6926

May 29	Jun. 1	COMMONWEALTH FINANCE A HARRISBURG PA 30-454-600	100.00
Jun. 5	Jun. 8	PTC EZ PASS AUTO RE. HARRISBURG PA 01 410 220	500.00
Jun. 17	Jun. 18	MONTGOMERY CTY REC OF KNOXVILLE TN 01 401 450	0.28
Jun. 17	Jun. 18	MONTGOMERY CTY REC OF NORRISTOWN PA 01 401 450	10.50
Jun. 21	Jun. 22	CCI*CONSTANT-CONTACT WALTHAM MA 01 401 430 \$87.75 / 08 429 430 \$29.95	117.00
Jun. 23	Jun. 24	MONTGOMERY CTY REC OF KNOXVILLE TN 01 401 450	0.28
Jun. 23	Jun. 24	WEB*NETWORK SOLUTIONS BURLINGTON MA 01 401 430	37.18

Continued on next page

Remember

* The balance due will be automatically debited from your bank account as you authorized.

Account Number XXXX XXXX XXXX 0522
Account Name BILLING ACCOUNT 030522

Statement Date: Jun. 27, 2026

TRANS DATE	POSTING DATE	DESCRIPTION	AMOUNT (\$)
Jun. 23	Jun. 24	MONTGOMERY CTY RECORDER NORRISTOWN PA - 01 401 450	10.50
TOTAL CREDITS			\$ 0.00
TOTAL DEBITS			\$ 775.74
TOTAL ACTIVITY			\$ 775.74 ✓
ZOLLERS, FRED			
ACCOUNT NUMBER XXXX XXXX XXXX 3803			
May 27	May 28	TRAFFICSAFETYSTORE.COM 6107010844 PA 01 410 220	615.77
Jun. 9	Jun. 10	GIANT 6510 SPRING HOUSE PA 01 401 200	47.30
Jun. 23	Jun. 24	GIANT 6510 SPRING HOUSE PA 01 401 200	11.65
TOTAL CREDITS			\$ 0.00
TOTAL DEBITS			\$ 674.72 ✓
TOTAL ACTIVITY			\$ 674.72

Report any items which do not agree with your records within 30 days of the statement date.

To: Board of Supervisors
From: John L. Farrell, Project Manager & EMC
Date: July 28, 2026
Re: Montco Bridge Replacement Detour on Penllyn Pike in 2029



Recommended action: None, informational only.

Montgomery County will be replacing a bridge on Penllyn Pike in 2029. Frank Eells from Michael Baker International, PennDOT's project manager for the replacement, will be attending the July 28th Board of Supervisors meeting to give an overview of the project.

The bridge is located over Wissahickon Creek in Whitpain Township, just across Township Line Road. The impacted section of Penllyn Pike is expected to be closed from the Spring through Fall of 2029. Although the bridge is located just outside of Lower Gwynedd, the detour will impact traffic flow in the Township. Southbound traffic will be diverted around the bridge beginning at the Spring House intersection. The detour will send drivers along Sumneytown Pike to 202, then south to Morris Road (in Whitpain), and then to Penllyn Blue Bell Pike. Traffic going northbound will take the same detour in the opposite direction.

This detour has been discussed with LGPD, the Township fire companies, and the Emergency Management Coordinator. The route incorporates a change suggested by LGPD, which shifted the detour to 202 from Evans/Plymouth Road. LGPD suggested that 202 will be less confusing to drivers unfamiliar with the area, and it is better equipped to handle the additional traffic volume.

LOWER GWYNEDD TOWNSHIP SUPERVISOR LIAISON REPORT OF VOLUNTEER COMMISSION MEETING HIGHLIGHTS

Board/Commission	Environmental Advisory Council
Members/Terms	5 residents, 3-year terms appointed by the BOS
Meeting Schedule	2 nd Wednesday of each month, 7:00 pm
Supervisor Liaison(s)	Andrea Brockway and Danielle Duckett
Staff Liaison	Morgan High
Minute Taker	Morgan High

MEETING HIGHLIGHTS

Meeting Date	July 8, 2026
Decisions/Recommendations The members unanimously agreed on a proposed rule amendment for Going Green Award: former EAC members would become eligible for nomination after a one-year waiting period following their departure from the committee, and the activity being nominated must be unrelated to their EAC service. This amendment was discussed as a sensible addition and will be incorporated into the formal rules.	
Major Discussion Items - The committee discussed No Mow May for 2027. They will come up with rules and regulations and present to BOS. - Tree Giveaway planning is underway, and confirmed trees should be confirmed in August. The committee discussed decreasing the tree to 250 instead of 300 and sourcing shrubs.	

Next Meeting	Wednesday, August 12, 2026
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NOTE: This form notes significant highlights from a public board or commission meeting; it does not supplement or replace the official minutes of the meeting. Minutes are posted on the Township's website on the "Meetings" page. This form is included in the Board of Supervisor's meeting packet, which also is posted on the "Meetings" page.

LOWER GWYNEDD TOWNSHIP SUPERVISOR LIAISON REPORT OF VOLUNTEER COMMISSION MEETING HIGHLIGHTS

Board/Commission	Parks & Recreation Board
Members/Terms	5 residents, 5-year terms appointed by the BOS
Meeting Schedule	3 rd Tuesday of the Month, 6:00 p.m.
Supervisor Liaison(s)	Janine Martin
Staff Liaison	Morgan High
Minute Taker	Morgan High

MEETING HIGHLIGHTS

Meeting Date	July 21, 2026
Decisions/Recommendations - Members received an update on the Township's new online registration platform, MyRec, which is scheduled to launch in August. Residents will be able to create an account, register for programs, and manage their registrations online. The Parks & Recreation Department will also offer in-person registration assistance to help residents navigate the new system. - The Board confirmed the 2027 Summer Concert Series dates as May 26, June 23, and July 22, 2027.	
Major Discussion Items - The Board welcomed and introduced its newest member. - The MyRec implementation report has been completed and submitted to the Township Manager.	

Next Meeting	Tuesday, September 15, 2026
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NOTE: This form notes significant highlights from a public board or commission meeting; it does not supplement or replace the official minutes of the meeting. Minutes are posted on the Township's website on the "Meetings" page. This form is included in the Board of Supervisor's meeting packet, which also is posted on the "Meetings" page.