### EAST GOSHEN TOWNSHIP PLANNING COMMISSION

# Meeting Agenda Wednesday, September 2, 2015 7:00 PM

- A. Call to Order / Pledge of Allegiance and Moment of Silence
- B. Chairman will ask if anyone is going to record the meeting
- C. Review of Tracking Log / Determine need for Workshop Meeting
- D. Public Comment on Non-Agenda Items
- E. Approval of Minutes
  - 1. August 5, 2015
- F. Subdivision and Land Development Applications
  - 1. 942 Cornwallis Drive (SKETCH PLAN)
- G. Conditional Uses and Variances
  - 1. Goshen Village Shopping Center / Conditional Use for Beverage Café (Dunkin Donuts)
  - 2. Goshen Village Shopping Center / ZHB Application to Amend current ZHB Decision
- H. Ordinance Amendments
- I. Comprehensive Plan Update
- J. Old Business
- K. New Business
- L. 2015 Goals
- M. Any Other Matter
- N. Liaison Reports
- O. Correspondence
- P. Dates of Importance

Dutes of importance		
Aug 29, 2015	Community Day	5 PM / Fireworks at Dusk
Sept 07, 2015	Labor Day / Township Office Closed	
Sept 09, 2015	Conservancy Board	7:00 pm
Sept 10, 2015	Historical Commission	7:00 pm
Sept 14, 2015	Municipal Authority	7:00 pm
Sept 15, 2015	Trail Open House	6:30 pm
Sept 15, 2015	Board of Supervisors	7:00 pm
	Trail Plan Update	
Sept 16, 2015	Futurist Committee	7:00 pm
Sept 17, 2015	Commerce Commission	7:00 pm
Sept 29, 2015	Zoning Hearing Board	7:30 pm

Newsletter Deadlines for 2015:

Winter: October 30

Bold Items indicate new information to review.

#### 1 Draft 2 **EAST GOSHEN TOWNSHIP** 3 PLANNING COMMISSION MEETING 4 August 5, 2015 5 6 The East Goshen Township Planning Commission held a regularly scheduled meeting on Wednesday, 7 August 5, 2015 at 7:00 p.m. at the East Goshen Township building. Members present were: Vice 8 Chairman Adam Knox, Dan Landis, Jim McRee, Monica Close, Lori Kier and new member Brad Giresi. 9 Also present was Mark Gordon, Zoning Officer. 10 11 **COMMON ACRONYMS:** 12 BOS – Board of Supervisors CPTF - Comprehensive Plan Task Force 13 BC – Brandywine Conservancy CVS – Community Visioning Session 14 CB – Conservancy Board SWM - Storm Water Management 15 CCPC – Chester Co Planning Commission 16 17 A. FORMAL MEETING - 7:00 18 1. Adam called the meeting to order at 7:00 pm. He led the Pledge of Allegiance and a moment 19 of silence to remember our troops. 20 2. Adam asked if anyone would be recording the meeting and if there were any public 21 comments about non-agenda items. There was no response. 22 3. Adam reviewed the Tracking Log and determined no need for a workshop 23 4. Adam noted that the minutes of the July 1, 2015 meeting were approved. 24 25 **B. ORDINANCE REVIEW** 26 The Commission reviewed the outline of items in Article II thru IV of the Zoning Ordinance: 27 Article II 1. PRD/PUD – no changes needed 28 2. Animal Husbandry – Jim gave some background on what was discussed so far. 29 The Commission will continue to review this section 30 3. Temporary structure – This will be reviewed. 31 4. Publically & privately owned recreation – Definitions need to be consistent. 32 This will be reviewed. 33 5. Solar – This is done. 34 6. Wind – This will be reviewed. 35 7. Single Family Cluster – This will be reviewed. 36 8. Single Family Open space – This will be reviewed. 37 Article III - C1 and C2 will be reviewed and updated. 38 Article IV - Max Building Height and Rooftop structures are done. All other items will be 39 reviewed. 40 41 C. COMPREHENSIVE PLAN 42 Mark reported that the final draft will be on the website soon. He reviewed the process to 43 adoption planned for October 20<sup>th</sup>. The next meeting is Monday, August 17, 2015 at 7:00 pm. 44 45 D. ANY OTHER MATTER 46 47 ordinance are listed at the beginning. No more than 4 adult dogs. Adam found that this is the standard 48

1. Ordinance Amendment - Dogs - The proposed ordinance was reviewed. The reasons for this number in ordinances across the country. It was noted that on page 2 it should read "against property damage". Jim moved to recommend that the Board of Supervisors adopt the amendment to the accessory use section of the Zoning Ordinance as it relates to dogs. Dan seconded the motion. The motion passed 5 to 1 – Lori voted no.

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1	2. Drone Ordinance – After some discussion, the Commission members will read this ordinance
2	for discussion at a future meeting.
3	
4	
5	E. ADJOURNMENT
6	There being no further business, Monica moved to adjourn the meeting. Lori seconded the
7	motion. The meeting adjourned at 9:20 pm. The next regular meeting will be held on
8	September 2, 2015 at 7:00 pm.
9	
10	
1	Respectfully submitted,
12	Ruth Kiefer, Recording Secretary

East Goshen Township Planning Commission Application Tracking Log

age Café (Abijibapa / DUNKIN)         CU         SK         8/6/15         8/6/15         NA	Application Name	Application (CU,LD,O, SD,V, SE, CA	Туре (Sk, P, F)	Date Filed	Start Date	Date to Township Engineer	Date to CCPC	Date to Abutting Prop. / ABC's	Extension	PC NLT Action Date	BOS NLT Action Date	Drop Dead date
N)         CU         Sk         8/6/15         NA         NA         8/12/15         9/2/15         10/5/15         9/15/15         9/15/15         9/2/15         10/5/15         9/2/15	942 Cornwallis Drive	SD		3/26/15	¥	¥	¥	¥	¥	AA		AN
ZHB SK 8/6/15   8/6/15   NA   1/10/00   9/2/15   10/5/15   9/29/15		CO		8/6/15	8/6/15	¥	ž	8/12/15				Ľ.
Bold = New Application or PC action required	GVSC ZHB APP Freestanding Signs	ZHB	_	8/6/15	8/6/15	ΑĀ	ž	1/10/00		9/2/15	10/5/15 9/29/1	
	Bold = New Application or PC action required											

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Completed in 2015											
New Kent Final Plan Revision	LD P/F	¥	ΑN	Α	¥	ΑN	N N	¥N	ΑN	ΑN	Ϋ́
19 Hill St. / Smith	>	5/27/15	5/27/15 5/27/15	ΑĀ	Ϋ́	5/29/15		7/1/15	7/7/15	7/9/15	7/1/15 7/7/15 7/9/15 7/24/15
1596 Paoli Pike (Swiss Farms)	ZHB SK	ZHB SK 2/23/15 2/23/15	2/23/15	ΑĀ	₹	2/242015	┢	4/1/15	4/7/15	4/14/15	4/1/15 4/7/15 4/14/15 4/24/15
10A Reservoir Rd.	SK	ΑN	ΑN	Α	¥	ΑĀ	¥	¥	ΑĀ	Ϋ́	¥
1131 N. Chester Rd.	SD P/F	10/15/14	11/5/14	10/16/14	10/16/14	P/F 10/15/14 11/5/14 10/16/14 10/16/14 10/16/14		1/7/15	1/7/15 1/20/15	ΑΝ	1/24/15
1331 E. Strasburg Ln.	ZHB SK	ZHB Sk 12/5/14 12/5/14	12/5/14	ΑĀ	Ϋ́	12/18/14		1/7/15	1/20/15	1/21/15	1/7/15 1/20/15 1/21/15 1/26/15
612 Meadow Drive (Christenson)	V Sk	Sk   2/23/15   2/23/15	2/23/15	ΝΑ	ΑĀ	2/242015		4/1/15	4/7/15	4/14/15	4/1/15 4/7/15 4/14/15 4/24/15

Approved Approved Sketch Approved Denied

#### Memorandum

## East Goshen Township 1580 Paoli Pike

West Chester, PA 19380

Voice: 610-692-7171 Fax: 610-692-8950

E-mail: mgordon@eastgoshen.org

Date: 8/26/2015

To: Planning Commission

From: Mark Gordon, Township Zoning Officer

Re: 942 Cornwallis Dr. Sketch Plan

#### Commission Members,

The Township has received a SD Sketch Plan Submission for 942 Cornwallis Dr. The sketch plan shows a subdivision of the 3.5+ acre parcel creating on additional residential building lot.

The applicant is seeking the PC's review and comments prior to submitting a complete SD/LD Application.

#### **BOARD OF SUPERVISORS**

EAST GOSHEN TOWNSHIP

CHESTER COUNTY 1580 PAOLI PIKE, WEST CHESTER, PA 19380-6199

August 26, 2015

**Dear Property Owner:** 

The purpose of this letter is to inform you that Robert and Amanda Gionfriddo, the owners of 942 Cornwallis Dr., West Chester, PA 19380, have submitted a Sketch Plan to the Township for review. The sketch plan proposes a subdivision of the 3.5+ acre lot into two residential building lots.

Pursuant to Township policy, property owners and residents within 1000 feet of the subject property are notified of sketch plan submissions. The applicant will present the plan to the Planning Commission in order to hear the Commissions' initial comments prior to submitting an official subdivision and Land Development application.

The plan will be reviewed and discussed at the date and time outlined below and is subject to change without further written notice.

#### September 2, 2015 - Planning Commission Meeting (7:00 pm)

All meetings are held at the Township Building and are open to the public. The plan is available for review at the Township building during normal business hours. Please give me a call if you have any questions or need additional information.

Mark A. Gordon

Sincerely,

**Township Zoning Officer** 

Cc: All Township Authorities, Boards and Commissions

#### Memorandum

#### **East Goshen Township** 1580 Paoli Pike

West Chester, PA 19380

Voice: 610-692-7171 Fax: 610-692-8950

E-mail: mgordon@eastgoshen.org

Date: 8/27/2015

**Planning Commission** To:

From: Mark Gordon, Township Zoning Officer

Beverage Café Conditional Use / Dunkin Donuts/ Goshen Village Shopping Center

#### Commission Members,

As you know and can see in your meeting packet, the Conditional Use application has been submitted for the proposed Dunkin Donuts Store in the former Citadel Bank building in the Goshen Village Shopping Center (GVSC).

All of the Conditional use issues were contemplated during the Zoning Ordinance amendment that was approved early this year. The ordinance is not yet codified however I have enclosed a copy for your use here.

Staff has reviewed the application and plans for the use and has determined that it meets the ordinance requirements.

The hearing is scheduled for 9/15. I have provided a draft motion for your review and consideration.

#### **Draft Motion:**

Mr. Chairman, I move that the Planning Commission recommend approval of the Conditional Use application of Abjibapa Enterprises, LLC. To operate a Beverage Café at 1500 Paoli Pike as outlined in the Zoning Ordinance with the following conditions:

- 1. The applicant shall provide the Township with a draft parking agreement which addresses the 5 parking spaces eliminated for the drive thru in the event the Township determines in the future that they are needed.
- 2. The Drive Thru menu board shall automatically turn off when the store is closed.
- 3. The trash enclosure shall be closed at all times except when being serviced.
- 4. The use shall include a serviceable grease trap for food waste sewage if determined by the Township upon building plan review.
- 5. The drive thru landscape screening shall be installed as described in the Conservancy Board Review letter dated August 13, 2015.
- 6. All new rooftop structures shall be painted to be aesthetically compatible with the roof
- 7. There shall be no outside storage of any kind, not including the arrangement of outdoor seating.

## EAST GOSHEN CONSERVANCY

August 13, 2015

East Goshen Township Planning Commission 1580 Paoli Pike West Chester, Pa. 19380

Re:

Beverage Café / Conditional Use Plan for Dunkin Donuts
Landscape Screening Recommendation

**Dear Commission Members:** 

At their meeting on August 12, 2014 the Conservancy Board unanimotissly approved the following motion:

Mr. Chairman, I move that we recommend that the Planning Commission accept the Landscape screening proposed on the Goshen Village plans for the new Dunkin Donuts location proposed with the following conditions:

- 1. Eastern white pines shall not be used as a landscape screening species for this project.
- 2. Arborvitae is acceptable for the drive thru screening so long as a deer resistant variety such as the Green Giant is used.
- 3. The evergreen screening for the garbage dumpster enclosure shall be consistent with the Township Tree Resolution and not include species identified as invasive plants in the east Goshen Township code. These evergreen plantings shall be diversified.

Sincerely,

Mark A. Gordon Zoning Officer

#### **BOARD OF SUPERVISORS**

EAST GOSHEN TOWNSHIP



CHESTER COUNTY 1580 PAOLI PIKE, WEST CHESTER, PA 19380-6199

August 12, 2015

**Dear Property Owner:** 

The purpose of this letter is to inform you that Abjibapa Enterprises LLC (The Applicant) has submitted a Conditional Use application for a Beverage Café use within the Goshen Village Shopping Center. The Applicant proposes to locate the Beverage Café Use within the former Citadel Bank Branch Building within the Goshen Village Shopping Center at 1504 Paoli Pike, West Chester, PA 19380 which is located in the C-2 zoning district, Local Convenience Commercial. The Applicant proposes no changes to the exterior of the existing building other than signage. The applicant proposes a drive thru service lane to service their customers and an enclosed garbage dumpster area adjacent to the building location. A Beverage Café use is permitted use in the C-2 zoning district. The full application is available for review at the Township building.

Pursuant to Township policy, property owners within 1000 feet of the subject property are notified of Conditional Use applications. The meeting dates for this matter are listed below and subject to change without further written notice:

<u>September 2, 2015 – Planning Commission (7:00 PM)</u> <u>September 15, 2015 – Board of Supervisors (7:00 PM – Conditional Use Hearing)</u>

All meetings are held at the Township Building and are open to the public. The Zoning Hearing Board Application is available for review at the Township building during normal business hours. If any person who wishes to attend the hearing has a disability and/or requires an auxiliary aid, service or other accommodation to observe or participate in the proceedings, he or she should contact East Goshen Township at 610-692-7171 to discuss how those needs may be accommodated.

Please give me a call if you have any questions or need additional information.

Sincerely,

Mark A. Gordon

**Township Zoning Officer** 



August 29, 2014

Mr. Louis F. Smith, Jr., Township Manager East Goshen Township 1580 Paoli Pike West Chester, PA 19380-6199

RE: Dunkin Donuts Review

#### Dear Rick:

I am in receipt of McMahon Associates Transportation Impact Study dated August 2014 regarding the 3,000 square-foot eatery with a drive-through lane's impact to local traffic in the vicinity of the above referenced site located in the Goshen Village Shopping Center at Paoli Pike and Boot Road in the Township. The site entails the redevelopment of the existing vacant bank facility with access to both Paoli Pike and Boot Road via existing driveways to each via signalized access at Paoli Pike and stop control at Boot Road.

The following constitutes my review of the impact study:

- 1. ORA concurs in general with the introduction and the existing conditions reported for both Paoli Pike and Boot Road in the vicinity of the site. It should be noted that the intersection of Paoli and Boot has channelized right turn lanes in the eastbound and southbound that typically only effect the southbound and westbound directions of Boot and Paoli, respectively (noted in Appendix A photographs).
- 2. ORA concurs with the existing traffic count periods and the various peak hours found (7:30 AM, 4:45 PM and 11:45 AM Saturday) for Paoli & Boot, (8:00 AM, 5:00 PM and 11:30 AM Saturday) for Paoli & Site Access, and (7:30 AM, 4:45 PM and 11:45 AM Saturday) for Boot & Site Access. The peak hours are within the general timeframe that may only see minor differential volumes between the adjacent intersections.

It was specifically noted that due to school not being in session, an additional count would need to be done after school has been in session for at least one week. The applicant has agreed to have the count performed to determine if the data presented with a 'growth' of 2% indicated in the report to account for the reduced summertime traffic.

An additional note, the study does not include the channelized right turn volumes at either terminus of Paoli Pike or Boot Road channelized right turns. Through discussions with the applicant's traffic consultant, it was determined that the new count conducted in September will at least get the eastbound to southbound channelized right, since this node is near the Boot Road Site Access point.

3. A review of the existing traffic conditions at the intersection of Paoli Pike & Boot Road indicates that current levels of service are between 'A's and 'D's for all three peak periods with a level of service 'E' for the westbound Boot Road through movement during the AM peak. The signalized access on Paoli Pike operates with driveway levels of service 'D's during all peaks while the Boot Road access only shows a 'D' for the drive during the PM peak. ORA concurs with these as reported.

Mr. Rick Smith, East Goshen Twp. Dunkin Donuts Review Page 2 of 3 – August 29, 2014

- 4. Site traffic was investigated for the proposed 3,000 square-foot facility. Based on the ITE Trip Generation Manual, the calculated trips are acceptable. Two comments we have regarding this investigation:
  - a. The comparison generations between the previous bank use and the new Dunkin Donuts makes sense as part of the overall usage of the facility and its general comparison of generated trips. After discussions with McMahon regarding this, it was determined that the 'bank' trips are being reincorporated as background growth traffic. Though this should be clearly identified within the text, additional description should be provided as to where the bank traffic is being incorporated.

Our concern with this approach stems from the fact that the reduction of bank traffic from the Dunkin Donuts traffic provides the developer with traffic 'credits' for his proposed site. The "with-out development" traffic is artificially higher with the added bank traffic which did not exist at all during the traffic counts conducted at the beginning of August 2014.

- b. Regarding the AM vs. PM vs. Saturday trip generation rates for the Dunkin Donuts facility, we are in concurrence with the use of the ITE rates by square-footage which are conservatively higher than the number of seats rate.
- 5. Trip distribution of the site traffic was based on current traffic patterns of Paoli Pike, Boot Road and the shopping center access patterns. ORA concurs with this distribution.
- 6. Future assessments of the three key intersections indicate that levels of service will still be acceptable during the peak hours with a growth factor of 1.91%. Proposed site traffic attributes approximately 10.2% of the AM peak hour Paoli & Access volumes, 13.5% of the AM peak hour Boot & Access volumes and 3.1% of the AM peak hour Paoli & Boot intersection volumes in the future and does not look to impact the two signalized intersection operations after minor timing adjustments. The afternoon peak hour at the Boot & Access drive is identified with a 13 second degradation (D to E for exiting movements, existing compared to with-out development volumes), but only an additional 4 second delay with the additional site traffic. (Again, would 'with-out' development traffic be that significant and 'with' development traffic be that small based on our comments made in #4a above?)
- 7. In general, ORA also concurs that the queue analysis performed at the intersections indicates insufficient eastbound left turn storage for the Boot Road left turn lane at Paoli Pike occurring today. All other turn movement lanes are currently sufficient and even with the growth and build out of the site, lane storage will should suffice. This is encouraging to note that the Boot & Access left turn in and exits appear to not be significantly impacted by the increased volumes associated with the redeveloped site.
- 8. Regarding internal site circulation, the site plan provided indicates a potential operation for the drive-thru lane that removes existing parking spaces while increasing the stacking available for drive-thru customers in the adjacent drive aisle. Our only concern is the potential for numerous customers to want to visit the facility in the AM period making the stacking longer than the available eight vehicles represented. We assume the developer hasn't provided any significant input to this concept to date so we will only comment to the concept's suspect layout at this time. As with many small restaurants/eateries with drive

Mr. Rick Smith, East Goshen Twp. Dunkin Donuts Review Page 3 of 3 – August 29, 2014

throughs, the typical layout 'wraps' around the building to limit the footprint that stacking vehicles use away from the building. This site lends itself to just that operation as well.

So overall, ORA concurs with the bulk of study as presented. As requested, new AM and PM peak hour traffic counts are required to determine if the West Chester Area School District traffic effects the current study intersections significantly. Additional explanation of bank vs. new facility trip generation should address the concern about reduced new site traffic from the 'with development' scenario.

I can be reached at (610) 407-9700 or <u>dkaiser@orth-rodgers.com</u> if you have any questions or comments regarding this review.

Sincerely:

ORTH-RODGERS & ASSOCIATES, INC.

DEAN J. KAISER, P.E., PTOE

Director of Traffic Signal Operations

 $F: \verb|\2014_059_EGT_Dunkin| | Documents | Correspondence | Letters | 2014_08-29\_Dunkin| Donuts | Review. documents | Review.$ 

# FYI: DETH-RODGERS (TWP TRAFFIC ENG.) WAS ACQUIRED BY BURNS GROUP.

THE Burns GROUP

ENGINEERING AND CONSTRUCTION

August 27, 2015

Mr. Mark Gordon, Township Zoning Officer East Goshen Township 1580 Paoli Pike West Chester, PA 19380-6199

RE: Dunkin Donuts Review 2

#### Dear Mark:

I am in receipt of McMahon Associates August 6, 2015 Response Letter regarding the Transportation Impact Study dated August 2014 for the 3,000 square-foot eatery with a drive-through lane. Additionally, an August 4, 2015 Transportation Impact Study Supplement was issued for the above referenced site located in the Goshen Village Shopping Center at Paoli Pike and Boot Road in the Township. The site entails the redevelopment of the existing vacant bank facility with access to both Paoli Pike and Boot Road via existing driveways to each via signalized access at Paoli Pike and stop control at Boot Road.

The following constitutes my review of the provided material:

- 1. An additional AM peak period turning movement count was performed as requested due to the 2014 summer count taken. Upon review, it is noted that AM peak volume is higher while school is in session. All but Paoli's northbound left, southbound left and Boot's westbound left and thru movements were higher in September versus the August volumes. Overall, traffic was approximately 11% higher when school is in session.
- 2. McMahon also complied with our request to provide turning movement count data for the channelized northbound Paoli Pike right turn lane understanding that this volume will impact the shopping center's Boot Road driveway. One concern we have with the provided supplemental information is that the provided count data sheet for Paoli and Boot identifies the direction of travel opposite of the Figure 1 graphic. Please ensure that the data is correctly represented.
- 3. Upon review of the site generated vehicular trips, their turning movement assignments and the background growth of existing traffic, we concur with the new AM peak hour volumes and operational analyses. Note that the supplement Figure 2 legend should identify '[A] 2015 WITH DEVELOPMENT <u>PM</u> PEAK HOUR' to "AM".
- 4. The critical center driveway on Boot Road shows acceptable levels of service, specifically during the critical AM peak. McMahon provided a gap analysis of the current conditions at the driveway and have identified that for outbound left turn traffic, 90 true (nonfactored) gaps over 8 seconds in duration exist on Boot Road near the access. The left turn critical gap time of 7.1 seconds needs to be exceeded, and the number of gaps greater than 7.1 seconds exceeds the number of AM and PM peak left turn motorists.

Mr. Mark Gordon, East Goshen Twp. Dunkin Donuts Review Page 2 of 2 – August 27, 2015

Additionally, McMahon factored out the longer duration gaps to help identify the 'additional' gaps that would be used by additional motorists in the left turn queue. They identified 188 gaps that the left turn motorists from the driveway would have to make their maneuver onto Boot Road which well exceeds the amount of left turn motorists during those peak periods.

Right turning motorists have minimally 120 gaps to over 400 gaps to work with, and we feel that the minimal delay associated with the new site traffic will not impede this access.

5. The revised site plan provided within the supplement as well as independently illustrates a new drive thru alignment approaching the facility. All eight existing parking spaces to the west side of the parking stalls are to be removed to potentially allow for extended queuing for the drive thru. Upwards of 10 vehicles could be queued in the approach while not impacting any potential thru vehicles in the adjacent drive aisle. This is better that the previously proposed scheme.

As a result of the intended use of the building, it is also identified that a right exit only access be incorporated near the Boot Road access as well. We feel this is prudent to get those drive thru customers out efficiently. It's location at the corner of the two existing aisles works well. There will be a net loss of 10 parking spaces that the Township will have to agree to if not accommodated for elsewhere.

Based on the provided response letter, supplemental report and revised site plan, we concur with the updated traffic assessment for the revitalized site.

I can be reached at (610) 407-9700 or <u>dkaiser@burns-group.com</u> if you have any questions or comments regarding this review.

Sincerely,

THE BURNS GROUP

DEAN J. KAISER, P.E., PTOE Principal Traffic Engineer

cc: Rick Smith - East Goshen

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#### EAST GOSHEN TOWNSHIP

#### CHESTER COUNTY, PENNSYLVANIA

ORDINANCE NO. \_ 129-F-2015

AN ORDINANCE AMENDING THE EAST GOSHEN ORDINANCE OF 1997, TOWNSHIP ZONING AMENDED, SECTION 240-6 TO ADD A DEFINITION FOR BEVERAGE CAFÉ AND SHOPPING CENTER; SECTION 240-15.C TO ADD A NEW SUBPARAGRAPH (9) TO ALLOW A BEVERAGE CAFÉ IN A SHOPPING CENTER BY CONDITIONAL USE; SECTION 240-22.H TO ESTABLISH REGULATIONS FOR MENU BOARDS, BILLS OF FARE AND PRICE LISTS; SECTION 240-22.P TO REGULATIONS THE SIGN FOR SIGNS AMEND ERECTED IN THE COMMERCIAL DISTRICT; SECTION CONDITIONAL ADD 240-31.C(3)(cc) TO REGULATIONS FOR A BEVERAGE CAFÉ; AND TO DELETE SECTION 240-20.G(3).

BE IT ENACTED AND ORDAINED by the Board of Supervisors of East Goshen Township, that the East Goshen Township Zoning Ordinance of 1997, as amended, which is codified in Chapter 240 of the East Goshen Township Code, titled, "Zoning", shall be amended as follows:

**SECTION** 1. Section 240-6, titled, "Definitions", shall be amended to include the following definitions:

Beverage Café – a building measuring not more than 3,500 square feet of gross floor area where beverages and light fare normally and customarily associated with coffee shops or tea rooms are served for on-site or off-site consumption. Beverage café may also offer for sale coffee beans, tea, containers, mugs, coffee or tea brewing equipment and other related products. A beverage café shall not be considered a fast food restaurant and may have a drive-through lane.

**Shopping Center**- The multiple use of a single property for a group of nonresidential uses, such as, but not limited to, retail stores, restaurants and personal services, that are owned and maintained by a common entity. The shopping center shall be planned and designed as an integrated unit with common vehicular and pedestrian access, parking, utilities and stormwater management facilities.

SECTION 2. Section 240-15.C shall be amended to add a new subparagraph (9) as follows:

"(9) Beverage café with or without drive-through service in a shopping center."

#### SECTION 3. Section 240-22.H shall be amended as follows:

#### "§240-22.H. Menu Boards, bills of fare or price lists.

- (1) Notwithstanding anything in this Ordinance to the contrary, menu boards for restaurants shall be permitted provided that all of the following conditions are met:
  - (a) the menu board is 3 square feet or less in area;
  - (b) the letters and numbers on the menu board are a maximum of 3 inches in height; and
  - (c) the sign is located on the building next to the entrance of the establishment or in the window next to the entrance to the establishment.
- (2) Notwithstanding anything to the contrary in this Ordinance, menu boards associated with a beverage cafe with drive-through service in a shopping center permitted pursuant to Section 240-15.C(9) shall be permitted provided that all of the following conditions are met:
  - (a) the menu board shall not exceed eight feet in height, including the base, as measured from the elevation of the vehicle drive-through;
  - (b) the menu board shall not exceed fifty square feet in area;
  - (c) if the menu board is illuminated it shall only be internally illuminated and may only be illuminated during normal business hours;
  - (d) the menu board shall be located so as not to obstruct traffic or sight lines of vehicles in a shopping center; and
  - (e) landscaping shall be planted to minimize the visibility of the menu board from any public street."

#### **SECTION 4**. Section 240-22.P shall be amended as follows:

- "P. Signs permitted in commercial districts. Only the following types of signs are permitted in a commercial district:
  - (1) Exempt signs as provided in Subsection J.
  - (2) Temporary signs as provided in Subsection I.

- (3) Signs relating to the principal use on a lot, with a maximum of one commercial establishment in accordance with the following regulations:
  - (a) Wall sign. One wall sign shall be permitted for the commercial establishment. Such sign shall not exceed two square feet in area for each linear foot of wall-signable area, but not exceed 60 square feet.
  - (b) A freestanding sign not to exceed 10 square feet in area. No more than one freestanding sign shall be permitted on each street frontage.
  - (c) A window sign not to exceed 20% of window area to which it is attached.
- (4) Signs relating to the principal use on a lot, including more than one commercial establishment are permitted in accordance with the following regulations:
  - (a) Wall sign. One wall sign shall be permitted for each commercial establishment. Such sign shall not exceed two feet in height or be longer than 75% of the linear length of the individual commercial establishment, with a maximum size of 32 square feet. Two wall signs shall be permitted if the commercial establishment is in a stand-alone building in a shopping center.
    - [1] All newly placed wall signs attached to the same building:
      - [a] Shall be generally consistent in proportion with existing signs.
      - [b] Shall not be box-type signs if at least 75% of the existing signs are not box-type signs.
      - [c] Shall maintain common vertical and horizontal lines with other signs in a manner consistent with the architecture of the building.
      - [d] Should be generally consistent in materials, font style and type size with other signs attached to the same building.
    - [2] An applicant for construction of a new principal building intended to include more than one establishment is strongly encouraged to submit a proposed set of standards that the

- building owner intends to use to control the types and colors of signs to ensure compatibility among the signs.
- [3] See Subsection K which prohibits certain types of signs, such as flashing and above-the-roofline signs.
- [4] Wall sign alternative. In lieu of the wall sign referred to in Subsection P(4)(a), each commercial establishment in the structure shall be permitted to erect one freestanding sign in accordance with the following requirements:
  - [a] Each freestanding sign shall have a maximum size of 10 square feet and a maximum height of 10 feet.
  - [b] Each freestanding sign shall be located immediately in front of its respective establishment.
  - [c] All portions of the freestanding sign shall be located no more than 10 feet from the respective establishment.
  - [d] The freestanding signs shall comply with all front, rear and side yard requirements and they shall comply with the setback requirements for the zoning district.
- (b) Freestanding signs.
  - [1] A shopping center use in the C-2 District or within a PRD may have a freestanding sign with a maximum area of 120 square feet and a maximum height of 14 feet on each street frontage. No more than one freestanding sign shall be permitted on each street frontage.
  - [2] All other freestanding signs shall not exceed 10 square feet in area nor five feet in height. No more than one freestanding sign shall be permitted on each street frontage.
- (c) Window signs. The cumulative size of window signs is not to exceed 20% of the window area to which it or they are attached. Such signs may contain the names or businesses of the occupants of the facilities.
- (d) All signs on the structure shall be of the same design and lit in a similar manner and shall be architecturally compatible with the structure.

- (5) Sign bonus. Each permitted 10 square feet maximum freestanding sign in a commercial district may be increased in size to a maximum of 20 square feet if the sign is not internally illuminated and is constructed of relief-cut wood (other than plywood).
- (6) Any sign (as defined in § 240-6, which includes but is not limited to graphics and logos) attached to or incorporated into functional elements of a building or development (including but not limited to awnings, canopies or murals) that serve an advertising or use identification purpose shall be considered to be a sign, and specifically shall be regulated by all provisions of this section for the applicable zoning district."

**SECTION 5**. Section 240-31.C(3)(cc) shall be amended as follows:

"(cc) Restaurant and beverage café.

- [1] Any restaurant or beverage café with a drive-through shall be designed to allow safe pedestrian movement on the property and with sufficient stacking capacity to prevent backups of traffic onto a street.
- [2] All outdoor trash dumpsters shall be totally screened as required by § 240-27C(4)."

SECTION 6. Section 240-20.G(3) shall be deleted.

**SECTION 7**. Severability. If any sentence, clause, section or part of this Ordinance is for any reason found to be unconstitutional, illegal or invalid, such unconstitutionality, illegality or invalidity shall not affect or impair any of the remaining provisions, sentences, clauses, sections, or parts hereof. It is hereby declared as the intent of the Board of Supervisors that this Ordinance would have been adopted had such unconstitutional, illegal or invalid sentence, clause, section or part thereof not been included herein.

<u>SECTION 8.</u> Repealer. All ordinances or parts of ordinances conflicting with any provision of this Ordinance are hereby repealed insofar as the same affects this Ordinance.

<u>SECTION 9</u>. <u>Effective Date</u>. This Ordinance shall become effective in five (5) days from the date of adoption.

ENACTED AND ORDAINED this	$\frac{7}{\text{day of}} \frac{\text{July}}{\text{day of}}$ , 2015.
ATTEST:  Louis F. Smith, Secretary	EAST GOSHEN TOWNSHIP BOARD OF SUPERVISORS  E. Martin Shane, Chairman  Senya D Isayeff, Vice-Chairman  Carmen Battavio, Member
	Charles W. Proctor, III, Esquire, Member

#### Memorandum

East Goshen Township 1580 Paoli Pike

West Chester, PA 19380

Voice: 610-692-7171 Fax: 610-692-8950

E-mail: mgordon@eastgoshen.org

Date: 8/27/2015

To: **Planning Commission** 

relle From: Mark Gordon, Township Zoning Officer

ZHB Application / 1988 ZHB Decision Amendment/ Goshen Village freestanding signs Re:

#### Commission Members,

As you may know the GVSC is prohibited from having freestanding "Monument Signs" on the property due to a Zoning Hearing Board Decision from 1988 when the owner at the time agreed to that condition in return for zoning relief for two signs on the supermarket and a second the wall sign on the corner stores in the shopping center.

The ordinance permits freestanding "monument" signs on all road frontages for shopping centers within the C-2 Zoning District. Staff is of the opinion that the freestanding signs would pose little impact to the surrounding residential neighborhoods do to the heavy landscape screening that exists today which buffers these neighborhoods.

I have drafted a motion for your review and consideration.

#### **Draft Motion:**

Mr. Chairman, I move that the Planning Commission recommend approval of the Zoning Hearing Board Application to amend the ZHB Decision from 1988 and permit freestanding signs on the Goshen Village Shopping Center property as permitted in the ordinance, with the following condition:

1. The property owner agrees to meet with the Township and it's consultants in order to orient the sign locations so as to best accommodate the alignment of the proposed Paoli Pike Trail.

#### **BOARD OF SUPERVISORS**

EAST GOSHEN TOWNSHIP

CHESTER COUNTY 1580 PAOLI PIKE, WEST CHESTER, PA 19380-6199

August 18, 2015

Dear Property Owner:

The purpose of this letter is to inform you that Goshen Equities, LLC, (The Applicant and owner of the Goshen Village Shopping Center at the corner of Boot Rd. and Paoli Pike) has submitted a Zoning Hearing Board application. The applicant is requesting to amend this Board's March 30, 1988 Decision for the shopping center, which in granting three variances, also attached the following condition: "There shall never be erected, on the site, a freestanding sign other than at the location of the intersection of Paoli Pike and Boot Road, as shown and described generally, on Exhibit A-10."

The property subject to the application is a 11.03 acre parcel known as Goshen Village Shopping Center at the northeast corner of Paoli Pike and Boot Road, East Goshen Township, Chester County, Pennsylvania (Tax Parcel No. 53-4-77). Applicant proposes to erect two freestanding pylon signs, one along the street frontage of Paoli Pike, and the other along the street frontage of Boot Road, each totaling 120 square feet in area and being no more than 14 feet in height, which signs are currently permitted by the Zoning Chapter of the East Goshen Code.

Pursuant to Township policy, property owners within 1000 feet of the subject property are notified of Conditional Use applications. The meeting dates for this matter are listed below and subject to change without further written notice:

September 2, 2015 – Planning Commission (7:00 PM)
September 15, 2015 – Board of Supervisors (7:00 PM)
September 29, 2015 – Zoning Hearing Board (7:30 PM / Zoning Hearing)

All meetings will be held at the Township Building and are open to the public. The Zoning Hearing Board Application is available for review at the Township building during normal business hours. If any person who wishes to attend the hearing has a disability and/or requires an auxiliary aid, service or other accommodation to observe or participate in the proceedings, he or she should contact the Township Building at 610-692-7171, to discuss how those needs may be accommodated.

Please give me a call if you have any questions or need additional information.

Sincerely,

Mark A. Gordon

**Township Zoning Officer** 



McMAHON ASSOCIATES, INC 840 Springdale Drive | Exton, PA 1934 p 610-594-9995 | f 610-594-956 mcmahonassociates.cor

PRINCIPAL
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Christopher J. Williams, P.I
R. Trent Ebersole, P.I
Matthew M. Kozsuch, P.I
Maureen Chlebek, P.E., PTC

August 6, 2015

Mr. Louis F. Smith, Jr. Township Manager 1580 Paoli Pike West Chester, PA 19380-6199

RE: Response to Traffic Engineering Comments

East Goshen Dunkin Donuts

East Goshen Township, Chester County, PA

McMahon Project No. 814440.12

Dear Mr. Smith:

Our office has received the Traffic Engineering Review letter prepared by the Burns Group (formerly Orth-Rodgers & Associates, Inc.) dated August 29, 2014. On behalf of our client, we respectfully offer the following responses to each of the review comments repeated below:

1. ORA concurs in general with the introduction and the existing conditions reported for both Paoli Pike and Boot Road in the vicinity of the site. It should be noted that the intersection of Paoli and Boot has channelized right turn lanes in the eastbound and southbound that typically only effect the southbound and westbound directions of Boot and Paoli, respectively (noted in Appendix A photographs).

**Response** | No response required.

2. ORA concurs with the existing traffic count periods and the various peak hours found (7:30 AM, 4:45 PM and 11:45 AM Saturday) for Paoli & Boot, (8:00 AM, 5:00 PM and 11:30 AM Saturday) for Paoli & Site Access, and (7:30 AM, 4:45 PM and 11:45 AM Saturday) for Boot & Site Access. The peak hours are within the general timeframe that may only see minor differential volumes between the adjacent intersections.

It was specifically noted that due to school not being in session, an additional count would need to be done after school has been in session for at least one week. The applicant has agreed to have the count performed to determine if the data presented with a 'growth' of 2% indicated in the report to account for the reduced summertime traffic.

An additional note, the study does not include the channelized right turn volumes at either terminus of Paoli Pike or Boot Road channelized right turns. Through discussions with the applicant's traffic consultant, it was determined that the new count conducted in September will at least get the eastbound to southbound channelized right, since this node is near the

Boot Road Site Access point.

**Response** | An additional traffic count was conducted in September 2014 when school was back in session. It was discussed with the Township Traffic Engineer that the weekday morning peak period would be recounted, as this was the only studied period that would be significantly influenced by school traffic. Please see the enclosed Transportation Study Supplement.

3. A review of the existing traffic conditions at the intersection of Paoli Pike & Boot Road indicates that current levels of service are between 'A's and 'D's for all three peak periods with a level of service 'E' for the westbound Boot Road through movement during the AM peak. The signalized access on Paoli Pike operates with driveway levels of service 'D's during all peaks while the Boot Road access only shows a 'D' for the drive during the PM peak. ORA concurs with these as reported.

**Response** | No response required.

- 4. Site traffic was investigated for the proposed 3,000 square-foot facility. Based on the ITE Trip Generation Manual, the calculated trips are acceptable. Two comments we have regarding this investigation:
  - a. The comparison generations between the previous bank use and the new Dunkin Donuts makes sense as part of the overall usage of the facility and its general comparison of generated trips. After discussions with McMahon regarding this, it was determined that the 'bank' trips are being reincorporated as background growth traffic. Though this should be clearly identified within the text, additional description should be provided as to where the bank traffic is being incorporated.
    - Our concern with this approach stems from the fact that the reduction of bank traffic from the Dunkin Donuts traffic provides the developer with traffic 'credits' for his proposed site. The "with-out development" traffic is artificially higher with the added bank traffic which did not exist at all during the traffic counts conducted at the beginning of August 2014.
  - b. Regarding the AM vs. PM vs. Saturday trip generation rates for the Dunkin Donuts facility, we are in concurrence with the use of the ITE rates by square-footage which are conservatively higher than the number of seats rate.

Response | The traffic impact study conservatively and appropriately evaluates the traffic conditions of the study area and intersections with full occupancy conditions of the approved shopping center under future without-development conditions. In the future with-development conditions, the study evaluates the incremental traffic impacts of the Dunkin Donuts project/application (beyond what is permitted with current shopping center approvals). Occupancy of the existing buildings and vacant space does not require Township approval, and therefore, should not be utilized in determining the impacts of the application, nor should it be considered a "credit".

5. Trip distribution of the site traffic was based on current traffic patterns of Paoli Pike, Boot Road and the shopping center access patterns. ORA concurs with this distribution.

Response | No response required.

6. Future assessments of the three key intersections indicate that levels of service will still be acceptable during the peak hours with a growth factor of 1.91%. Proposed site traffic attributes approximately 10.2% of the AM peak hour Paoli & Access volumes, 13.5% of the AM peak hour Boot & Access volumes and 3.1% of the AM peak hour Paoli & Boot intersection volumes in the future and does not look to impact the two signalized intersection operations after minor timing adjustments. The afternoon peak hour at the Boot & Access drive is identified with a 13 second degradation (D to E for exiting movements, existing compared to with-out development volumes), but only an additional 4 second delay with the additional site traffic. (Again, would 'with-out' development traffic be that significant and 'with' development traffic be that small based on our comments made in #4a above?)

Response | Occupancy of the vacant, approved retail space within the shopping center, including the existing bank building, will add traffic to the adjacent roadway network and have minor impacts to the traffic operations. Again, the incremental traffic associated with the proposed Dunkin Donuts will only add a negligible amount of delay to the adjacent roadway network, compared to full occupancy conditions of the approved shopping center. Regardless, the signalized study intersections will continue to function at acceptable levels of service and there are sufficient gaps for traffic exiting the unsignalized driveway (see enclosed TIA Supplement).

7. In general, ORA also concurs that the queue analysis performed at the intersections indicates insufficient eastbound left turn storage for the Boot Road left turn lane at Paoli Pike occurring today. All other turn movement lanes are currently sufficient and even with the growth and build out of the site, lane storage will should suffice. This is encouraging to note that the Boot & Access left turn in and exits appear to not be significantly impacted by the increased volumes associated with the redeveloped site.

Response | We concur with this assessment and further note that the additional site-traffic will only increase the queue length for the eastbound left turn storage for the Boot Road left turn lane at the Paoli Pike intersection by a few feet (less than one vehicle length).

8. Regarding internal site circulation, the site plan provided indicates a potential operation for the drive-thru lane that removes existing parking spaces while increasing the stacking available for drive-thru customers in the adjacent drive aisle. Our only concern is the potential for numerous customers to want to visit the facility in the AM period making the stacking longer than the available eight vehicles represented. We assume the developer hasn't provided any significant input to this concept to date so we will only comment to the concept's suspect layout at this

time. As with many small restaurants/eateries with drive throughs, the typical layout 'wraps' around the building to limit the footprint that stacking vehicles use away from the building. This site lends itself to just that operation as well.

**Response** | The site plan has been updated and includes improvements to the configuration of the drive-thru facility that will better accommodate the drive-thru queuing by reducing both drive-thru/parking conflicts and drive-thru/pedestrian conflicts. Please refer to the TIS Supplement (dated 8/4/2015) for addition information.

We trust the preceding responses, as well as the enclosed Transportation Impact Study Supplement, satisfactorily addresses the traffic engineering review. If you have any questions or wish to discuss any of the responses in further detail, please do not hesitate to contact Christopher J. Williams, P.E., or me at your convenience.

Sincerely,

John J. Yurick, P.E., PTOE, PTP

Senior Project Manager

Enclosure

CC:

Diptesh Patel, Abjibapa Enterprises, LLC

Patrick McKenna, Esquire, Gawthrop Greenwood, PC

I:\eng\814440\Correspondence\Municipality\Traffic Response Letter 08-06-2015.docx



McMAHON ASSOCIATES, INC 840 Springdale Drive | Exton, PA 1934 p 610-594-9995 | f 610-594-956 mcmahonassociates.cor

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Matthew M. Kozsuch, P.I
Maureen Chlebek, P.E., PTC

September 16, 2014 Updated August 4, 2015

Mr. Diptesh Patel Abjibapa Enterprises, LLC 5101 Pennell Road Media, PA 19063

RE: Transportation Impact Study Supplement

Dunkin' Donuts – Goshen Village Shopping Center East Goshen Township, Chester County, PA McMahon Project No. 814440.11

Dear Mr. Patel:

McMahon Associates, Inc. has completed a transportation impact study supplement for the proposed Dunkin' Donuts located within the Goshen Village Shopping Center in East Goshen Township, Chester County, PA. As you are aware, our office completed a transportation impact study entitled *Transportation Impact Study for the Proposed Dunkin' Donuts* dated August 2014, which evaluates the transportation impact of the proposed Dunkin' Donuts store with a drive-thru window. The purpose of this supplement is to 1) provide updated weekday morning peak hour traffic count data, 2) summarize a gap study completed to evaluate the Boot Road access during the weekday afternoon peak hour, and 3) summarize the traffic implications of the revised site plan.

#### Updated Weekday Morning Peak Hour Analysis

The traffic counts contained in the original transportation impact study were conducted in August 2014 prior to the opening of area schools. As such, in order to evaluate traffic conditions when all of the area schools are open, our office completed updated manual turning movement traffic counts in September 2014 at the intersection of Boot Road and Paoli Pike during the weekday morning commuter peak period (7:00 AM to 9:00 AM). In addition, the updated weekday morning peak hour count also included the traffic volumes at the northbound Paoli Pike channelized right-turn lane. In addition, the through traffic volumes at the Paoli Pike and Boot Road access intersections were also updated/increased by balancing the approach volumes from the Paoli Pike/Boot Road intersection. The traffic count data is tabulated in 15-minute increments in Attachment 1.

In order to complete the revised weekday morning peak hour analysis, our office used the same future traffic projection assumptions used in the original transportation impact study. The existing, 2015 future without-development, and 2015 future with-development traffic volumes are shown in **Figure 1**. The traffic volumes in Figure 1 were subjected to detailed capacity/level-of-service analysis, the results of which are shown in **Figure 2**, and summarized in **Table 1**. In addition, the existing and future queues based on this updated analysis are shown in **Table 2**. The detailed

capacity/level-of-service analysis worksheets are provided in **Attachment 2** for existing conditions, **Attachment 3** for 2015 future without-development conditions, and **Attachment 4** for 2015 future with-development conditions.

Based on the results of the analysis, the study intersections generally operate with similar conditions under existing, 2015 future without-development, and 2015 future with-development conditions as compared to the analysis results shown in the original transportation impact study. Futhermore, the impact of the development is mitigated at the Paoli Pike/Boot Road intersection, and both site access intersections operate at acceptable LOS D or better overall and for all movements with the traffic generated by the proposed Dunkin Donuts.

#### Gap Study

As shown in the original transportation impact study, the capacity analysis indicates that the Boot Road site access will operate at LOS E during the weekday afternoon peak hour only. Since this access is located approximately 515 feet east of the signalized Paoli Pike/Boot Road intersection, it is likely that there are more gaps in the Boot Road traffic stream for use by side street traffic at the Boot Road site access intersection than are assumed in the capacity analysis, which does not account for the extra gaps created by the traffic signal. In order to determine the actual gaps in the Boot Road traffic stream at the Goshen Village Shopping Center access, our office completed a gap study in September 2014 during the weekday afternoon intersection peak hour (from 4:45 PM to 5:45 PM) at the Paoli Pike/Boot Road intersection. The results of the gap study are summarized in **Table 3**, and the gaps study counts and detailed calculations are provided in **Attachment 5**.

Table 3. Gap Study Summary

Movement	Number of Effective Gaps	Turning Movement Volume	Adequate Available Gaps?
Southbound Goshen Village Shopping Center Access Left-Turn	188 <sup>1</sup>	66	Yes
Southbound Goshen Village Shopping Center Access Right-Turn	4442	68	Yes

- 1. Based on the number of combined gaps in the Boot Road traffic stream.
- 2. Based in the number of westbound gaps in the Boot Road traffic stream.

As shown in Table 3, there are more than adequate gaps in the Boot Road traffic stream for use by side street Goshen Village Shopping Center Access traffic. Based on this evaluation, it is likely that traffic exiting this access in the future will experience less delay than reported by the analysis, and the access will operate acceptably during the weekday afternoon peak hour with the traffic generated by the proposed Dunkin Donuts.

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#### Revised Site Plan Review

The revised site plan (see Figure 3) provides modifications to the drive-thru facility as well as provides a right-turn only exit lane from the main parking field to the Boot Road driveway. The drive-thru modifications separate the queuing from the general parking field which will reduce conflicts. Further, the drive-thru lane will accommodate approximately 12 vehicles so as to reduce the potential of drive-thru spillover into the parking lot or drive aisles. Based on observations by McMahon at other Dunkin Donut stores, we do not anticipate a queue to exceed the available proposed queue storage for this facility. Also, this drive-thru configuration will also reduce the number of pedestrian-vehicle conflicts compared to wrap-around drive-thru facilities seen at many other fast food restaurants that require customers to walk through the drive-thru queue at least one if not all of the building entrances.

In addition, the right-turn only turn lane to the Boot Road driveway will improve the traffic circulation within the shopping center by allowing some exiting traffic to avoid utilizing the main drive aisle along the store frontages. This modification will be more convenient for all customers leaving the shopping center (and destined to the Boot Road access) and will reduce vehicle-pedestrian conflicts along the store frontages.

If you have any questions, or require further information regarding the above analysis, please do not hesitate to contact our office.

Sincerely,

John J. Yurick, P.E., PTOE, PTP

Senior Project Manager

JJY/JDG/ab Attachments

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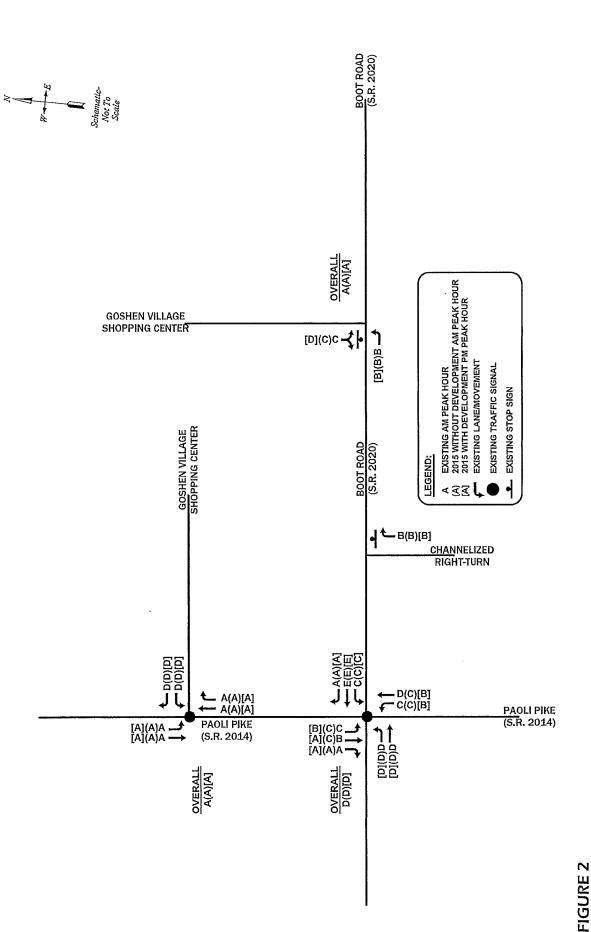
FIGURE 1

Weekday Morning Peak Hour Traffic Volumes

# DUNKIN' DONUTS - GOSHEN VILLAGE SHOPPING CENTER EAST GOSHEN TOWNSHIP, CHESTER COUNTY, PA



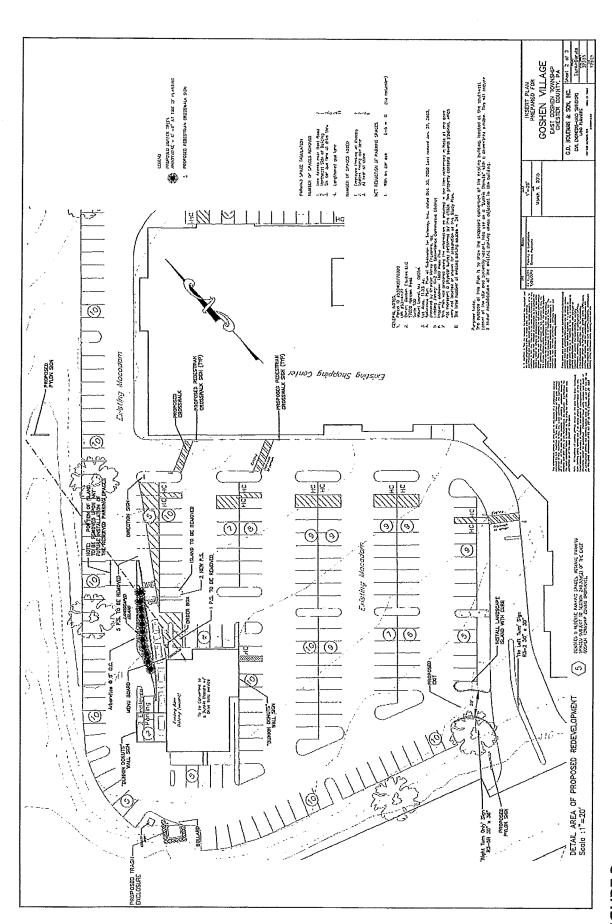
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Weekday Morning Peak Hour Levels of Service

EAST GOSHEN TOWNSHIP, CHESTER COUNTY, PA





# FIGURE 3

Site Plan

DUNKIN' DONUTS - GOSHEN VILLAGE SHOPPING CENTER EAST GOSHEN TOWNSHIP, CHESTER COUNTY, PA



I:\eng\814440\dwg\Figures\TIA Supplement 2014-09\Figure 3.dwg

ATTACHMENT 1

#### McMahon Associates Inc.

425 Commerce Drive, Suite 200 Fort Washington, PA 19034

Municipality: East Goshen Township Location: Paoli Pike &

Boot Road

Counter/Board #: HR

File Name: egoshenboot01whr

Site Code : 81444401 Start Date : 9/3/2014

Page No : 1

Groups Brintod- Passenger Vehicles - Heavy Vehicles

	Groups Printed- Passenger Vehicles - Heavy Vehicles																
	Paoli Pk				Boot Rd				Paoli Pk				Boot Rd				
1	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	ROR	Right	Left	Thru	ROR	Right	Left	Thru	ROR	Right	Left	Thru	ROR	Right	Int. Total
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07:15	15	149	0	1	23	80	0	0	0	89	15	6	53	96	0	9	536
07:30	12	131	0	0	37	77	0	0	5	70	3	21	31	116	0	11	514
07:45	18	127	0	0	31	60	0	1	1_	88	13	15	39	98	0	10	501
Total	53	514	0	2	120	288	0	1	10	349	33	55	176	404	0	40	2045
08:00	6	132	0	0	35	71	0	οl	3	85	9	22	44	120	0	16	543
08:15	13	158	0	0	30	74	1	ŏl	4	113	7	42	35	110	0	9	596
08:30	14	114	0	2	25	58	ó	ň	3	91	9	28	37	119	0	9	509
08:45	9	87	0	1	34	51	0	1	Õ	79	10	23	41	108	0	12_	456
Total	42	491	0	3	124	254	1	1	10	368	35	115	157	457	0	46	2104
, , , ,																	
Grand Total	95	1005	0	5	244	542	1	2	20	717	68	170	333	861	0	86	4149
Apprch %	8.6	91	0	0.5	30.9	68.7	0.1	0.3	2.1	73.5	7	17.4	26	67.3	0	6.7	
Total %	2.3	24.2	0	0.1	5.9	13.1	0	0	0.5	17.3	1.6	4.1	8	20,8	0	2.1	
Passenger Vehicles	92	963	0	5	224	514	1	2	20	692	68	152	320	833	0	81	3967
% Passenger Vehicles	96.8	95.8	0	100	91.8	94.8	100	100	100	96.5	100	89,4	96.1	96,7	0	94.2	95.6
Heavy Vehicles	3	42	0	0	20	28	0	0	0	25	0	18	13	28	0	5	182
% Heavy Vehicles	3.2	4.2	0	0	8.2	5.2	0	0	0	3.5	0	10.6	3.9	3.3	0	5.8	4.4

## McMahon Associates Inc.

425 Commerce Drive, Suite 200 Fort Washington, PA 19034

Municipality: East Goshen Location: Boot Road &

Paoli Pk Northbound Right Channelization

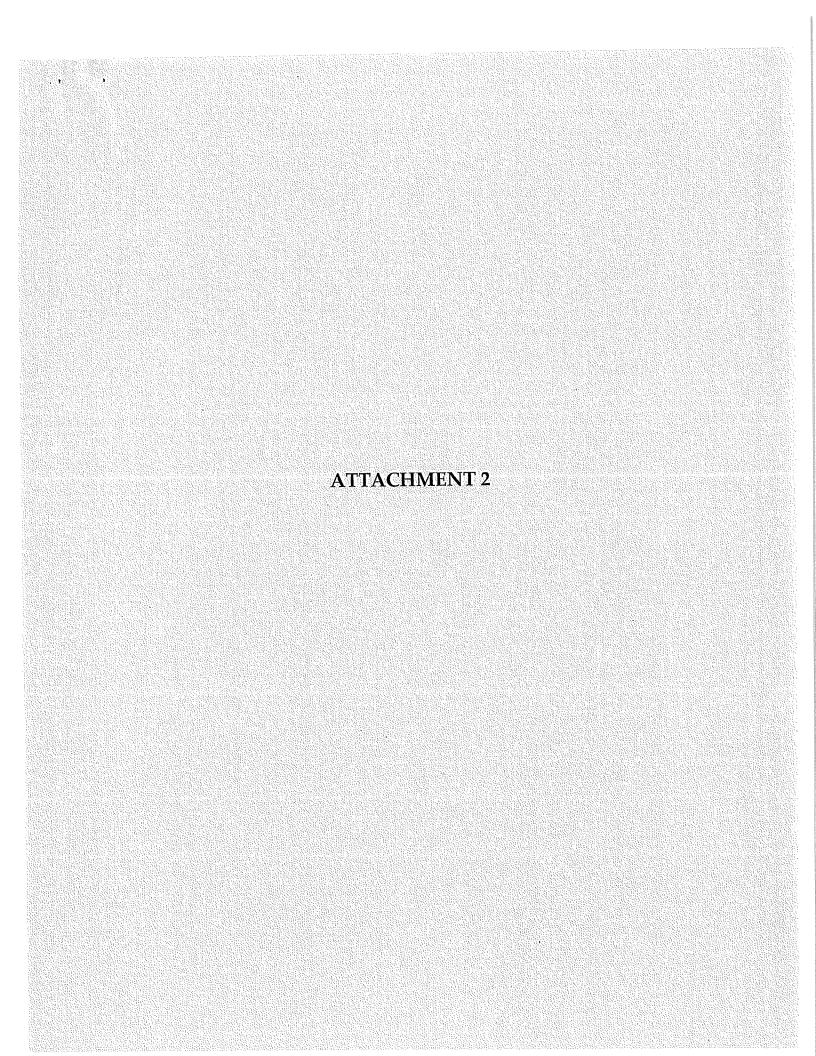
Counter/Board #: RR

File Name: egoshenboot02aRR Site Code: 81444402 Start Date : 9/3/2014

Page No : 1

Groups Printed, Passenger Vehicles, Heavy Vehicles

	Boot Road		Paoli Pk Ri	ght	Boot Roa	d	
	Westbound	Ŀ	Northbou	nd	Eastboun	d	
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00	0	0	0	21	0	0	21
07:15	0	0	0	29	0	0	29
07:30	0	0	0	18	0	0	18
07:45	0	0	0	23	0	0	23
Total	0	0	0	91	0	0	91
08:00	0	١٥	0	20	0	اه	20
08:15	Ō	o l	Ō	28	Ō	0	28
08:30	0	0	0	19	0	0	19
08:45	0	0	0	22	0	0	22
Total	0	0	0	89	0	0	89
Grand Total	0	ol	0	180	0	ol	180
Apprch %	0	0	0	100	0	ol	
Total %	0	0	0	100	0	0	
Passenger Vehicles	0	0	0	162	0	0	162
% Passenger Vehicles	0	0	0	90	0	0	90
Heavy Vehicles	0	0	0	18	0	0	18
% Heavy Vehicles	0	0	0	10	0	0	10



Dunkin Donuts - East Goshen 1: Paoli Pike & Boot Road

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Dunkin Donuts - East Goshen 1: Paoli Pike & Boot Road

2014 Existing AM Peak

in the second	Matter Colspan="2">Matter Colspan="	<b>FEBRAMW</b>					Section The section of the section o	The Paris	SEBESS	Sacot M	SHE'S BR
au e	40.0 34.8%		THOUSAN.		WERE	所NBI M	TANK DO LONG	NBK		Wind CO Link	١
	40.0	Canada Trans	0.0	-0.6	10.0	3	0.0 46.0		-0'0)	10,0=46,0 *76,0	0.9
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		12	2.2% 3	4.8% 10.4%	10.4%	10.4%	42.6%		0.4%	42.6%	45.6%
Maximum Green (s) 8.0	34.0		8.0	34,0	5.0	5.0	42.0		20	450	42.0
Vellow Time (s)	4.0		8	4.0	5.0	5.0	20		ا ای	20	200
All Red Time (c)	20		20	50	ឧ	2.0	22		20	20	70
Tana Adirect (c)	1.0		-10	0.1	ę	Ş	-1.0		9	9	7
Total out Time (c)	102		5.0	50	6.0	9	0.0		6.0	6.0	6.0
ead/Lan	Lag	T	ead	Tag	Lead	ea	Ē	1	Lead	B)	<u> </u>
.ead-Lag Optimize?					6	6		1	3.0	3.0	3.0
/ehicle Extension (s) 3.0	ı		1	3	3				N	3	, May
Recall Mode None	None	ž	None	None	None	None	S-IMBX		201	5	
nlersection Summary workings agen-	AND PROPERTY OF THE	<b>种类的和400</b> 0			HUDWAN	STATE OF THE PARTY	ion con programment de la company de la c	CHRISTON OF	CONTRACTION OF		NO. NO. OF
Area Type: Other			!	1				-			
Actualed Cycle Length: 115		and 6:SBTL St	Start of Yellow	llow							
Natural Cycle: 90											
Control Type: Actuated-Coordinated							-			-	-

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Lane Configurations 113
Volume (vph) 1133
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iheng/814440/Traffc/Analysis/Submission 2 - September 2014\existing/AM Peak.syn Synchra 8 Report

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Detector Template Left Thru
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Turn Type Protected Phases

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5 5

Two way Left Tum Lane Headway Factor Turning Speed (mph) Number of Detectors

Link Offset(ft) Crosswalk Width(ft)

Lane Alignment Median Width(ft)

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Dunkin Donuts - East Goshen 2: Paoli Pike & Goshen Village Access Taper Length (ft)
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Dunkin Donuts - East Goshen 2: Paoli Pike & Goshen Village Access

l je Access

2014 Existing AM Peak

<b>.</b>	(s)
£11151	Area Types Oyble Lengtht 115 Actualed Cybie Lengtht 115 Offset 32 (2395), Referenced to phase 2NBT and 6:SBTL, Start of Yellow Natural Cybes 70 Comm Type: Actualed-Coordinated

plits and Phases: 2: Paoli Pike & Goshen Village Access

*	▼ 03	ZON SERVICE AND LINE OF THE PARTY OF THE PAR	
Splits and Phases: 2: Path rike & Content Village Appres	() () () () () () () () () () () () () (	4. Charles of the control of the con	P S C (4)

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Leading Detector (ft)

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Synchro 8 Report

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Dunkin Donuts - East Goshen 10: Channelized Right-turn Lane & Boot Road

2014 Existing AM Peak

Schrippidativations the intercent and the inter										The state of the s
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1.00	al Flow (vphpi)	1800	006	0061	26.6	%0 %0	200			
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No.	Flow (vnh)	328	0	0	710	0	10		and the second constraints of the second	
10   128   0   710   0   101	ared Lane Traffic (%)		:							
No	ne Group Flow (vph)	328	٥	0	710	0	5			
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10	dian Width(ft)	22			2	ا		-		
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tctor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	to way Left Turn Lane			:				1		
Ed (riph) Free Sign Free Slop Science State State State State State State State Science State Science	adway Factor	5	5	8	2	<u>e</u> :	3		1	
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Simmay and the same with the companion of the contract of the special of the same of the contract of the same of t	an Control	Free	!		Free	Stop				
	areardon Simmary Manual	THE REAL PROPERTY.	STEEL STEEL STEEL	Session of the second	SALES COLUMN	ALL ALL PROPERTY.	STATE SALES	AND PARTICIONAL PROPERTY.	desperate desperation de la constante de la co	energe de la company de la

Peport Plengi8144401TrafficAmalysis)Submission 2 - September 2014lexisting/AM Peak.syn

Dunkin Donuts - East Goshen 10: Channelized Right-tum Lane & Boot Road

2014 Existing AM Peak

 
 Movement common commo 6.32 ### 1720 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 | 3.20 06. 101 989 THE PROPERTY OF THE PARTY OF TH 399 399 7723 681 - '8' · . Approach states the states of 90 90 4 2 2 0 710 • 1220 NinoriLane/Major/Mymt/Biserin/BLn/lestEB1685 EBR/66/VB1083/VB1769030 Capacity (veh/h) 696 1220 Grade, % 90 90 90 Peak Hour Factor 90 90 Heavy Vehicles, % 328 0 Month Flow Intersection while the control of th Capacity (veh/h) 696
HCM Lane VIC Ratio 0.145
HCM Cantol biley (6) 11.1
HCM Cantol biley (6) 11.1
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HCM Seth % Lile Cityeth) 0.5 Major/Minorastan/wasawwellawananuwa Conflicting Flow All Stage 1 Stage 2 Gritical Howy Sig 2 Critical Howy Sig 2 Prolow Up Hows Maneuver Stage 1 Stage 1 Mov Cap 2 Maneuver Sigge 2 Mov Cap 2 Maneuver Sigge 2

Lleng\814440\Traffic\Analysis\Submission 2 - September 2014\existing\AM Peak.syn

ATTACHMENT 3

Dunkin Donuts - East Goshen 3: Boot Road & Goshen Village Acces

Comparison   Com		4	†	Ţ	1	٠	*
150   150	Sand Gminister and Sand		EELTEN	WBTG	WBR	SBI	NSBR PROBLEM CONTRACTOR OF THE PROPERTY OF THE
1900   1900	Lane Configurations	per ic	<b>←</b> ξ	<b>₹</b>	4	<b>&gt;</b> "	
150   150	Volume (Vpn)	1900	198		1900	1900	1900
150   175   176	Lane Width (ft)	=	= ;	= 3	E,	9	The same are the second of the
100   100	Grade (%)		%!	%-	0	e c	Control of the comment of the control of the contro
1.00   1.00	Storage Length (ft)	3		*		-	0
1.00	Storage Lanes	- 4		-		- 54	
0,950	laper Length (ii)	10.5	1.00	9	1.00	5	1,00
0.950   0.979   0.979   0.979   0.979   0.950   0.979   0.950   0.979   0.950   0.979   0.950   0.979   0.97	ביות כמיי ביים			0,999		0.923	A COMPANY OF THE PARTY OF THE P
1447   1757   1788   0   1713   0   0   0   0   0   0   0   0   0	Elt Protected	0.950				0.979	
(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	Sald. Flow (prof.)	1447	1757	1788	٥	1713	
1447   1757   1788   0   1713   0   1713   0   1713   0   1713   0   1713   0   1713   0   1713   0   1713   0   1713   0   0   1713   0   0   1713   0   0   0   0   0   0   0   0   0	Flt Permitted	0.950			:	0.979	
45   45   45   25   25   25   25   25	Sald. Flow (perm)	1447	1757	1788	٥	173	AND THE STATE OF THE PARTY AND ADDRESS OF THE PARTY OF TH
(i) 340 1418 335 35 35 35 35 35 35 35 35 35 35 35 35	Link Speed (mph)		45	₹	;	13	Company to the state of the sta
10   10   10   10   10   10   10   10	Link Distance (ft)	:	340	1418	1	33	A REPORT OF THE PARTY OF THE PA
cipr 0.591 0.91 0.91 0.91 0.91  1	Travel Time (s)		2.7	27.5		5	and the second s
1 (19) 200% 4% 3% 25% 33% 1/% 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2	Peak Hour Factor	9	9	9.9	5	60	manufacture of the second seco
1) 5 419 699 4 5 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Heavy Vehicles (%)	20%	4%	%	25%	85	, m
Traffic (%)  1 Intersection No	Adj. Flow (vph)	'n	419	88	4	9	transfer of the contract of th
The second   No	Shared Lane Traffic (%)	:				,	which and designed the second state of the second s
University	Lane Group Flow (voh)	ശ	419	5	0	7	Appendix and in the contrast of the contrast o
	Enter Blocked Intersection	2	운	2	2	2	0N
(tith (t)	Lane Alignment	Left	曹	冒	Right	ë ş	Kight
telin(t)  Turn Lane  1,05 1,05 1,04 1,04 0,84 0,84 0,84 0,84 0,84 0,84 0,84 0	Median Width(ft)	:	= [	= 3		<u>o</u> c	
Timil Lane	Link-Offset(ft)		ې د !	> '4		9	The company of the property of the company of the c
Turn Lane	Crosswalk Width(ft)	1	2	2	1	2	CONTRACTOR OF THE RESIDENCE AND ADDRESS OF THE RESIDENCE AND ADDRESS OF THE PERSON OF
tion 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05	Two way Left Turn Lane	10,7	20.5	10.1	104	10.04	0.84
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Dunkin Donuts - East Goshen 3: Boot Road & Goshen Village Acces

2014 Existing AM Peak

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Dunkin Donuts - East Goshen 1: Paoli Pike & Boot Road

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Dunkin Donuts - East Goshen 2: Paoli Pike & Goshen Village Access

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Dunkin Donuts - East Goshen 3: Boot Road & Goshen Village Acces

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Dunkin Donuts - East Goshen

3: Boot Road & Goshen Village Acces
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ATTACHMENT 4

Dunkin Donuts - East Goshen 1: Paoli Pike & Boot Road

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Dunkin Donuts - East Goshen 1: Paoli Pike & Boot Road

2014 Existing AM Peak

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Dunkin Donuts - East Goshen 2: Paoli Pike & Goshen Village Access

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Dunkin Donuts - East Goshen 2: Paoli Pike & Goshen Village Access

2014 Existing AM Peak

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KILIKA HIPEN KETSI PERMUNIKAN IPAN MANAKAN INI KAKAMATAN MANAKAN INI KAMATAN MANAKAN PE 2: Paoli Pike & Goshen Village Access Splits and Phases:

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Dunkin Donuts - East Goshen 10: Channelized Right-turn Lane & Boot Road

2014 Existing AM Peak

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Dunkin Donuts - East Goshen 10: Channelized Right-furn Lane & Boot Road

2014 Existing AM Peak

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Synchro 8 Report

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ATTACHMENT 5

# Gap Study Data Results Intersection of Boot Road and Goshen Village Access Combined Gaps - Boot Road

9/12/2014 End of Study (17:45) Start of Study (16:45)

Total Survey Time (60)

One Eastbound Through and one Westbound Through

24' Cartway

Gap Size (Seconds)	Number of Gaps	Gap Size Factor	Multiply Gap Size Factor by Number of Gaps
0 to 7	207	0	0
8 to 11	44	1	44
12 to 15	24	2	48
16 to 17	3	3	9
18 to 21	11	4	44
22 to 25	5	5	25
26 to 29	3	6	18
over 29	0	7	0
	Total		188

#### Westbnound Gaps - Boot Road

9/12/2014 1 of Study (1

End of Study (17:45)

Start of Study (16:45)

Total Survey Time (60)

One Eastbound Through and one Westbound Through 24' Cartway

Gap Size (Seconds)	Number of Gaps	Gap Size Factor	Multiply Gap Size Factor by Number of Gaps
0 to 7	123	0	0
8 to 9	29	1	29
10 to 13	18	2	36
14 to 17	22	3	66
18 to 19	4	4	16
20 to 23	13	5	65
24 to 25	6	6	36
over 25	28	7	196
	<u> </u>		
	Total	444	

## McMahon Associates Inc.

425 Commerce Drive, Suite 200 Fort Washington, PA 19034

Municipality: East Goshen Township

Location: Boot Road & Shopping Center Access Counter/Board #: BW

gr. ne g

File Name: paolibootGAP01p

Site Code : 11111111 Start Date : 9/12/2014

Page No : 1

Directions Printed: Westbound

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1	7:30	0	10	9	6	7	1	2	4	2	2	2	. 2	2	2	1	6	58	8 - 9
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Similar to the computation of critical headways, the analyst begins the computation of follow-up headways with the base follow-up headways given in Exhibit 19-11. The analyst then makes movement-specific adjustments to the base follow-up headways with information gathered on heavy vehicles and the geometrics of the major street per the adjustment factors given in Equation 19-31.

#### Equation 19-31

$$t_{f,x} = t_{f,base} + t_{f,HV} P_{HV}$$

where

 $t_{fx} = \text{follow-up headway for movement } x \text{ (s)},$ 

 $t_{f,base}$  = base follow-up headway from Exhibit 19-11 (s),

 $t_{f,HV}$  = adjustment factor for heavy vehicles (0.9 for major streets with one lane in each direction, 1.0 for major streets with two or three lanes in each direction), and

 $P_{HV}$  = proportion of heavy vehicles for movement (expressed as a decimal; e.g.,  $P_{HV}$  = 0.02 for 2% heavy vehicles).

Exhibit 19-11 Base Follow-Up Headways for TWSC Intersections

and the second of the second o	Base Follow-Up Headway, tfbase (s)								
Vehicle Movement	Two Lanes	Four Lanes	Six Lanes						
Left turn from major	2.2	2.2	3.1						
U-turn from major	N/A	2.5 (wide) 3.1 (narrow)	2.3						
Right turn from minor	3.3	3,3	3.9						
Through traffic on minor	4.0	4.0	4.0						
Left turn from minor	3,5	3.5	3.8						

Values from Exhibit 19-10 and Exhibit 19-11 are based on studies throughout the United States and are representative of a broad range of conditions. If smaller values for  $t_c$  and  $t_f$  are observed, capacity will be increased. If larger values for  $t_c$  and  $t_f$  are used, capacity will be decreased.

### **Step 5: Compute Potential Capacities**

Step 5a: Potential Capacity If No Upstream Signal Effects Are Present

The potential capacity  $c_{p,x}$  of a movement is computed according to the gap-acceptance model provided in Equation 19-32 (6). This model requires the analyst to input the conflicting flow rate  $v_{c,v}$  the critical headway  $t_{c,v}$  and the follow-up headway  $t_{f,v}$  for movement x.

$$c_{p,x} = v_{c,x} \frac{e^{-v_{c,x}t_{c,x}/3,600}}{1 - e^{-v_{c,x}t_{f,x}/3,600}}$$

Equation 19-32

where

 $c_{p,x}$  = potential capacity of movement x (veh/h),

 $v_{cx} = \text{conflicting flow rate for movement } x \text{ (veh/h)},$ 

 $t_{cx}$  = critical headway for minor movement x (s), and

 $t_{f,x} = \text{follow-up headway for minor movement } x \text{ (s)}.$