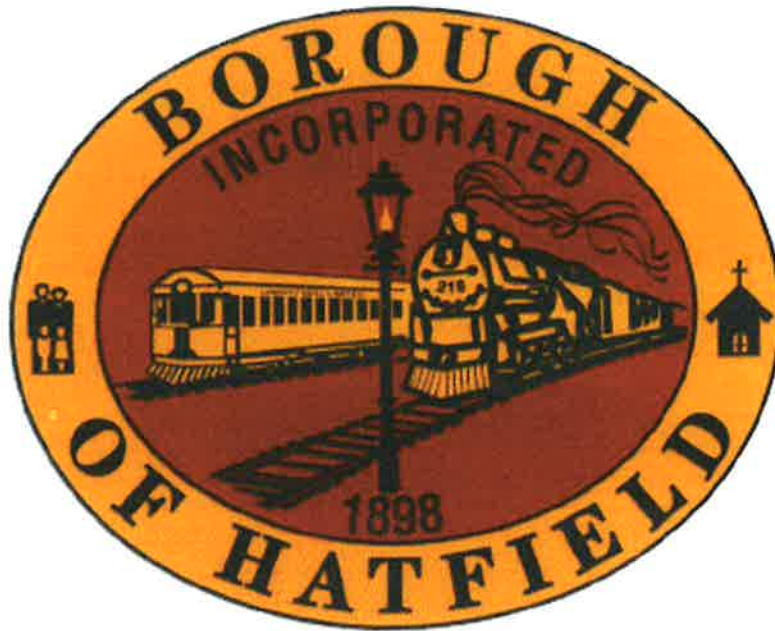


# **HATFIELD BOROUGH PLANNING COMMISSION**

**September 23, 2024**



**KENNETH V. FARRALL, CHAIR**

**LAWRENCE G. STEVENS, VICE CHAIR**

**LARRY BURNS, MEMBER**

**JOHN KROESSER, MEMBER**

**MICHELLE KROESSER, MEMBER**

**JAIME E. SNYDER, BOROUGH MANAGER**



# Borough of Hatfield

Montgomery County, Pennsylvania

## PLANNING COMMISSION September 23, 2024 6:00PM AGENDA

### Call to Order / Roll Call

Kenneth Farrall      Lawrence Stevens      Larry Burns  
John Kroesser      Michelle Kroesser

1. Motion to Approve the September 23, 2024 Agenda
2. Motion to Approve the March 25, 2024 Meeting Minutes
3. Hatfield Walk, 23 N. Main Street, Land Development Presentation
4. Old Business:
  - A. Bennetts Court Update
  - B. Didden Greenhouses Update
  - C. 43 Roosevelt Avenue Update
5. New Business:
  - A. ZHB Meeting for 350 W. Broad Street, Schiano Properties LLC, is scheduled for Thursday, September 26, 2024 at 7:00PM in Council Chambers
6. Action Items:
7. The Next Planning Commission Meeting is Scheduled for Monday, October 28, 2024 at 6:00PM in Council Chambers
8. Motion to Adjourn

401 S. Main Street  
P.O. Box 190  
Hatfield, PA 19440

**Phone:**  
215-855-0781

**Fax:**  
215-855-2075

**Email:**  
admin@  
hatfieldborough.com

**Website:**  
www.hatfieldborough.com

**2. Motion to Approve the  
March 25, 2024 Meeting Minutes**

## PLANNING COMMISSION

March 25, 2024 6:00PM

Meeting Minutes

This Meeting was Recorded

### NOMINATION AND ELECTION OF PLANNING COMMISSION CHAIR:

Manager Snyder informed the Planning Commission at this time they will recognize nominations for Chair of the Planning Commission

Motion: A motion was made by Larry Stevens to nominate Kenneth Farrall as the Planning Commission Chair. The nomination was seconded by Larry Stevens and unanimously approved with a vote of 4-0.

### NOMINATION AND ELECTION OF PLANNING COMMISSION VICE CHAIR:

Manager Snyder informed the Planning Commission at this time they will recognize nominations for Vice Chair of the Planning Commission.

Motion: A motion was by made Michelle Kroesser to nominate Larry Stevens as Vice Chair of the Planning Commission.

John Kroesser seconded to motion to nominate Larry Stevens for Vice Chair of the Planning Commission and was approved with a vote of 4-0.

### ROLL CALL

- (X) Kenneth V. Farrall, Chair
- (X) Lawrence G. Stevens, Vice Chair
- ( ) Larry Burns
- (X) John Kroesser
- (X) Michelle Kroesser

The record shows that five members of the Planning Commission were present along with Borough Manager Jaime E. Snyder, Chad Camburn; Borough Engineer and Assistant to the Manager Kathryn Vlahos.

### 1. APPROVAL OF THE AGENDA:

Motion to Approve the March 24, 2024 Planning Commission Meeting Agenda

Motion: A motion was made by John Kroesser to Approve the Agenda of the March 25, 2024 Planning Commission

Meeting Agenda. The motion was seconded by Larry Stevens and unanimously approved with a vote of 4-0.

## **2. APPROVAL OF THE MINUTES:**

Motion to Approve the Minutes of the December 11, 2023 Planning Commission Meeting.

Motion: A motion was made by Larry Stevens to Approve the December 11, 2023 Meeting Minutes. The motion was seconded by Michelle Kroesser and unanimously approved with a vote of 4-0.

## **3. Didden Greenhouses Preliminary Land Development Plan Presentation**

Kirt Clauss from Clauss Consulting Engineering stated that they have made much progress on the plans since they last saw them. They went to the Hatfield Township Planning Commission last week and they recommended preliminary approval of the plan to the township's commissioners. Mr. Clauss reviewed Chad Camburn, Boroughs Engineer's review letter. In the letter, it discussed the flood plain and the need to go to the zoning hearing board for it. The flood plain analysis that was conducted showed that the improvements that they are making will not affect the neighbors of the property. Mr. Clauss asked the borough if they would consider one developer's agreement and security deposit with Hatfield Township and Diddens for the entire project. The Planning Commission responded that they would check with their solicitor to see if that is allowed. Mr. Clauss asked for a discussion on whether the borough would like a fence around the retention basin, Ken Farrall replied that for safety reasons the Borough Planning Commission would like to see a fence around it. Mr. Clauss asked if the fiberglass lane delineators would be sufficient enough for the area between the driveway and the trail. Ken Farrall stated that he is fine with them going with the delineators as long as they are willing to put something else up if there is a problem.

Larry Stevens made a motion to recommend to Borough Council for preliminary approval of Diddens Plan, no waivers have been requested, they have to obtain Zoning Hearing Approval as outlined in the Borough Engineers review letter, put a note on the plan that if there was a safety issues they would removed the fiberglass lane delineators and put a fence up or similar as required by the Borough, a fence is required around the basin.

Motion: A motion was made by Larry Stevens to recommend to Borough Council for preliminary approval of Diddens Plan, no waivers have been requested, have to obtain Zoning Hearing Approval as outlined in the Borough Engineers review letter, put a note on the plan that if there was a safety issues they would removed the fiberglass lane delineator and put a fence up or similar as required by the Borough, a fence is required around the basin.. The motion was seconded by John Kroesser and unanimously approved with a vote of 4-0.

**4. Old Business:**

A. Bennetts Court

Manager Snyder stated that this project is moving along, they have all utility lines in and the code department has been issuing permits for decks to be put on each individual unit.

B. 43 Roosevelt

Manager Snyder reported that they are working with the borough engineer and solicitor on a developer's agreement and security deposit.

C. 200 North Main Street

Manager Snyder stated they came and asked for two new letters of support for tax credits to move the project forward.

**5. New Business:**

A. 23 North Main Street, Arbor Grove Development Zoning Hearing Broad Application

Manager Snyder reported that they will have their Zoning Hearing on Wednesday, March 28<sup>th</sup> and they are moving forward with a 9-unit property.

**6. Action Items:**

**7. Next Meeting Monday, April 22, 2024, 6:00PM**

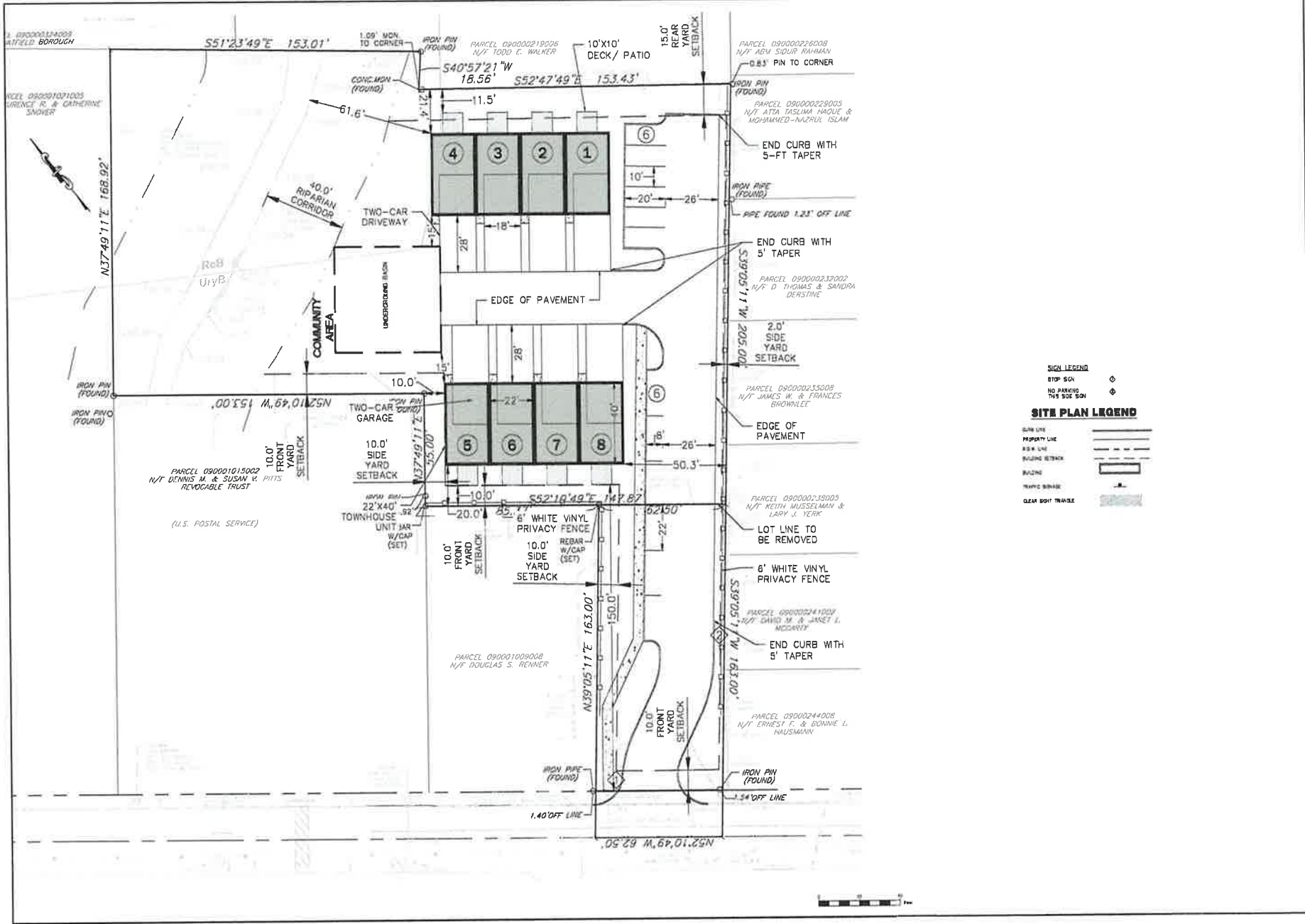
**8. Motion to Adjourn**

Motion: A motion was made by John Kroesser to adjourn the March 25, 2024 Planning Commission Meeting. The Motion was seconded by Michelle Kroesser and unanimously approved with a vote of 4-0.

Respectfully Submitted,  
Kathryn Vlahos  
Assistant to the Manager

**3. Hatfield Walk, 23 N. Main Street,  
Land Development Presentation**





**SIGN LEGEND**

STOP SIGN  
NO PARKING THE SIDE SIGN

**SITE PLAN LEGEND**

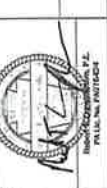
GRADE LINE  
PROPERTY LINE  
E&S LINE  
EASING SETBACK  
RAVINE  
TWO-WAY DRIVE  
ONE-WAY DRIVE

Holmes Cunningham LLC  
350 E Baber Ave. Ste 106  
Pittsboro, NC 27561  
(714) 596-3300  
www.holmes-cunningham.net

REVISION	DESCRIPTION

Professional Seal and Stamp for the State of North Carolina, including the name of the engineer or architect.

**HATFIELD WALK**  
 TRAP # 090001022005 & 090001006002  
 HATFIELD BOROUGH, MONTCALMERY COUNTY, PENNSYLVANIA  
**SITE IMPROVEMENTS PLAN**



File No.	177_02_0_S18.dwg
Sheet No.	177
Scale	1"=20'
Drawn	
Checked	
Date	

Drawing No. **C2.0**



September 18, 2024

Jaime E. Snyder  
Borough Manager  
Hatfield Borough  
401 South Main Street  
P.O. Box 190  
Hatfield PA 19440

RE: **Hatfield Walk Townhomes (23 N. Main St.)**  
Land Development Review Letter 1  
Bursich Project No: HAT-01 / 228290



Dear Jaime:

As requested, Van Cleef Engineering has reviewed the Preliminary / Final Land Development Plan submission for the Hatfield Walk Townhouse project. The submission consisted of the following information prepared by Holmes Cunningham Engineering:

- Plans titled Hatfield Walk, consisting of sheets 1 through 14 of 14 dated August 7, 2024, with no revision date;
- Post Construction Stormwater Management Plan Narrative, dated August 7, 2024, with no revision date;

The site consists of two parcels: one contains an existing dwelling, fronts N. Main Street, and is located entirely in the CC – Core Commercial Zoning District; while the other is unimproved, is landlocked behind the first property and the Post Office property, and is split between the CC District and R-1 Residential District. The plan proposes eight townhouse units in two buildings, each with four units, separated by a paved access aisle. Each unit is proposed to include a two-car garage and driveway. Six parallel parking spaces are proposed along the access aisle, and a separate six-space lot is also proposed, for a total of twelve shared parking spaces. The existing dwelling on the N. Main Street parcel is to be demolished to construct the driveway, which will gain access from N. Main Street. The applicant intends to remove the common property line and join the properties into a common deed.

We offer the following for your consideration:

F:\Projects\HAT-01\228290\_Hatfield Walk (23 N. Main St.)\Land Development\Reviews\2024-09-18\_Hatfield Walk-LD Rvw 1.docx

**OFFICE LOCATIONS**

[www.vancleefengineering.com](http://www.vancleefengineering.com)

Hillsborough, NJ  
908-359-8291

Mt. Arlington, NJ  
862-284-1100

Phillipsburg, NJ  
908-454-3080

Doylestown, PA  
215-345-1876

Pottstown, PA  
610-323-4040

Hamilton, NJ  
609-689-1100

Toms River, NJ  
732-573-0490

Freehold, NJ  
732-303-8700

Bethlehem, PA  
610-332-1772

### VARIANCES GRANTED

At a Hearing on April 24, 2024, the Hatfield Borough Zoning Hearing Board granted the following variances from the Borough's Zoning Ordinance, subject to seventeen conditions:

1. A variance from Section §27-1202 to allow townhouses in the R-1 Residential Zoning District.
2. A variance from Section §27-1204 to permit alternate dimensional standards in the R-1 Residential Zoning District.
3. A variance from Section §27-2101 to allow townhouses in the CC Core Commercial Zoning District.
4. A variance from Section §27-2108.1.G to permit alternate rear yard dimensional standards in the CC Core Commercial Zoning District.
5. A variance from Section §27-2108.1.H to permit alternate front yard dimensional standards in the CC Core Commercial Zoning District.

### WAIVERS REQUESTED

The Landscape Plan includes a note requesting the following waiver. The Requested Waiver shall be listed on the Record Plan and in a letter to the Borough.

1. §22-420.1.C.(2) - A waiver to allow a six-foot high privacy fence along the Renner property rather than the required five shade trees, and a six-foot high privacy fence and shrubs along the southeastern property boundary rather than the required seven shade trees. There is not sufficient space for shade trees along these property lines.

### ZONING ORDINANCE COMMENTS

1. The following items must be revised to comply with the Zoning Decision:
  - A. The R-4 Zoning District standards shall be added to the record plan. The standards that are superseded by the Conditions of the Zoning Hearing Decision shall be noted. The proposed conditions must be related to the R-4 standards.
  - B. The plans shall show 20-foot building setbacks rather than 10-foot and 2-foot setbacks, except along the northwestern line adjacent to the post office property.
  - C. The proposed sidewalk along the Renner Property shall be located adjacent to the proposed curbing for the access drive.

- D. The privacy fences along the driveway should extend to the faces of the buildings on the Renner and Hausmann properties unless the fences would conflict with the required sight triangle. The sight triangle shall be shown on the plan.
  - E. The existing Zoning District boundaries and labels for the affected and adjacent properties shall be added to the Record Plan.
  - F. Condition 1.c stipulates that Open Space shall be restricted from further development and shall be offered to the Borough for dedication. The Record Plan shall label the proposed Open Space and provide metes and bounds of the boundary.
2. §27-816.1.B.(3) – The Borough Council shall evaluate all applications relating to common driveways as to the location, placement, and alignment of such common driveways based upon the ease of accessibility to, and efficient maneuverability through, for protective services of fire and police.
3. §27-2302.1 – The classification of the onsite stream shall be indicated on the plans. The source of the limit of the Riparian Corridor shown on the plans shall be clarified. Additionally, the Limit of Stream/Top of Bank along the southern side of the stream shall be clarified as it does not appear to match the topography between labels TOB-A6 and TOB-A4 on the Existing Features Plan.
4. §27-2302.2 – Steep slopes shall be identified on the plans, and the Riparian Corridor boundary shall be updated if applicable.

#### **SUBDIVISION AND LAND DEVELOPMENT ORDINANCE**

1. §22-305 & §22-307 – The plans shall be revised to include or clarify the following information:
- A. The parcels subject to the application shall be labeled on the Record Plan, and the Lot Line to be Removed shall be more clearly labeled. Site Plan Note 3 on sheet 1 shall include both parcels.
  - B. The street right-of-way line along the property frontage shall match the legend.
  - C. The Owner’s Certification on the Record Plan must include all property owners party to the subdivision and land development.
  - D. The Existing Features (and Demolition) Plan shall label all features to be removed. The limit of tree clearing must be shown on the Existing Features and Grading and Drainage Plans.
  - E. The bounds of the new site shall be labeled to the right-of-way line.
  - F. The Combined Lot Area in the Lot Area Calcs. table on sheet 1 shall indicate “Net”.
  - G. Dimensions shall be provided for the backup / turnaround area at the end of the parking row, the radii for all curves, sidewalk width, Community Area, distance between post office parking lot and underground basin / Community Area, driveway to property line.

- H. The first-floor elevations shall be added to the plans. The ground outside the buildings must be at least 18-inches below finished floor, except at the garages.
  - I. ADA ramps shall be designed at the end of the internal sidewalk and both sides of the driveway.
  - J. Sign symbols.
  - K. Lights.
  - L. The Location Map shall include the surrounding road names.
  - M. The soils line shall be shown differently for clarity and be included in the legend.
  - N. Existing features within 200 feet of the site are required to be included on the plans. Of particular importance are buildings, topography, vegetation, utilities, sidewalks, signs, etc. An aerial image may be appropriate.
  - O. The proposed building heights and number of stories shall be added to the plans.
  - P. The legend shall be more complete to clarify the lines and symbols on the plans, particularly on the Record Plan.
  - Q. The proposed grades shall be shown on the plan view on sheet 14.
2. §22-410.E – The clear sight triangle shall be labeled on the plans, and all existing and proposed features within the sight triangle shall be labeled.
3. §22-413 – Sidewalks and Curbs
- A. The curbing within the N. Main St. right-of-way shall be concrete unless a waiver is granted.
  - B. A detail of the curb tapers shall be added to the plans.
4. §22-414.B(2) – Parking areas shall not be located closer than 20 feet from any tract boundary line. These setback areas shall be landscaped in accordance with the requirements of §22-420, General Planting Requirements. Per §22-414.1.A.(3), “Parking” includes the driveway which provides direct access to the parking spaces.
5. §22-420.D.(2) – A 100 percent performance bond shall be posted to ensure replacement of landscape material that is removed, destroyed, damaged, or in ill-health within 15 months of installation. We also recommend an agreement be recorded perpetually requiring the Homeowner’s Association to replace any landscaping that dies at any point in the future.
6. §22-426 – The Applicant shall present evidence that water will be supplied by a certified public utility.
7. §22-427 – The Applicant shall present evidence that sewer service will be supplied by a certified public utility.

8. §22-428 – Compliance with Engineering & Construction Standards:
- A. §108.3.A – A letter of endorsement shall be required from the suppliers of utility services wherein the applicant acknowledges that underground utilities are feasible.
  - B. §108.3.D – Proposed lights shall be added to the plans along with footcandles showing safe lighting at the parking lots and along the sidewalks. The footcandles shall also illustrate that lighting will not spill across the tract lines. Details of the light fixtures and supporting bases shall be added to the plans.
  - C. §110 – Fire hydrants shall be located at accessible points in the development and shall be located according to the Fire Marshal and Water Authority.
  - D. §112.1 – Concrete monuments shall be installed along the right-of-way lines where they meet adjoining properties. Property corner pins shall be installed. The pins and monuments shall be shown on the Record Plan. Existing monumentation shall be labeled as Found & Held where applicable.
9. §22-502.B – A cost estimate to establish financial security for the completion of the proposed improvements shall be provided.

#### STORMWATER COMMENTS

1. §26-132.2.B(3)(i) – The following signature block for the Design Engineer shall be added: “I, (Design Engineer), on this date (date of signature), hereby certify that the SWM Site Plan meets all design standards and criteria of The Neshaminy Creek Watershed Act 167 Stormwater Management Ordinance or Plan.”
2. §26-161 - For subdivisions and land developments, the applicant shall provide financial security acceptable to the Borough of Hatfield for the timely installation and proper construction of all stormwater management (SWM) facilities as specified in this section.
3. §26-164 – A Stormwater Operation and Maintenance Agreement must be provided to the Borough Solicitor’s satisfaction.
4. The Pre-Development Drainage Area Map shall illustrate the off-site area that is in the calculations.
5. The Post-Development Drainage Area Map shall clarify how much runoff from Units 1-4 roofs are proposed to reach the storm basin. The roofdrains / downspouts shall be illustrated on the design plans.
6. The drainage area to the underground basin on the Post-Development Drainage Area Map does not appear to be accurate. The overland flow north of the driveways and access drive would not enter the basin based on the topography.

7. We recommend a roofdrain pipe be installed to tie the downspouts from Units 5-8 into inlet box CB-5. This would keep runoff from the downspouts away from the building foundation.
8. The Tc paths must be shown on the Drainage Plans.
9. The Dekalb method of stormwater calculations shall use 3/3 limb factors to better estimate the anticipated volume of runoff.
10. The plans shall include the level spreader that is shown on the Detail Sheet. The detail shall be updated to reflect the proposed discharge pipe condition.
11. The storm sewer design calculations must consider the tailwater elevation in the storm basin.
12. Stormwater runoff from the neighboring properties to the south currently drains to, and across, the subject property. The plans proposed to raise the grade along the southern property line by over one foot in some locations. Additional topographic detail shall be provided along this property line to confirm the drainage from the neighboring properties will not be blocked. In particular, the Haque / Islam property contains a garage approximately two feet from the property line where the grade will be raised.

#### **EROSION AND SEDIMENTATION CONTROL COMMENTS**

1. The proposed silt socks must be shown more clearly on sheet 10.
2. Existing trees and Tree Protection Fencing must be added to the plan.
3. Construction fencing shall be added along the limits of disturbance.
4. If the plans are not being reviewed by the MCCD, then references to that agency can be removed from the notes on sheet 10.
5. The Sequence of Construction must indicate that no earth disturbance shall commence until Hatfield Borough inspects the E&S controls and authorizes earth disturbance activities to begin. The E&S controls shall not be removed until authorization is given by the Borough.
6. A topsoil stockpile location shall be added to the plans.
7. All lines and symbols representing E&S controls must match the Legend.



### SANITARY SEWER COMMENTS

1. The sanitary sewer design should be discussed with our office. In particular, the following will need to be coordinated:
  - A. Illustrate the sanitary modifications being made in North Main Street
  - B. Internal sanitary layout and depth of force main
  - C. Locations of the grinder pumps and accessory panels and backup power supply
  - D. Pump design / hydraulic capacity pump curve
2. The following note shall be added to the Utility Plan:

“The sanitary sewer system in North Main Street is in the process of being replaced by Hatfield Borough during the design of these plans. The configuration of the sanitary lateral connection may be different than what is illustrated on these plans by the time the site is being developed.”
3. The plans include a label “See General Note 7” at the existing sanitary sewer manholes in North Main Street. General Note 7 is not applicable to sanitary sewer.
4. PaDEP Sewage Facilities Planning shall be addressed.

### GENERAL COMMENTS

1. The existing asphalt parking area for the Post Office encroaches approximately 12 feet onto the subject property. The Applicant shall indicate whether a parking easement exists on the property and illustrate the easement on the plans. If no easement exists, then one will need to be established, or the parking area will need to be removed.
2. The existing pull-in parking spaces for the Post Office are located approximately 8 feet from the proposed Community Area and underground storm basin. A barrier should be installed to stop vehicles from driving into this area.
3. The intention of the Community Area and any amenities shall be clarified.
4. The Belgian Block Curb detail indicates a curb reveal of 7-inches, and the spot grades indicate a 6-inch reveal. The curb reveal shall be clarified.
5. Some of the neighboring properties to the south contain two-story garages / potential living areas within one foot of the property line. The Applicant and Borough should consider the impact on these property owners to access the rear of their buildings when the privacy fence is installed along the property line.



6. The proposed six-space pull-in parking is proposed to be located approximately 6 feet from the wall of Unit 1. We recommend a barrier, bumper blocks, and/or landscaping be provided to protect the building. Additionally, headlights and exhaust would likely be a nuisance to the occupants if windows are built on that wall.
7. The plans shall clarify if the site will contain community or individual mailboxes.
8. Site Plan Note 20 on sheet 1 shall include sheets 1, 3, 6, and 7 to be recorded. These sheets shall also be noted to be recorded on the Drawing List.
9. Site Plan Note 9 on sheet 1 shall clarify that each unit will be responsible for trash pickup at their driveways rather than a community dumpster.
10. We recommend a backup / turn-around area be provided in the access driveway for Unit 4 to back out of their driveway.
11. Turning templates shall be provided for internal site movements.
12. Detail Sheet:
  - A. The intent of the Street Sign shall be clarified since no sign is proposed on the plans.
  - B. Details shall be provided for concrete curb, ADA ramps at the intersection and lights.
13. Detailed design of the ADA ramps shall be provided prior to plan recording.
14. The proposed crosswalk and stop bar on the Detail Sheet shall be illustrated on the plans.
15. Grading Note 6 on sheet 5 shall be revised to resolve the conflict in the horizontal to vertical slopes.
16. The proposed Japanese Zelkova tree at the intersection of the driveway and N. Main St. shall be removed to avoid conflicts with sight distance, overhead utilities, neighboring driveway, and sidewalk. The three proposed Japanese Zelkova trees along the Renner property shall be replaced with trees that will not impact the Renner's property and the proposed sidewalk.
17. We recommend the privacy fence be extended along the property line between Unit 5 and the Post Office parking lot, at a minimum, for safety, security, and privacy.
18. Homeowner's Association documents shall be provided to the satisfaction of the Borough Solicitor.
19. Legal descriptions shall be provided for the overall tract, any defined easements, and areas to be offered for dedication to Hatfield Borough.

20. Reviews, approvals, permits required include, but are not limited to, the following:

- A. PaDEP Sewage Facilities Planning
- B. Montgomery County Planning Commission
- C. Borough Traffic Engineer
- D. Borough Fire Marshal
- E. Borough Electric Consultant
- F. Emergency Service providers
- G. NPWA – for service adequacy and design approval
- H. HTMA – for sewage treatment capacity

21. Additional comments may be generated from subsequent submissions as a result of the plan and design revisions and additional information to be provided.

The comments are made with the understanding that all existing features and topography are accurately represented on the plans, and that all designs, calculations and surveys are accurate and have been prepared in accordance with current laws, regulations, and currently accepted Professional Land Surveying and Engineering practices.

Should you have any questions or need further information, please feel free to contact me at 484-941-0418 or [ccamburn@vancleefengineering.com](mailto:ccamburn@vancleefengineering.com).

Very Truly Yours,  
Van Cleef Engineering Associates, LLC



Chad E. Camburn, P.E.  
Senior Technical Manager

Pc: Katie Vlahos, Assistant to the Borough Manager (*via email*)  
Kate Harper, Borough Solicitor (*via email*)  
Bob Heil, Hatfield Borough Zoning Officer (*via email*)  
Ben Goldthorp, Pennington Property Group, LLC., Applicant (*via email*;  
[ben@penningtonpropertygroup.com](mailto:ben@penningtonpropertygroup.com))  
Rob Cunningham, P.E., Holmes Cunningham LLC, Applicant's Engineer (*via email*;  
[rob@hcengineering.net](mailto:rob@hcengineering.net))

September 20, 2024

Ms. Jaime E. Snyder  
Borough of Hatfield  
401 South Main Street  
P.O. Box 190  
Hatfield, PA 19440



**RE: Traffic Engineering Review #3**  
Proposed Residential Development – Hatfield Walk  
23 North Main Street  
Hatfield, PA 19440  
Project No. 311304-01-001

Dear Jaime:

Per your request, Bowman Consulting Group (Bowman) has completed a traffic engineering review of the proposed residential development to be located at 23 North Main Street in the Borough of Hatfield, Montgomery County, PA. It is our understanding that the proposed development will consist of the development of eight (8) townhomes. Access to the proposed development will be provided via a full-movement driveway along North Main Street.

The following documents were reviewed and/or referenced in preparation of our comments:

- Site Access Study – Proposed Hatfield Homes Residential, prepared by Traffic Planning and Design, Inc., dated August 21, 2024.
- Preliminary/Final Land Development Plans – Hatfield Walk, prepared by Homes Cunningham, LLC, dated August 7, 2024.

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

### **General**

1. A response letter must be provided with the resubmission detailing how each comment below has been addressed, and where each can be found in the resubmission materials (i.e., page number(s)) to assist in the re-review process. Additional comments may follow upon review of any resubmitted and more detailed plans during the land development process.

### **Site Access Study**

2. The site access study should be revised to include a traffic analysis of the intersection of Main Street and Broad Street. The intersection currently experiences delay during the commuter peak hours and the queuing along Main Street may impact the operation of the site driveway during the commuter peak hours. A gap study along North Main Street at the proposed site driveway location should be conducted if necessary to confirm that there are an adequate number of gaps in the North Main Street traffic stream for vehicles to safely enter and exit the site.

3. The site access study should be updated to include capacity/levels-of-service analysis for the intersection of North Main Street and the site driveway for the weekday morning and weekday afternoon peak hours under 2029 future with-development conditions.
4. The study should be revised so that the entering and exiting site trips for the weekday morning peak hour shown in Table 6 and on Figure 6 match the distribution percentages shown in Table 5. In addition, the turn lane warrant analysis shown in Appendix C should be revised accordingly.

#### **Preliminary/Final Land Development Plans**

1. The pavement markings along Main Street at the site access should be reviewed. Modifications to the pavement markings may be required to properly manage the movements to \from the site, the left turn lane at the signalized intersection, and the existing pedestrian crossing and parking at the post office. It should be noted that the Borough has identified traffic calming\pedestrian improvements along North Main Street at the existing pedestrian crossing for the post office.
2. Sight distance measurements must be shown on the plans for the intersection of North Main Street and the site driveway as required by **Section 22-405.1** of the **Subdivision and Land Development Ordinance**.
3. Turning templates should be provided with future plan submissions demonstrating the ability of a trash truck, emergency vehicle, and the largest expected delivery truck to maneuver into and out of the driveway along North Main Street and entirely through the site. The Borough Fire Marshal should review the emergency vehicle turning template for accessibility and circulation needs of emergency apparatus.
4. A "Stop" sign and stop bar should be shown on the plans on the site driveway approach to North Main Street. "No Parking" signs should be shown on the plans along the eastern side of the site driveway from North Main Street to the northern end of the site driveway.
5. ADA ramps must be provided at the driveway along Main Street for the existing sidewalk. An ADA ramp should also be shown on the plans on the northern end of the sidewalk located on the western side of the site driveway at its intersection with the drive aisle leading to/from the townhomes.
6. A back-up area should be provided on the western end of the drive aisle leading to/from the townhomes so that vehicles backing out of the driveways for lots 4 and 5 have adequate space to complete this maneuver.

We trust that this review letter responds to your request, and satisfactorily addresses the traffic issues related to the proposed development at this time. If the Borough has any questions, or requires further clarification, please contact me.

Sincerely,



Anton Kuhner, P.E.  
Senior Project Manager

AKK/BMJ

cc: Chad Camburn, P.E., Bursich Associates, Inc  
Catherine M. Harper, Borough Solicitor  
Bob Heil, Borough of Hatfield  
Rob Cunningham, P.E., Holmes Cunningham, LLC (Applicant's Engineer)  
Matt Hammond, P.E., Traffic Planning and Design, Inc. (Applicant's Traffic Engineer)

Q:\PA-FTWA-MC\MCM\eng\HATFIBO1\822C85 - 23 N Main St\Correspondence\Out\2024-08-30 Review Letter #3 - 23 North Main Street.docx



# Borough of Hatfield

Montgomery County, Pennsylvania

September 20, 2024

Borough of Hatfield  
Ms Jaime Snyder  
401 S Mai St  
Hatfield PA 19440

## Arbor Grove / 23 N Main St

Ms. Snyder,

A review of the submitted Land Development plan for 23 N Main St known as The Hatfield Walk has been completed and in further review of the report submitted by Bursich Associates, fully agree with all their comments and find that it adequately addresses all Zoning concerns.

It is also my opinion that the plan must have reference to all variances and waivers granted.

Sincerely,

  
Robert J. Heil  
Code & Zoning Enforcement

401 S. Main Street  
P.O. Box 190  
Hatfield, PA 19440

**Phone:**  
215-855-0781

**Fax:**  
215-855-2075

**Email:**  
admin@  
hatfieldborough.com

**Website:**  
www.hatfieldborough.com



# Code Inspections, Inc.

603 Horsham Road  
Horsham, PA 19044

*A Full Service Agency Providing*  
**Professional Inspection Services**

Phone: 215-672-9400  
Fax: 215-672-9736

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September 10, 2024

Re: Preliminary and Final Land Development Review for Hatfield Walk proposed at 23 North Main Street

To Whom It May Concern:

The review of the plan referenced above for compliance with the 2018 International Building Code and the 2018 International Fire Code as adopted by the Pennsylvania Uniform Construction Code as well as the 2012 International Fire Code as amended and adopted by the Borough of Hatfield. The review has been completed and the following items have been noted:

1. Due to the length of the proposed dead end fire lane a fire apparatus access road turnaround must be provided.
  - a. For approval a fire apparatus turning model shall be provided using the attached specifications for the Hatfield Fire Company Ladder Truck. The turning radius of the street and the apparatus turnaround shall be designed to accommodate the requirements for this apparatus.
  - b. The purpose of this model is to confirm that the fire apparatus will be able to enter and exit the property including the using the provided fire apparatus access road without leaving the paved surface with minimal backing of apparatus.

Please note that this review cannot be approved for Final Land Development without the requested turning model.

Yours in safety,



Daniel Azeff  
Fire Marshal  
Borough of Hatfield

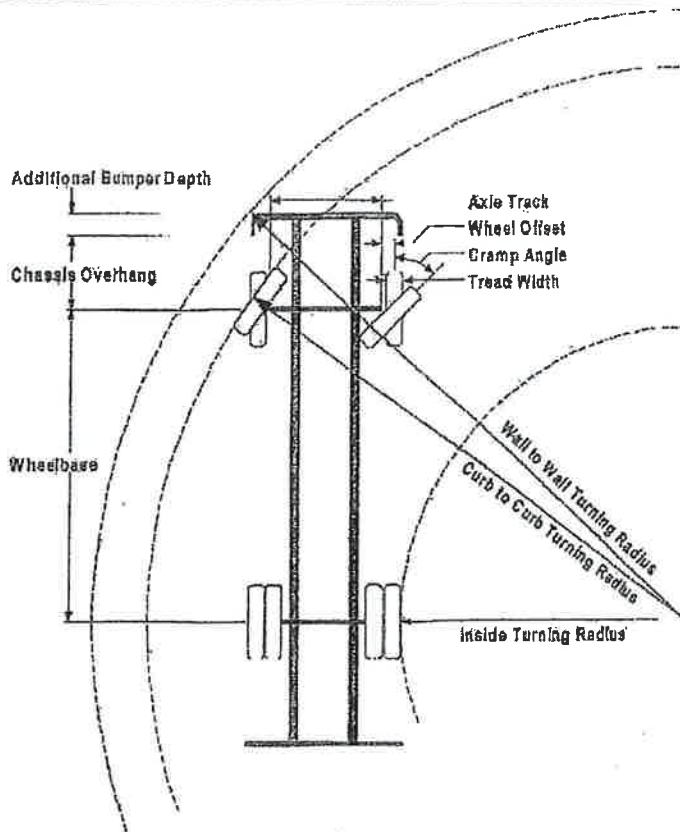






# Turning Performance Analysis

12/20/2007



### Parameters:

Inside Cramp Angle:	45.00 °
Axle Track:	81.92 in.
Wheel Offset:	4.68 in.
Tread Width:	17.70 in.
Chassis Overhang:	66.02 in.
Additional Bumper Depth:	19.00 in.
Front Overhang:	85.02 in.
Wheelbase:	248.50 in.

### Calculated Turning Radii:

Inside Turn:	19 ft. 7 in.
Curb to Curb:	35 ft. 7 in.
Wall to Wall:	39 ft. 11 in.

### Comments:

Aerial Application  
 EB431 This is just a estimate.

Components	PRIDE #	Description
Front Wheels	0019611	Wheels, Frt, Alum, Alcoa, 22.50" x 12.25" (425/ & 385/)
Front Tires	0001647	Tires, Michelin, 425/65R22.50 20 ply XTI52, Hiway Rib
Chassis	0060922	Dash-Side Door, Tractor Chassis (Tiller), Glider, For (Refurb Only)
Front Bumper	0012245	Bumper, 19" extended - all chassis'
Aerial Device	0120994	Aerial, 105' HDL, 750# Tip Load w/Waterway

### Notes:

Actual Inside Cramp Angle may be less due to highly specialized options.

Curb to Curb turning radius calculated for a 9.00 inch curb.



## Turning Performance Analysis

12/20/2007

---

### Definitions:

---

Inside Cramp Angle	Maximum turning angle of the front inside tire.
Axle Track	King-pin to king-pin distance of the front axle.
Wheel Offset	Offset from the center-line of the wheel to the king-pin.
Tread Width	Width of the tire tread.
Chassis Overhang	Distance from the center-line of the front axle to the front edge of the cab. This does not include the bumper depth.
Additional Bumper Depth	Depth that the bumper assembly adds to the front overhang.
Wheelbase	Distance between the center lines of the vehicle's front and rear axles.
Inside Turning Radius	Radius of the smallest circle around which the vehicle can turn.
Curb to Curb Turning Radius	Radius of the smallest circle inside of which the vehicle's tires can turn. This measurement assumes a curb height of 0 inches.
Wall to Wall Turning Radius	Radius of the smallest circle inside of which the entire vehicle can turn. This measurement takes into account any front overhang due to the chassis, bumper extensions and/or aerial devices.

August 21, 2024  
TPD# PNPG.00002



TRAFFIC PLANNING AND DESIGN, INC.



**Proposed Hatfield Homes Residential  
Access Study**  
*Hatfield Borough, Montgomery County, PA*

**For Submission To:**  
Hatfield Borough

# PROPOSED HATFIELD HOMES RESIDENTIAL ACCESS STUDY

FOR SUBMISSION TO:

Hatfield Borough, Montgomery County, PA

Prepared For:

Pennington Property Group

Ben Goldthorp

P.O. Box 35

Chalfont, PA 18914

August 21, 2024

TPD # PNPG.0002

Phone: (267)- 767-0876

Prepared By:

Traffic Planning and Design, Inc.

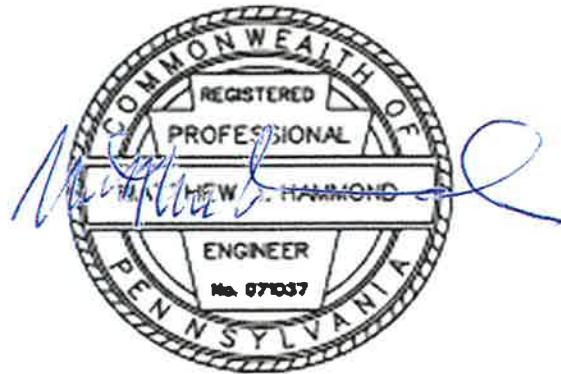
1720 Spillman Drive, Suite 260

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Matthew I. Hammond, P.E.

*Executive Vice President*

Pennsylvania License Number 071037

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### FIGURES 1 – 7

### TECHNICAL APPENDICES

- Appendix A: Traffic Count Information
- Appendix B: Traffic Volume Development Worksheets
- Appendix C: Auxiliary Turn Lane Warrant Analysis

## EXECUTIVE SUMMARY

The purpose of this access study is to examine the potential traffic impact associated with the proposed residential development in Hatfield Borough, Montgomery County, PA. Based on this evaluation, the following conclusions were reached:

- 1 The study area intersection included in this access study is listed below:
  - 1 Main Street (N/S) & Proposed Residential Site Driveway (E/W).
- 2 The project site is currently undeveloped and is located on the east side of Main Street, approximately 200-feet north of the intersection of Broad Street (S.R. 0463) & Main Street. The proposed site would consist of 8 townhomes.
- 3 Access to the site will be served by one (1) full-access driveway to Main Street.
- 4 Traffic volumes on Main Street were determined based on a previous turning movement count conducted by TPD, at the intersection of Broad Street (S.R. 0463) & Main Street, on Tuesday, May 29, 2022. TPD balanced the traffic volumes along Main Street utilizing the count information.
- 5 A growth factor of 1.0042 (0.21% per year, compounded for 2 years) was applied to the 2022 traffic volumes to produce 2024 existing condition traffic volumes.
- 6 The 2024 existing traffic volumes were then grown by applying a growth factor of 1.0042 (0.21% per year, compounded for 2 years) to produce 2026 base condition traffic volumes.
- 7 Upon full build-out of the site, the proposed development is expected to generate approximately **4 new trips** during the weekday A.M. peak hour and **5 new trips** during the weekday P.M. peak hour.
- 8 The new trips generated by the proposed development were then added to the 2026 base condition traffic volumes to develop 2026 projected (build) conditions traffic volumes.
- 9 Turn lane warrants are not met for a left or right-turn lane on Main Street at the Proposed Site Driveway under 2026 projected conditions.
- 10 Traffic Planning and Design Inc. (TPD) recommends the following roadway improvements as outlined at the study area intersections:

### Main Street & Proposed Residential Driveway

- » The proposed driveway approach will be classified and designed as a low volume driveway;
- » Provide a stop sign (PennDOT designation R1-1) to control exiting traffic

## INTRODUCTION

Traffic Planning and Design, Inc. (TPD) has completed an access study for the proposed residential Hatfield Home development in Hatfield Borough Township, Montgomery County, Pennsylvania. 2. The project site is currently undeveloped and is located on the east side of Main Street, approximately 200-foot north of the intersection of Broad Street (S.R. 0463) & Main Street, as shown in **Figure 1**. The land use context of the site and surrounding area is defined as Suburban Neighborhood in the Smart Transportation Guidebook, dated March 2008. As shown in **Figure 2**, the proposed site will consist of 8 townhomes. The proposed development will take access to the site via one (1) full-access driveway to Main Street.

## 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**.

TABLE 1  
ROADWAY CHARACTERISTICS WITHIN STUDY AREA

Roadway	Ownership	Functional Classification/ Roadway Type	Predominant Directional Orientation	Average Daily Traffic	Posted Speed Limit
Main Street	Local <sup>2</sup>	Major Collector	North-South	13,927	25 mph

<sup>1</sup> - ADOT Data from PennDOT Traffic Information Repository (TIR) website

<sup>2</sup> - Main Street is a rd. of 2000 ft. in the vicinity of the proposed driveway however is state road south of Broad Street

## EXISTING TRAFFIC CONDITIONS

TPD conducted a turning movement count at the intersection of Broad Street (S.R. 0463) & Main Street within the last 3 years. Traffic counts at the signalized intersection were conducted on 15-minute intervals during the weekday morning (7:00 to 9:00 A.M.), weekday evening (4:00 to 6:00 P.M.). Peak hours and count dates for the study area intersections are identified in **Table 2**.

TABLE 2  
TRAFFIC COUNT INFORMATION

Intersection	Date of Traffic Counts	Time Period	Intersection Peak Hour <sup>1</sup>
Broad Street (S.R. 0463) & Main Street	Tuesday, March 29, 2022	Weekday A.M.	7:30 to 8:30 A.M.
		Weekday P.M.	4:30 to 5:30 P.M.

<sup>1</sup> - Peak Hour consists of the four consecutive 15-minute intervals where the highest traffic volumes occur.

In order to determine the through traffic volumes along Main Street in the vicinity of the proposed driveway, TPD balanced the traffic volumes along Main Street utilizing the above count information. **Table 3** provides a summary of the 2022 existing condition (raw) traffic volumes.



TABLE 3  
EXISTING COUNT INFORMATION

Time Period	2022 Raw Existing Traffic Volumes		
	NB volume	SB volume	Total
A.M. Peak Hour	277	498	775
P.M. Peak Hour	492	456	948

**Figure 3** shows the 2022 existing condition (raw) traffic volumes along Main Street. Growth factors for August 2023 to July 2024 were obtained from the PennDOT Bureau of Planning and Research (BPR). The PennDOT BPR suggests using a background growth trend factor of 1.0042 (0.21% per year, compounded for 2 years). Therefore, TPD applied the 1.0042 growth factor to the 2022 raw traffic volumes to produce 2024 existing condition traffic volumes. The 2024 existing condition traffic volumes are shown in **Figure 4**. The turning movement traffic count is included in **Appendix A**.

## BASE (NO-BUILD) CONDITIONS

### Annual Background Growth

The PennDOT BPR suggests using a background growth trend factor of 0.21% per year in Montgomery County for urban non-interstate roadways. As such, the background growth factor was applied annually to yield overall growth percentages of 0.42% (0.21% per year, compounded over 2 years) for the 2026 opening year.

### 2026 Base (No-Build) Conditions Volume Development

The additional traffic volumes due to background growth were added to produce 2026 base (no-build) condition traffic volumes. The 2026 base condition traffic volumes for the weekday A.M. and weekday P.M. peak hours are illustrated in **Figure 5**.

## PROPOSED SITE ACCESS

The proposed development will take access to the site via one (1) full-access driveway to Main Street.

### Sight Distance Analysis

A sight distance analysis was prepared for the proposed site driveways. 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

**Tables 4** shows the measured, desirable, acceptable (SSSD), and required sight distances at the site driveways for vehicles entering and exiting the site.

TABLE 4  
SIGHT DISTANCE ANALYSIS  
SITE DRIVEWAY TO MAIN STREET

	Direction	Speed	Grade <sup>1</sup>	Sight Distances (feet)		
				DES	SSSD	EXIST
Exiting Movements	To the left	25 mph	-1%	250	148	385'
	To the right	25 mph	+1%	195	145	750+
Entering Left Turns	Approaching same direction	25 mph	+1%	--	145	800+
	Approaching opposite direction	25 mph	-1%	190	148	700+

DES = PennDOT Desirable Sight Distance

SSSD = PennDOT Required Sight Distance

EXIST = Existing (measured) Sight Distance

<sup>1</sup> Roadway Grade Approaching Driveway

As shown in **Table 4** above, the measured sight distances at the site driveways exceed PennDOT's desirable sight distance requirements.

## TRIP GENERATION

The trip generation rates for the proposed development were obtained from the *Trip Generation Manual*, Eleventh Edition, 2021, an Institute of Transportation Engineers (ITE) Informational Report. The data are categorized by Land Use Codes, with total vehicular trips for a given land use estimated using an independent variable and statistically generated rates or equations.

For the proposed residential development, Land Use Code 215 (Single-Family Attached Housing) from Trip Generation was used to calculate the number of vehicular trips the development will generate during the following time periods: (1) average weekday; (2) weekday A.M. peak hour; and (3) weekday P.M. peak hour. **Table 5** shows the rates/equations and directional percentages for the analyzed time periods.

TABLE 5  
ITE TRIP GENERATION DATA - 8 TOWNHOMES

Land Use	ITE #	Time Period	Equations/Rates	Entering %
Single Family Attached Housing	215	Weekday	T = 7.20*(X)	50%
		Weekday A.M. Peak Hour	T = 0.48*(X)	25%
		Weekday P.M. Peak Hour	T = 0.57*(X)	59%

<sup>1</sup> = number of trips generated per hour (X)

X = total number of townhomes

The calculated trip generation for the proposed development for the opening year is shown in **Table 6**.

TABLE 6  
TRIP GENERATION SUMMARY

Time Period	Residential Development – 8 Single Family Homes		
	Enter	Exit	Total
Average Weekday	58	29	29
Weekday A.M. Peak Hour	3	1	4
Weekday P.M. Peak Hour	3	2	5

Based on the trip generation analysis summarized in **Table 6**, the proposed development will generate approximately **4 new trips** during the weekday A.M. peak hour and **5 new trips** during the weekday P.M. peak hour.

## TRIP DISTRIBUTION

### New Trips

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

Direction - To/From	Assignment (To/From)	Distribution Percentage
North	via Main Street	50%
South	via Main Street	50%

The assignment of site-generated trips for the proposed development during the weekday A.M. and weekday P.M. peak hours are shown in **Figure 6**.

## PROJECTED (BUILD) CONDITION TRAFFIC VOLUMES

The site-generated trips for the proposed residential development were added to the 2026 base (no-build) condition traffic volumes to develop 2026 projected (build) condition traffic volumes.

Projected condition traffic volumes for the opening year of 2026 for the weekday A.M. and weekday P.M. peak hours are shown in **Figure 7**. Traffic volume development worksheets are contained in **Appendix B**.

## AUXILIARY TURN LANE ANALYSIS

TPD evaluated auxiliary turn lane warrants at the site access intersections. 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 8** summarizes the results of the auxiliary turn lane analysis at the site access intersections.

TABLE 8  
AUXILIARY TURN LANE ANALYSIS SUMMARY

Intersection	Auxiliary Lane	Warrant Satisfied?	Required Lane Length	Proposed Lane Length
Broad Street (S.R. 0463) & Main Street	NB Left-Turn Lane	No	--	--
	SB Right-Turn Lane	No	--	--

As shown in **Table 8** based on the criteria outlined above, under 2026 projected conditions, left-turn and right-turn lane warrants are not satisfied on Main Street at the proposed site driveway.

Auxiliary turn lane warrant analysis worksheets are contained in **Appendix C**.

## RECOMMENDATIONS AND CONCLUSIONS

The recommendations and conclusions for this Access Study are identified in the Executive Summary.





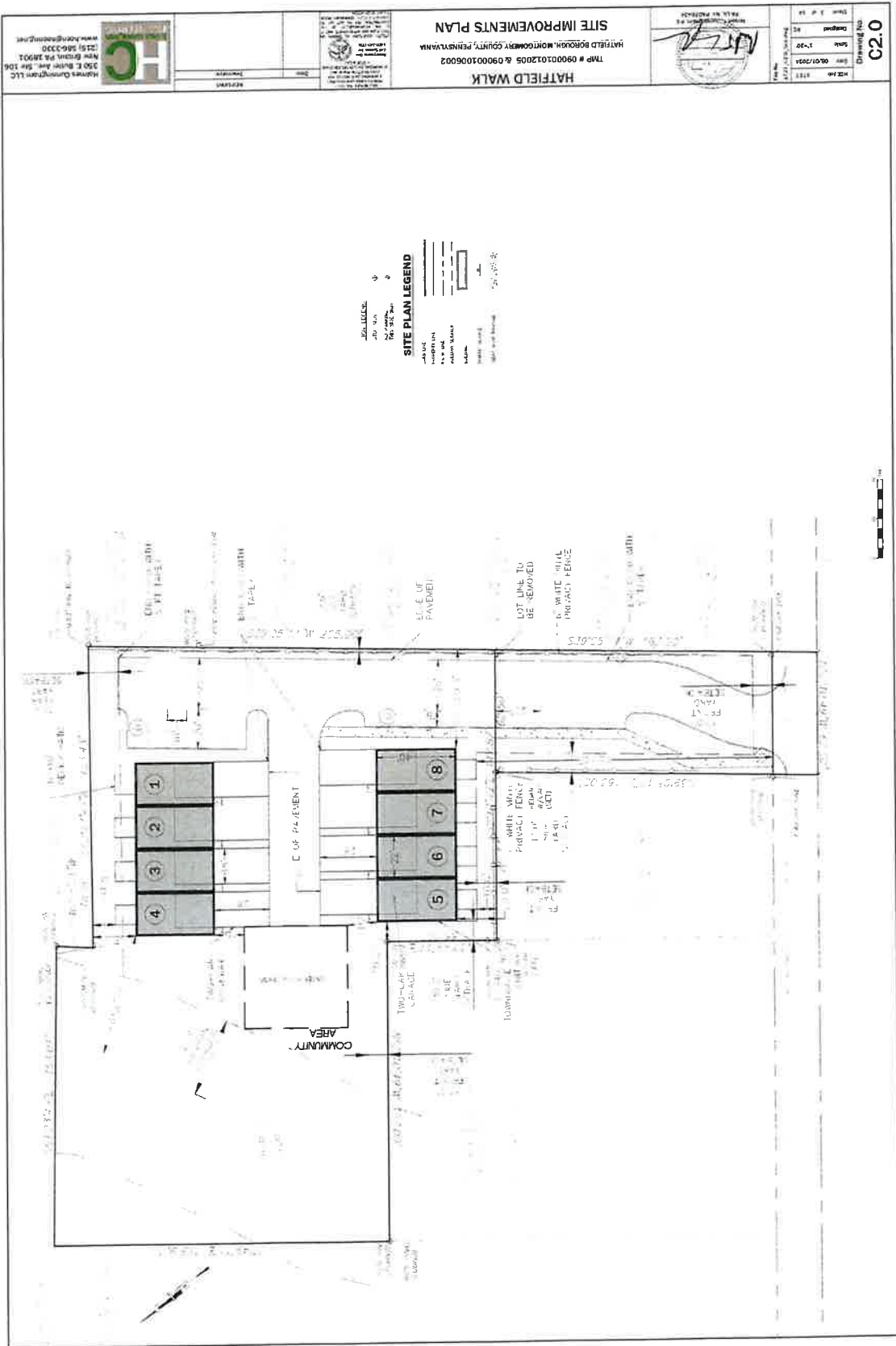
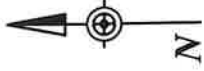
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FIGURE 1

PROPOSED SITE LOCATION

KEY:  
SCHEMATIC DRAWING: NOT TO SCALE





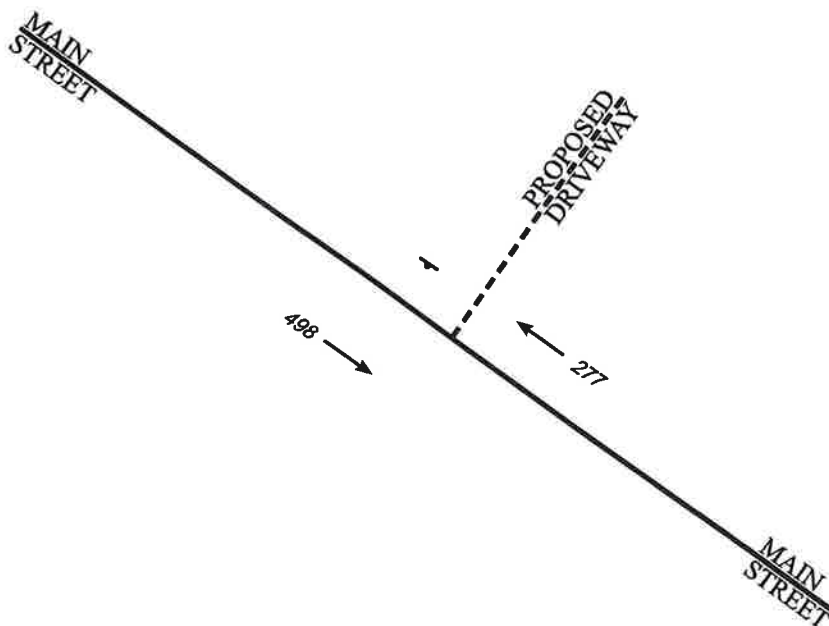
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FIGURE 2

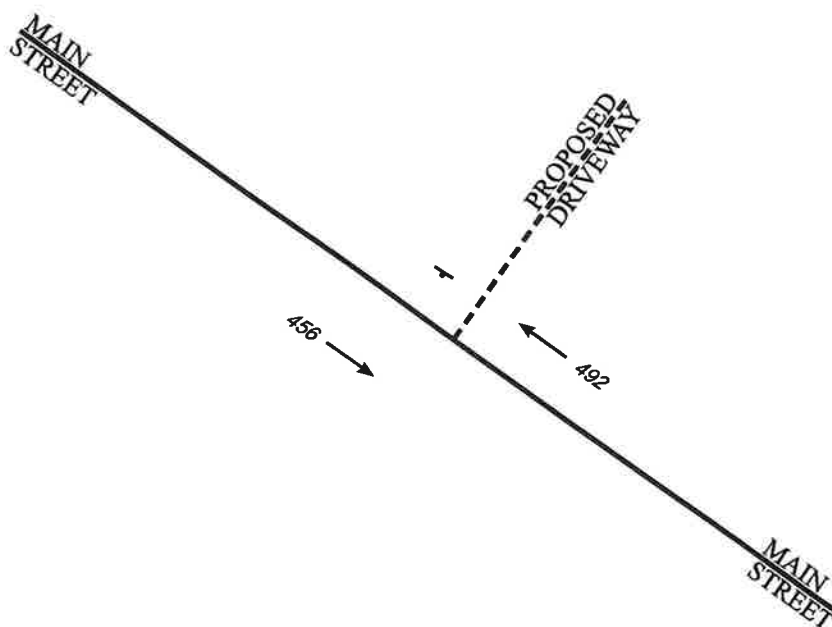
PROPOSED SITE PLAN

**KEY:**  
**SCHEMATIC DRAWING: NOT TO SCALE**

WEEKDAY A.M. PEAK HOUR



WEEKDAY P.M. PEAK HOUR



**KEY:**

— STOP CONTROLLED

----- PROPOSED DRIVEWAY

SCHEMATIC DRAWING: NOT TO SCALE



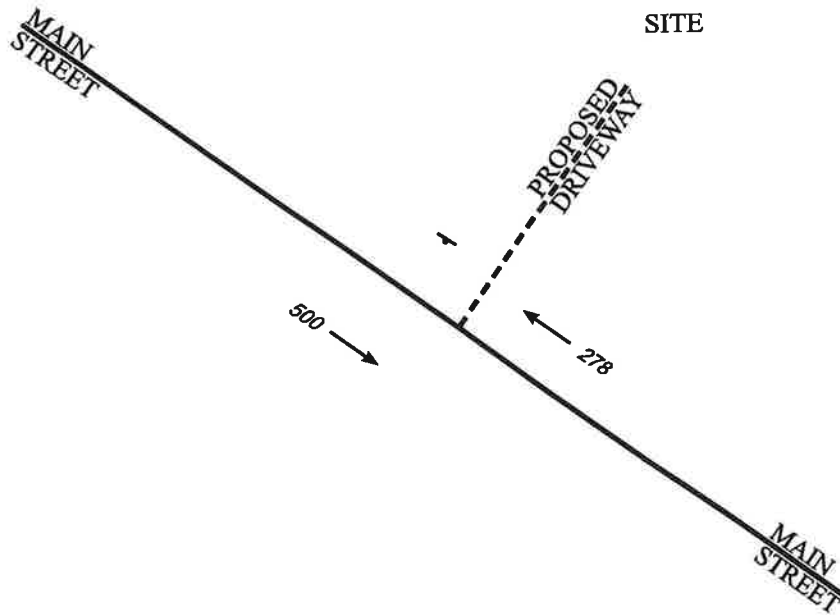
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FIGURE 3

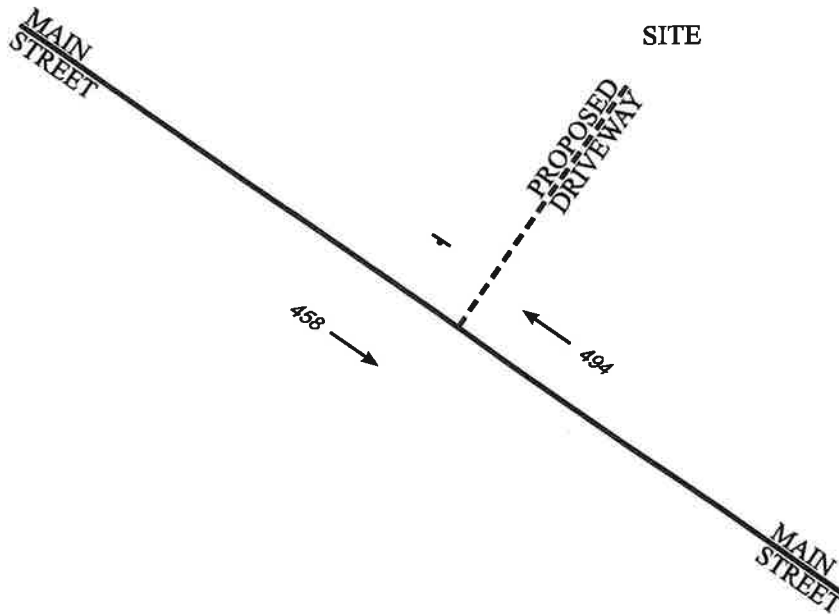
2022 EXISTING CONDITIONS (RAW VOLUMES)  
WEEKDAY AM & PM PEAK HOUR  
TRAFFIC VOLUMES



WEEKDAY A.M. PEAK HOUR



WEEKDAY P.M. PEAK HOUR



**KEY:**

— STOP CONTROLLED

----- PROPOSED DRIVEWAY

**SCHEMATIC DRAWING: NOT TO SCALE**

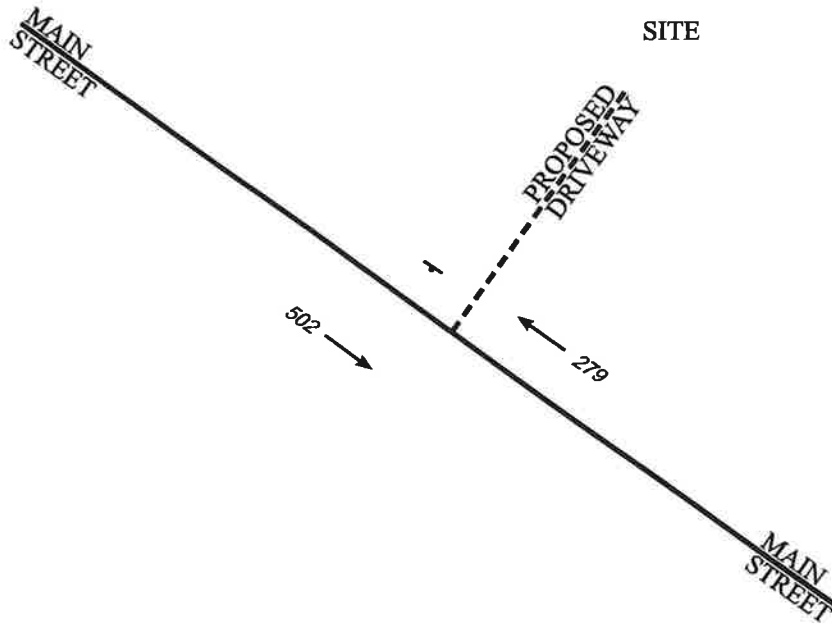


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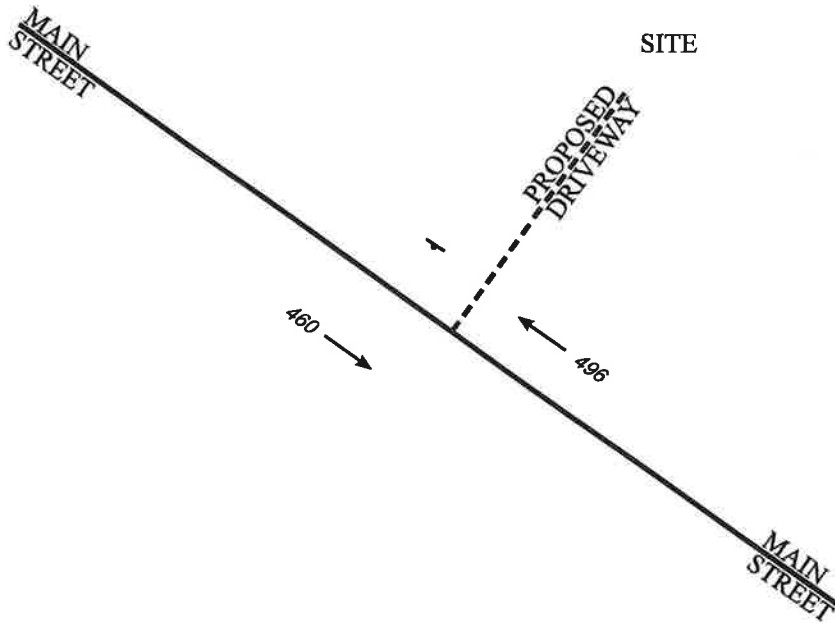
**FIGURE 4**

2024 EXISTING CONDITIONS  
WEEKDAY AM & PM PEAK HOUR  
TRAFFIC VOLUMES

WEEKDAY A.M. PEAK HOUR



WEEKDAY P.M. PEAK HOUR



**KEY:**

— STOP CONTROLLED

- - - - - PROPOSED DRIVEWAY

**SCHEMATIC DRAWING: NOT TO SCALE**



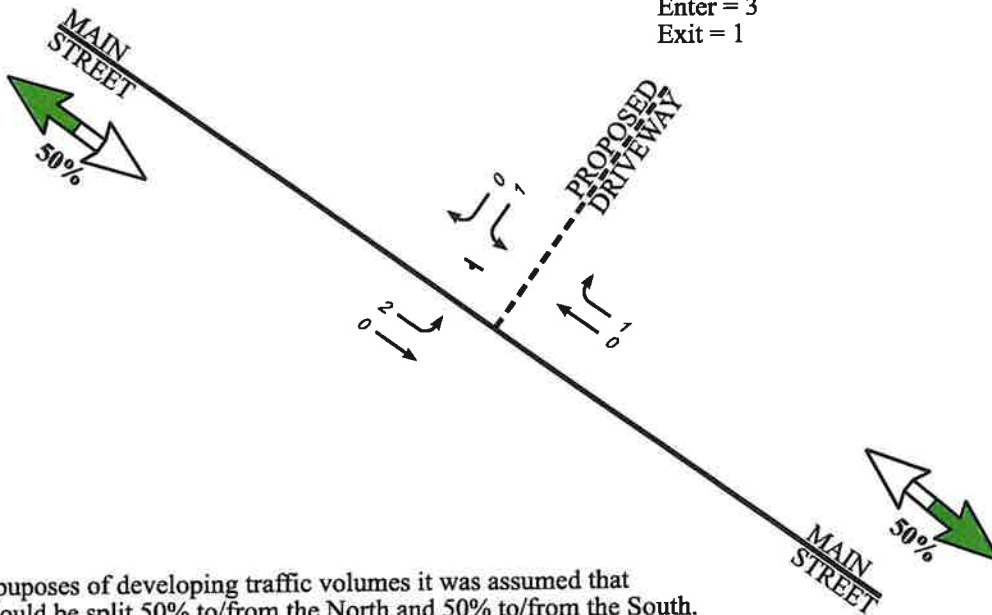
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**FIGURE 5**

2026 BASE CONDITIONS  
WEEKDAY AM & PM PEAK HOUR  
TRAFFIC VOLUMES

WEEKDAY A.M. PEAK HOUR

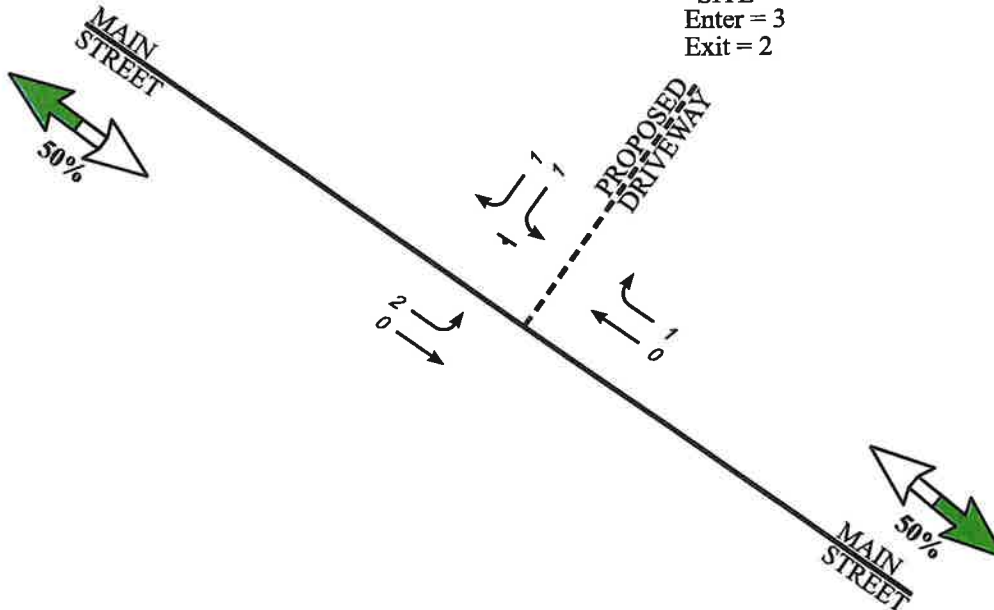
SITE  
Enter = 3  
Exit = 1



-For the puposes of developing traffic volumes it was assumed that traffic would be split 50% to/from the North and 50% to/from the South.  
-For purposes of the TL warrants, 100% of the traffic was assumed to enter the site making a LT in, assuming worst case scenerio.

WEEKDAY P.M. PEAK HOUR

SITE  
Enter = 3  
Exit = 2



-For the puposes of developing traffic volumes it was assumed that traffic would be split 50% to/from the North and 50% to/from the South.  
-For purposes of the TL warrants, 100% of the traffic was assumed to enter the site making a LT in, assuming worst case scenerio.

**KEY:**

— STOP CONTROLLED

----- PROPOSED DRIVEWAY

**SCHEMATIC DRAWING: NOT TO SCALE**



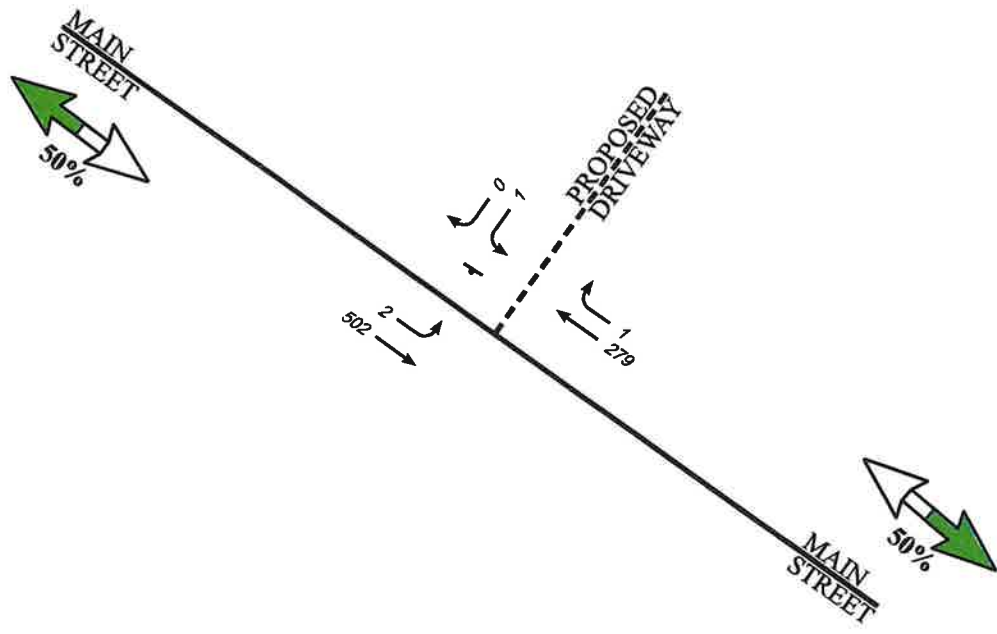
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**FIGURE 6**

TRIP DISTRIBUTIONS  
WEEKDAY AM & PM PEAK HOUR  
TRAFFIC VOLUMES

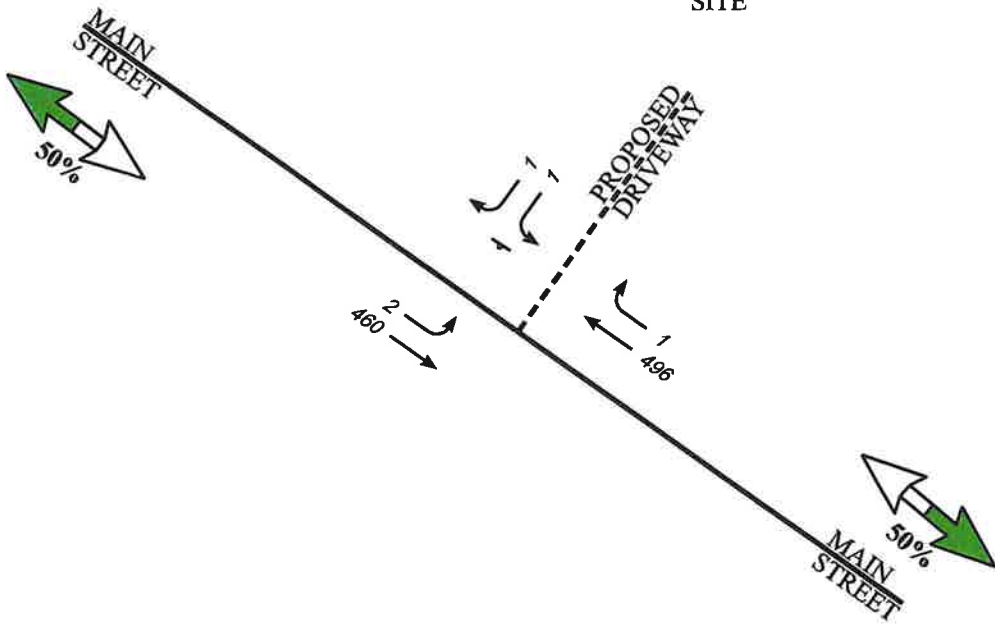
WEEKDAY A.M. PEAK HOUR

SITE



WEEKDAY P.M. PEAK HOUR

SITE



**KEY:**

— STOP CONTROLLED

- - - - - PROPOSED DRIVEWAY

**SCHEMATIC DRAWING: NOT TO SCALE**



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**FIGURE 7**

**2026 PROJECTED CONDITIONS  
WEEKDAY AM & PM PEAK HOUR  
TRAFFIC VOLUMES**

# **APPENDIX A:**

## **Traffic Count Information**

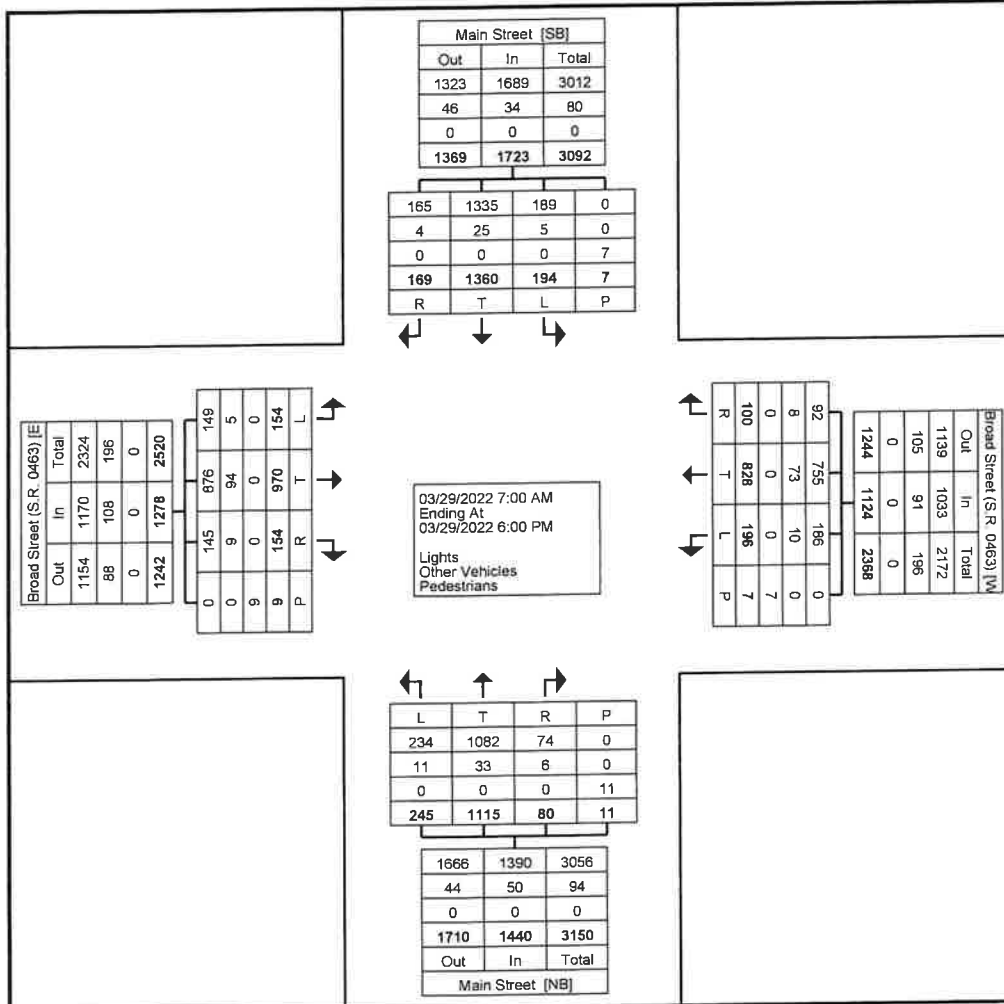




Traffic Planning and Design, Inc  
 2500 East High Street  
 Suite 650  
 Pottstown, Pennsylvania, United States 19464  
 610.326.3100

Count Name: Main Street & W.  
 Broad Street (S.R. 0463)  
 Site Code:  
 Start Date: 03/29/2022  
 Page No: 2

Counter: MIO:  
 Set up By JH::



Turning Movement Data Plot



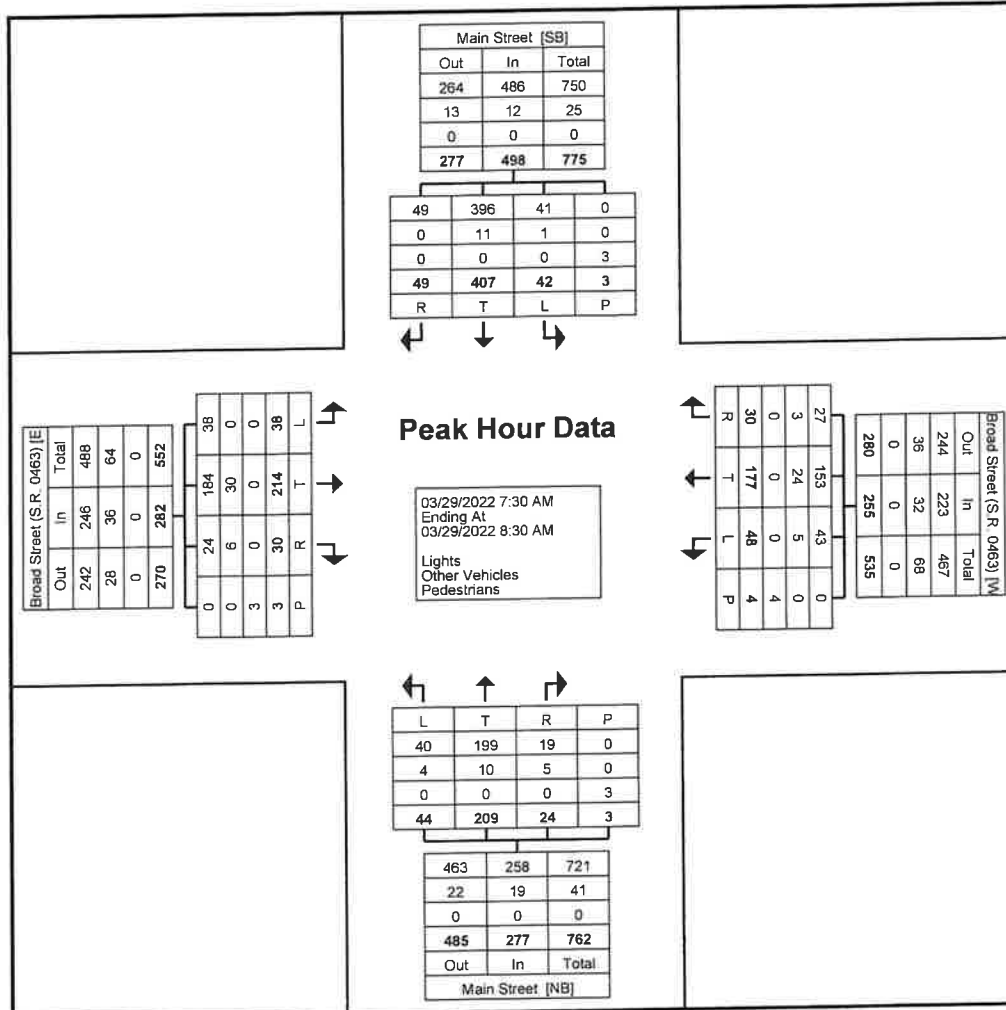




Traffic Planning and Design, Inc  
 2500 East High Street  
 Suite 650  
 Pottstown, Pennsylvania, United States 19464  
 610.326.3100

Count Name: Main Street & W.  
 Broad Street (S.R. 0463)  
 Site Code:  
 Start Date: 03/29/2022  
 Page No: 4

Counter: MIO:  
 Set up By JH.:



Turning Movement Peak Hour Data Plot (7:30 AM)



Traffic Planning and Design, Inc  
 2500 East High Street  
 Suite 650  
 Pottstown, Pennsylvania, United States 19464  
 610.326.3100

Count Name: Main Street & W.  
 Broad Street (S.R. 0463)  
 Site Code:  
 Start Date: 03/29/2022  
 Page No: 5

Counter: MIO:  
 Set up By JH:

### Turning Movement Peak Hour Data (4:30 PM)

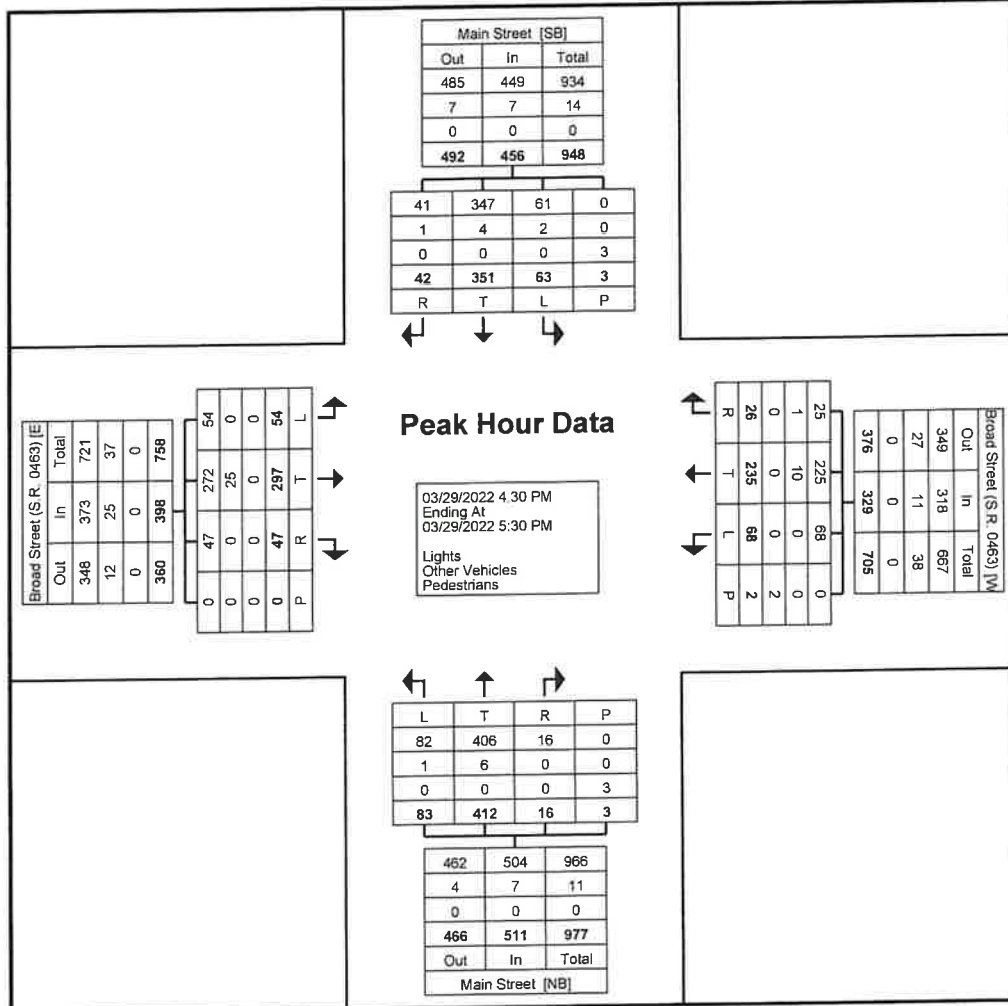
Start Time	Broad Street (S.R. 0463) Eastbound						Broad Street (S.R. 0463) Westbound						Main Street Northbound						Main Street Southbound						Int. Total
	Left	Thru	Right	Right on Red	Peds	App. Total	Left	Thru	Right	Right on Red	Peds	App. Total	Left	Thru	Right	Right on Red	Peds	App. Total	Left	Thru	Right	Right on Red	Peds	App. Total	
4:30 PM	14	77	14	0		105	15	61	7	0		83	21	91	1	0		113	22	102	15	0		139	440
4:45 PM	11	57	8	0		76	15	65	7	0		87	26	98	2	0		126	17	80	13	0		110	399
5:00 PM	15	90	9	0		114	22	59	7	0		86	12	103	8	0		123	13	93	3	0		109	434
5:15 PM	14	73	16	0		103	16	50	5	0		71	24	120	5	0		149	11	76	11	0		98	421
<b>Total</b>	<b>54</b>	<b>297</b>	<b>47</b>	<b>0</b>		<b>398</b>	<b>68</b>	<b>235</b>	<b>29</b>	<b>0</b>		<b>329</b>	<b>83</b>	<b>412</b>	<b>16</b>	<b>0</b>		<b>511</b>	<b>63</b>	<b>351</b>	<b>42</b>	<b>0</b>		<b>456</b>	<b>1694</b>
Approach %	13.6	74.6	11.8	0.0			20.7	71.4	7.9	0.0			16.2	80.6	3.1	0.0			13.8	77.0	9.2	0.0			
Total %	3.2	17.5	2.8	0.0		23.5	4.0	13.9	1.5	0.0		19.4	4.9	24.3	0.9	0.0		30.2	3.7	20.7	2.5	0.0		26.9	
PHF	0.900	0.825	0.734	0.000		0.873	0.773	0.904	0.929	0.000		0.935	0.798	0.858	0.500	0.000		0.857	0.716	0.860	0.700	0.000		0.820	0.963
Lights	54	272	47	0		373	68	225	25	0		318	82	406	16	0		504	61	347	41	0		449	1644
% Lights	100.0	91.6	100.0	-		93.7	100.0	95.7	96.2	-		96.7	98.8	98.5	100.0	-		98.6	96.8	98.9	97.6	-		98.5	97.0
Other Vehicles	0	25	0	0		25	0	10	1	0		11	1	8	0	0		7	2	4	1	0		7	50
% Other Vehicles	0.0	8.4	0.0	-		6.3	0.0	4.3	3.8	-		3.3	1.2	1.5	0.0	-		1.4	3.2	1.1	2.4	-		1.5	3.0
Pedestrians	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-
% Pedestrians	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-



Traffic Planning and Design, Inc  
 2500 East High Street  
 Suite 650  
 Pottstown, Pennsylvania, United States 19464  
 610.326.3100

Count Name: Main Street & W.  
 Broad Street (S.R. 0463)  
 Site Code:  
 Start Date: 03/29/2022  
 Page No: 6

Counter: MIO:  
 Set up By JH.:



Turning Movement Peak Hour Data Plot (4:30 PM)

**APPENDIX B:**  
**Traffic Volume Development**  
**Worksheet**

TPD# RBAS.0005  
 6/7/2024  
 Traffic Volumes Worksheet  
 Intersection:  
 Synchro Node:

Main Street & Proposed Residential Driveway									
1	Adjacent intersections:	West	0	East	2	North	0	South	0

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	
<b>2022 Existing (Raw) Counts</b>								277			498		775
Growth (0.21 % compounded for 2 yrs)	0	0	0	0	0	0	0	1	0	0	2	0	3
<b>2024 Existing Traffic Volumes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>278</b>	<b>0</b>	<b>0</b>	<b>500</b>	<b>0</b>	<b>778</b>
Base growth (0.21% compounded for 2 yrs)	0	0	0	0	0	0	0	1	0	0	2	0	3
													0
													0
													0
<b>2026 Base Volumes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>279</b>	<b>0</b>	<b>0</b>	<b>502</b>	<b>0</b>	<b>781</b>
New Trips				1					1	2			4
Pass-By Trips													0
													0
<b>Total Trip Distribution</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>2026 Projected Volumes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>279</b>	<b>1</b>	<b>2</b>	<b>502</b>	<b>0</b>	<b>785</b>

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	
<b>2022 Existing (Raw) Counts</b>								492			456		948
Annual Growth	0	0	0	0	0	0	0	2	0	0	2	0	4
<b>2024 Existing Traffic Volumes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>494</b>	<b>0</b>	<b>0</b>	<b>458</b>	<b>0</b>	<b>952</b>
Base growth (0.21% compounded for 2 yrs)	0	0	0	0	0	0	0	2	0	0	2	0	4
													0
													0
													0
<b>2026 Base Volumes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>496</b>	<b>0</b>	<b>0</b>	<b>460</b>	<b>0</b>	<b>956</b>
New Trips				1		1			1	2			5
Pass-By Trips													0
													0
<b>Total Trip Distribution</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>2026 Projected Volumes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>496</b>	<b>1</b>	<b>2</b>	<b>460</b>	<b>0</b>	<b>961</b>

# **APPENDIX C:**

## **Auxiliary Turn Lane Warrants**



## Turn Lane Warrant and Length Analysis Workbook

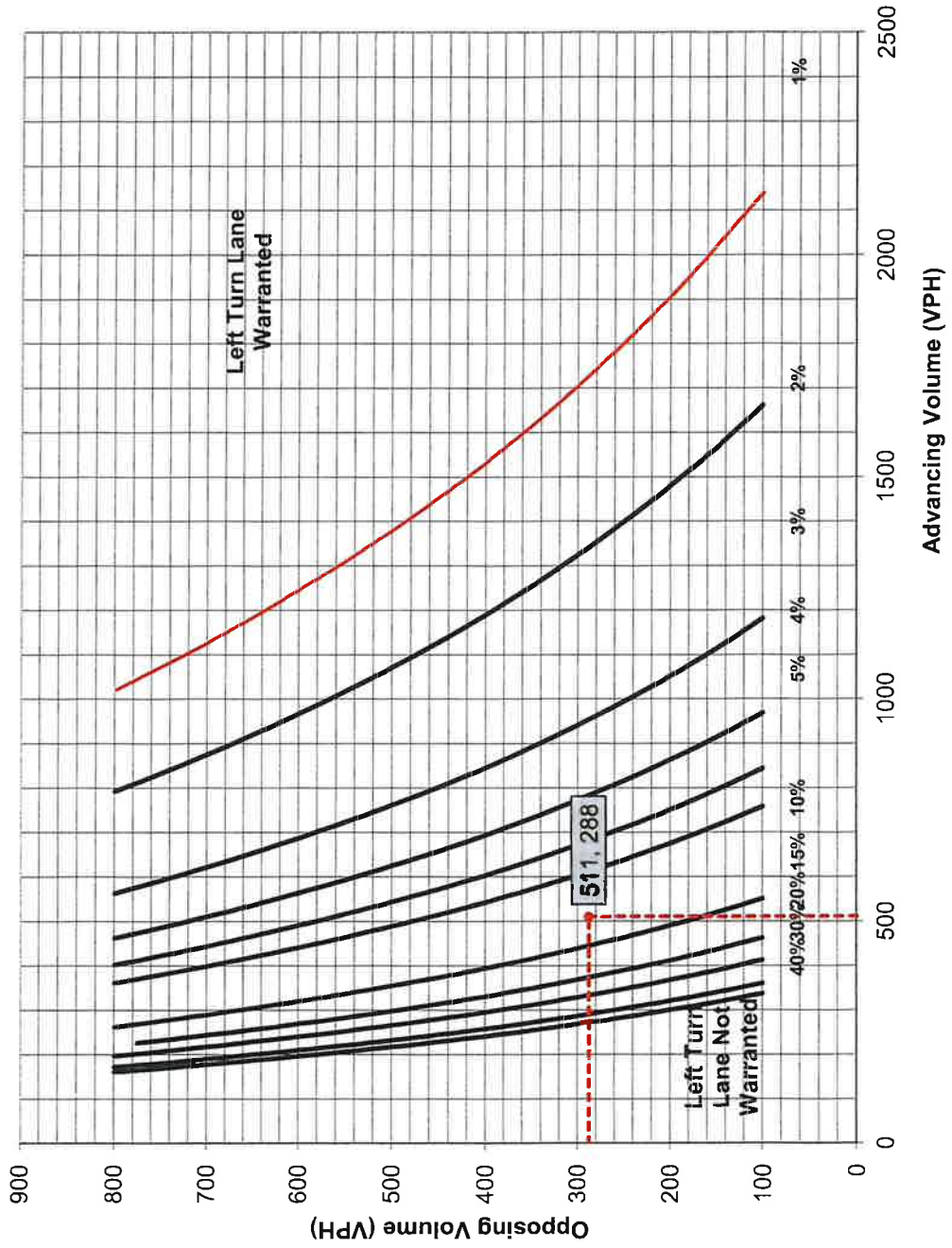
STUDY LOCATION AND ANALYSIS INFORMATION	
Municipality: Hatfiled Borough	Analysis Date: 6/6/2024
County: Montgomery County	Conducted By: JF
PennDOT Engineering District: 6	Checked By:
	Agency/Company Name: Traffic Planning and Design, Inc.
Intersection & Approach Description: Main Street & Proposed Site Driveway	
Analysis Period: 2026 Build	Number of Approach Lanes: 1
Design Hour: AM Peak Hour	Undivided or Divided Highway: Undivided
Intersection Control: Unsignalized	Type of Analysis
Posted Speed Limit (MPH): 25	
Type of Terrain: Level	Left or Right-Turn Lane Analysis?: Left Turn Lane

VOLUME CALCULATIONS						
Left Turn Lane Volume Calculations						
Movement	Include?	Volume	% Trucks	PCEV		
Advancing	Left	Yes	2	2.0%	3	Advancing Volume: 511
	Through	-	502	2.0%	508	Opposing Volume: 288
	Right	Yes		2.0%	0	Left Turn Volume: 3
Opposing	Left	Yes		0.0%	0	% Left Turns in Advancing Volume: 0.59%
	Through	-	279	5.0%	286	
	Right	Yes	1	2.0%	2	
Right Turn Lane Volume Calculations						
Movement	Include?	Volume	% Trucks	PCEV		
Advancing	Left	Yes	0	0.0%	N/A	Advancing Volume: N/A
	Through	-	279	5.0%	N/A	Right Turn Volume: N/A
	Right	-	1	2.0%	N/A	

TURN LANE WARRANT FINDINGS	
Left Turn Lane Warrant Findings	Right Turn Lane Warrant Findings
Applicable Warrant Figure: <b>Figure 1</b>	Applicable Warrant Figure: <b>N/A</b>
Warrant Met?: <b>No</b>	Warrant Met?: <b>N/A</b>

TURN LANE LENGTH CALCULATIONS	
Intersection Control: Unsignalized	Average # of Vehicles/Cycle: N/A
Design Hour Volume of Turning Lane: 3	
Cycles Per Hour (Assumed): 60	
Cycles Per Hour (If Known): 60	
PennDOT Publication 46, Exhibit 11-6	
Type of Traffic Control	Speed (MPH)
	25-35      40-45      50-60
	Turn Demand Volume
	High      Low      High      Low      High      Low
Signalized	A      A      B or C      B or C      B or C      B or C
Unsignalized	A      A      C      B      B or C      B
Left Turn Lane Storage Length, Condition A:	<b>N/A</b> Feet
Condition B:	<b>N/A</b> Feet
Condition C:	<b>N/A</b> Feet
Required Left Turn Lane Storage Length:	<b>N/A</b> Feet
Additional Findings:	
<b>N/A</b>	
Additional Comments / Justifications:	

**Figure 1. Warrant for left turn lanes on two-lane roadways**  
 (speeds to 35 mph, unsignalized and signalized intersections)  
 (L = % Left Turns in Advancing Volume)



• Volume Data Point  
 — 0.6%

## Turn Lane Warrant and Length Analysis Workbook

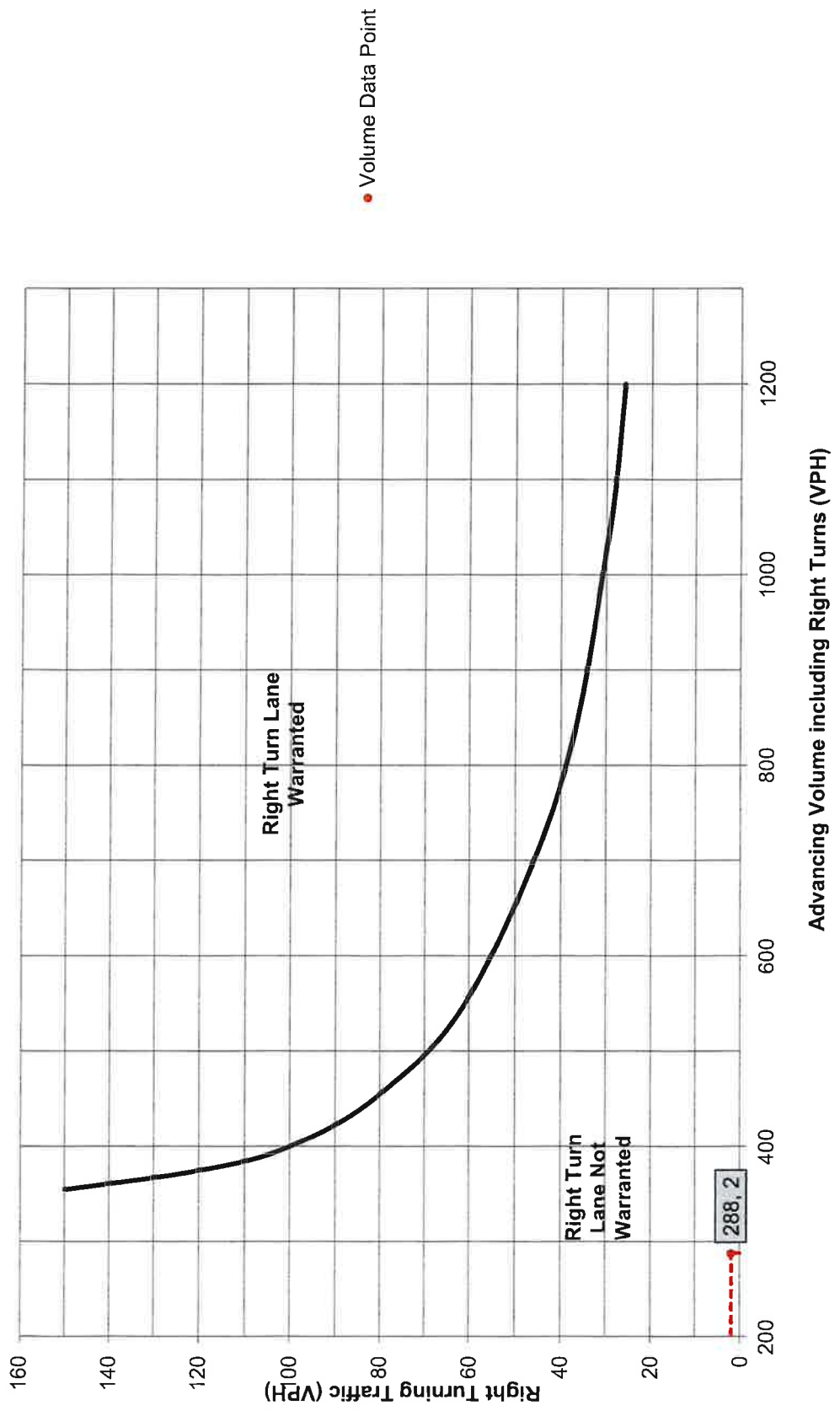
STUDY LOCATION AND ANALYSIS INFORMATION	
Municipality: <input type="text" value="Hatfield Borough"/>	Analysis Date: <input type="text" value="6/6/2024"/>
County: <input type="text" value="Montgomery County"/>	Conducted By: <input type="text" value="JF"/>
PennDOT Engineering District: <input type="text" value="6"/>	Checked By: <input type="text"/>
	Agency/Company Name: <input type="text" value="Traffic Planning and Design, Inc."/>
Intersection & Approach Description: <input type="text" value="Main Street &amp; Proposed Site Driveway"/>	
Analysis Period: <input type="text" value="2026 Build"/>	Number of Approach Lanes: <input type="text" value="1"/>
Design Hour: <input type="text" value="AM Peak Hour"/>	Undivided or Divided Highway: <input type="text" value="Undivided"/>
Intersection Control: <input type="text" value="Unsignalized"/>	Type of Analysis
Posted Speed Limit (MPH): <input type="text" value="25"/>	
Type of Terrain: <input type="text" value="Level"/>	
	Left or Right-Turn Lane Analysis?: <input type="text" value="Right Turn Lane"/>

VOLUME CALCULATIONS					
Left Turn Lane Volume Calculations					
Movement	Include?	Volume	% Trucks	PCEV	
Advancing	Left	Yes	2	2.0%	N/A
	Through	-	502	2.0%	N/A
	Right	Yes		2.0%	N/A
Opposing	Left	Yes		0.0%	N/A
	Through	-	279	5.0%	N/A
	Right	Yes	1	2.0%	N/A
					Advancing Volume: <input type="text" value="N/A"/>
					Opposing Volume: <input type="text" value="N/A"/>
					Left Turn Volume: <input type="text" value="N/A"/>
					% Left Turns in Advancing Volume: <input type="text" value="N/A"/>
Right Turn Lane Volume Calculations					
Movement	Include?	Volume	% Trucks	PCEV	
Advancing	Left	Yes	0	0.0%	0
	Through	-	279	5.0%	286
	Right	-	1	2.0%	2
					Advancing Volume: <input type="text" value="288"/>
					Right Turn Volume: <input type="text" value="2"/>

TURN LANE WARRANT FINDINGS	
Left Turn Lane Warrant Findings	Right Turn Lane Warrant Findings
Applicable Warrant Figure: <input type="text" value="N/A"/>	Applicable Warrant Figure: <input type="text" value="Figure 9"/>
Warrant Met?: <input type="text" value="N/A"/>	Warrant Met?: <input type="text" value="No"/>

TURN LANE LENGTH CALCULATIONS						
Intersection Control: <input type="text" value="Unsignalized"/>	Average # of Vehicles/Cycle: <input type="text" value="N/A"/>					
Design Hour Volume of Turning Lane: <input type="text" value="2"/>						
Cycles Per Hour (Assumed): <input type="text" value="60"/>						
Cycles Per Hour (If Known): <input type="text" value="60"/>						
PennDOT Publication 46, Exhibit 11-6						
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B
Right Turn Lane Storage Length, Condition A:					<input type="text" value="N/A"/>	Feet
Condition B:					<input type="text" value="N/A"/>	Feet
Condition C:					<input type="text" value="N/A"/>	Feet
Required Right Turn Lane Storage Length:					<input type="text" value="N/A"/>	Feet
Additional Findings:						<input type="text" value="N/A"/>
Additional Comments / Justifications:						

Figure 9. Warrant for right turn lanes on two-lane roadways (40 mph or lower speeds, unsignalized and signalized intersections)





## Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION					
Municipality:	Hatfiled Borough	Analysis Date:	6/6/2024		
County:	Montgomery County	Conducted By:	JF		
PennDOT Engineering District:	6	Checked By:			
		Agency/Company Name:	Traffic Planning and Design, Inc.		
Intersection & Approach Description: Main Street & Proposed Site Driveway					
Analysis Period:	2026 Build	Number of Approach Lanes:	1		
Design Hour:	PM Peak Hour	Undivided or Divided Highway:	Undivided		
Intersection Control:	Unsignalized			Type of Analysis	
Posted Speed Limit (MPH):	25			Left Turn Lane	
Type of Terrain:	Level				

VOLUME CALCULATIONS							
Left Turn Lane Volume Calculations							
Movement	Include?	Volume	% Trucks	PCEV			
Advancing	Left	Yes	2	2.0%	3	Advancing Volume: 468	
	Through	-	460	2.0%	465		Opposing Volume: 503
	Right	Yes		2.0%	0		Left Turn Volume: 3
Opposing	Left	Yes		0.0%	0	% Left Turns in Advancing Volume: 0,64%	
	Through	-	496	2.0%	501		
	Right	Yes	1	2.0%	2		
Right Turn Lane Volume Calculations							
Movement	Include?	Volume	% Trucks	PCEV			
Advancing	Left	Yes	0	0.0%	N/A	Advancing Volume: N/A	
	Through	-	496	5.0%	N/A		Right Turn Volume: N/A
	Right	-	1	2.0%	N/A		

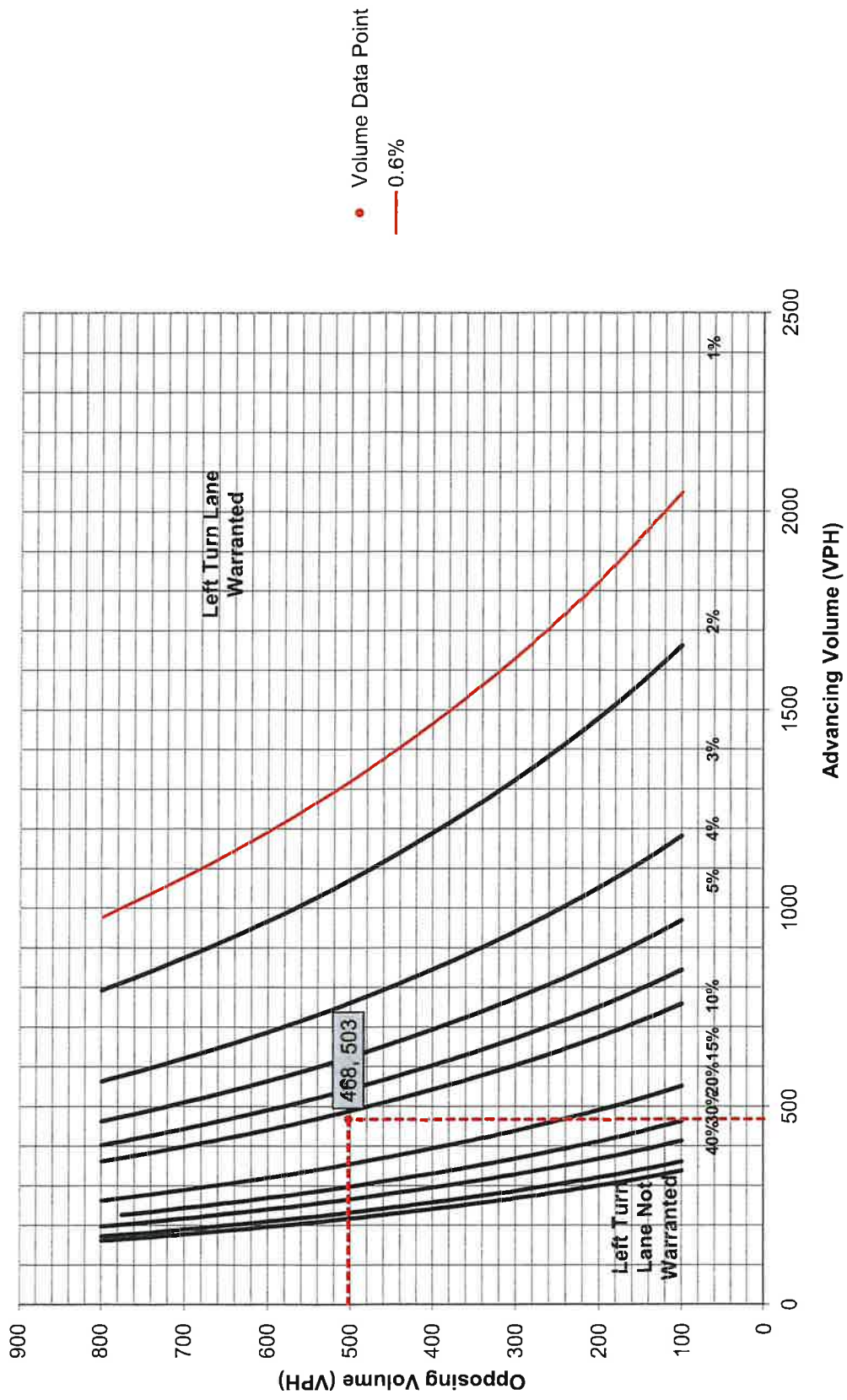
  

TURN LANE WARRANT FINDINGS	
<div style="background-color: #D3D3D3; text-align: center; padding: 2px; margin-bottom: 5px;">Left Turn Lane Warrant Findings</div> <p>Applicable Warrant Figure: <b>Figure 1</b></p> <p>Warrant Met?: <b>No</b></p>	<div style="background-color: #D3D3D3; text-align: center; padding: 2px; margin-bottom: 5px;">Right Turn Lane Warrant Findings</div> <p>Applicable Warrant Figure: <b>N/A</b></p> <p>Warrant Met?: <b>N/A</b></p>

TURN LANE LENGTH CALCULATIONS							
Intersection Control:	Unsignalized	Average # of Vehicles/Cycle:	N/A				
Design Hour Volume of Turning Lane:	3						
Cycles Per Hour (Assumed):	60						
Cycles Per Hour (If Known):	60						
PennDOT Publication 46, Exhibit 11-6							
Type of Traffic Control	Speed (MPH)						
	25-35		40-45		50-60		
	Turn Demand Volume						
	High	Low	High	Low	High	Low	
Signalized	A	A	B or C	B or C	B or C	B or C	
Unsignalized	A	A	C	B	B or C	B	
Left Turn Lane Storage Length, Condition A:						N/A	Feet
Condition B:						N/A	Feet
Condition C:						N/A	Feet
Required Left Turn Lane Storage Length:						N/A	Feet
Additional Findings:						N/A	
Additional Comments / Justifications:							

**Figure 1. Warrant for left turn lanes on two-lane roadways**  
 (speeds to 35 mph, unsignalized and signalized intersections)  
 (L = % Left Turns in Advancing Volume)



## Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION			
Municipality:	Hatfield Borough	Analysis Date:	6/6/2024
County:	Montgomery County	Conducted By:	JF
PennDOT Engineering District:	6	Checked By:	
Agency/Company Name:		Traffic Planning and Design, Inc.	
Intersection & Approach Description: Main Street & Proposed Site Driveway			
Analysis Period:	2026 Build	Number of Approach Lanes:	1
Design Hour:	PM Peak Hour	Undivided or Divided Highway:	Undivided
Intersection Control:	Unsignalized	Type of Analysis Right Turn Lane	
Posted Speed Limit (MPH):	25		
Type of Terrain:	Level		

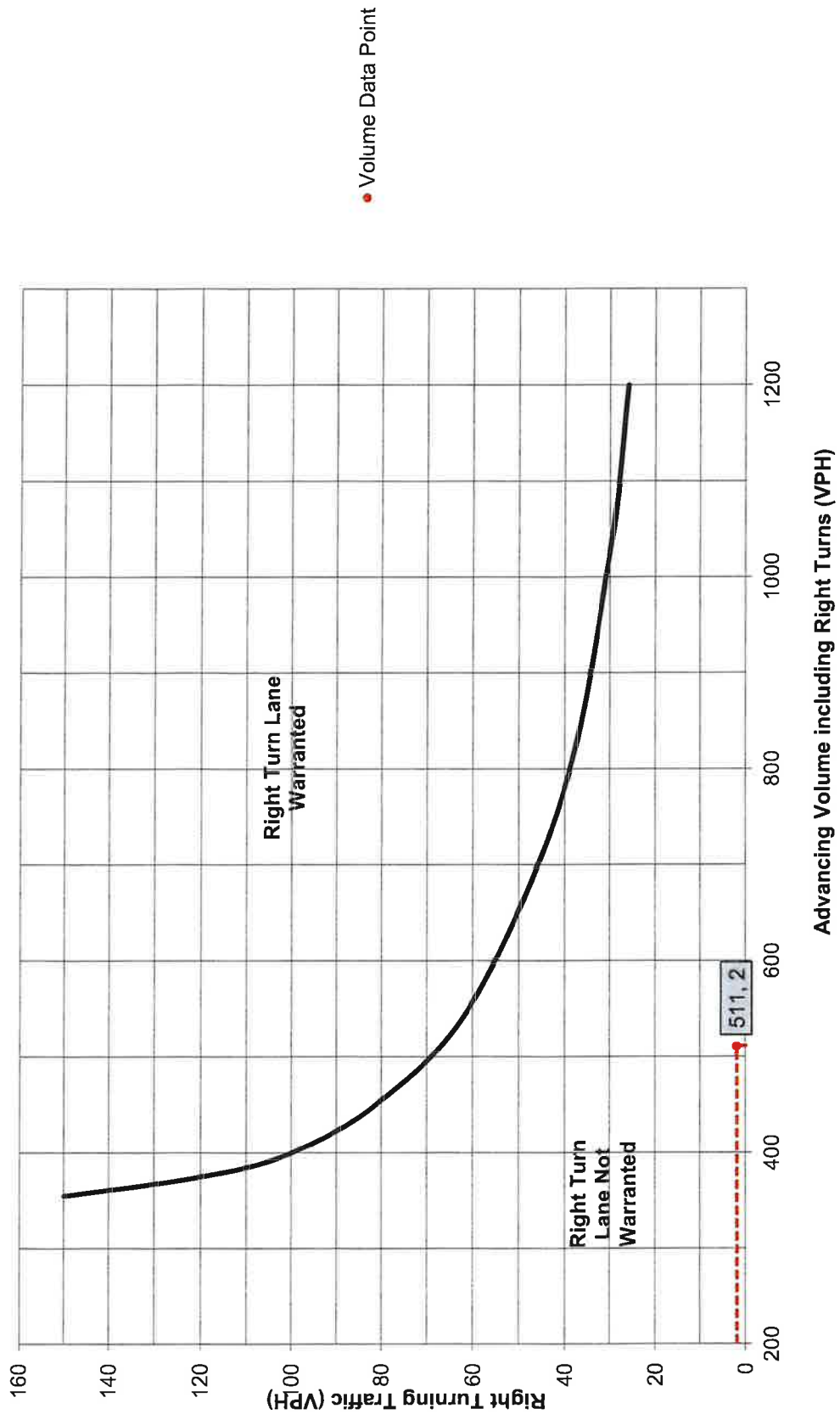
VOLUME CALCULATIONS						
Left Turn Lane Volume Calculations						
Movement	Include?	Volume	% Trucks	PCEV		
Advancing	Left	Yes	2	2.0%	N/A	
	Through	-	460	2.0%	N/A	
	Right	Yes		2.0%	N/A	
Opposing	Left	Yes		0.0%	N/A	
	Through	-	496	2.0%	N/A	
	Right	Yes	1	2.0%	N/A	
					Advancing Volume:	N/A
					Opposing Volume:	N/A
					Left Turn Volume:	N/A
					% Left Turns in Advancing Volume:	N/A
Right Turn Lane Volume Calculations						
Movement	Include?	Volume	% Trucks	PCEV		
Advancing	Left	Yes	0	0.0%	0	
	Through	-	496	5.0%	509	
	Right	-	1	2.0%	2	
					Advancing Volume:	511
					Right Turn Volume:	2

TURN LANE WARRANT FINDINGS			
Left Turn Lane Warrant Findings		Right Turn Lane Warrant Findings	
Applicable Warrant Figure:	N/A	Applicable Warrant Figure:	Figure 9
Warrant Met?:	N/A	Warrant Met?:	No

TURN LANE LENGTH CALCULATIONS						
Intersection Control:	Unsignalized					
Design Hour Volume of Turning Lane:	2					
Cycles Per Hour (Assumed):	60					
Cycles Per Hour (If Known):	60					
					Average # of Vehicles/Cycle:	N/A
PennDOT Publication 46, Exhibit 11-6						
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B
Right Turn Lane Storage Length, Condition A:					N/A	Feet
Condition B:					N/A	Feet
Condition C:					N/A	Feet
Required Right Turn Lane Storage Length:					N/A	Feet
Additional Findings:						N/A
Additional Comments / Justifications:						



Figure 9. Warrant for right turn lanes on two-lane roadways (40 mph or lower speeds, unsignalized and signalized intersections)



## **4. Old Business:**

**A. Bennetts Court Update**

**B. Didden Greenhouses Update**

**C. 43 Roosevelt Avenue Update**

## **5. New Business:**

**A. ZHB Meeting for 350 W. Broad Street, Schiano Properties LLC, is scheduled for Thursday, September 26, 2024 at 7:00PM in Council Chambers**

**Legal Notice  
Hatfield Borough  
Zoning Hearing Board**

**NOTICE IS HEREBY GIVEN** that the Zoning Hearing Board of Hatfield Borough will hold a hearing on September 26, 2024 at 7:00 p.m. at the Hatfield Borough Building, 401 South Main Street, Hatfield, Pennsylvania, to hear the Application of Vincenzo Schiano del cola for a Special Exception from Section 27-703.1.D(2)(a) or a Variance from Section 27-703.1.H to permit an addition to the rear of the building which is more than 5% in total building floor area to allow for the storage of restaurant supplies.

The Property is located at 350 W. Broad Street and is owned by Schiano Properties, LLC, being Parcel No. 09-00-00193-00-5, located in the R-3 Residential-Commercial Zoning District.

The Board will also consider any other business that comes before it in due course.

All interested parties may attend this hearing and will be given an opportunity to be heard.

Persons with disabilities who wish to attend the hearing and require auxiliary aid, service, or other accommodation to participate in the hearing should contact Hatfield Borough at 215-855-0781.

Eric C. Frey, Esquire  
Dischell, Bartle & Dooley, P.C.  
Solicitor

To be published two times in The Reporter: September 12, 2024 and September 19, 2024.



# BOROUGH OF HATFIELD

401 South Main Street Hatfield, PA 19440

(Phone) 215-855-0781 Ext. 107 (Email) [code@hatfieldborough.com](mailto:code@hatfieldborough.com)

## ZONING HEARING BOARD APPLICATION

### ALL NEW SUBMISSIONS SHALL INCLUDE:

- 12 Copies of Application
- 12 Copies of Plan
- 12 Copy of Deed for all subject Properties
- 2 Electronic Copies of all documents provided

DATE RECEIVED: \_\_\_\_\_

RECEIVED BY: \_\_\_\_\_

ZHB MTG DATE: \_\_\_\_\_

FEES PAID: \_\_\_\_\_

ALL SUBMISSIONS MUST BE MADE TO HATFIELD BOROUGH CODES DEPARTMENT. NO PLANS AT ANY TIME OF THE PROCESS WILL BE ACCEPTED WITHOUT FIRST BEING SUBMITTED IN THIS MANNER.

### PROPERTY LOCATION:

ADDRESS: 350 W. Broad St. Hatfield PA 19440

TAX PARCEL ID: 090000193005

BLOCK: \_\_\_\_\_ UNIT: \_\_\_\_\_

### OWNER:

NAME (AS ON DEED): Schiano Properties LLC

PHONE: \_\_\_\_\_ EMAIL: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

### APPLICANT:

NAME: Vincenzo Schiano del Colg

PHONE: \_\_\_\_\_ EMAIL: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

### APPLICANT'S ATTORNEY:

NAME: Nathan J. Carr-Whealy, Esq.

PHONE: \_\_\_\_\_ EMAIL: \_\_\_\_\_

ADDRESS: \_\_\_\_\_





# BOROUGH OF HATFIELD

401 South Main Street Hatfield, PA 19440  
(Phone) 215-855-0781 Ext. 107 (Email) [code@hatfieldborough.com](mailto:code@hatfieldborough.com)

## ZONING HEARING BOARD APPLICATION

### CLASSIFICATION OF APPEAL: (check all that apply)

- Request for Variance from Section(s) \_\_\_\_\_
- Request for Special Exception from Section(s) § 27-703 Non Conforming Use 1 D. (2)(a)
- Appeal from the Zoning Officer's letter dated \_\_\_\_\_
- Challenge to the validity of ordinance or map \_\_\_\_\_

PROPOSED USE: Seeking Approval for rear addition to building - supply storage

CURRENT USE: C- Restaurant without liquor license

SIZE OF PARCEL(S): 71600 SF

# OF LOTS/UNITS PROPOSED: N/A

ZONING DISTRICT: Hatfield Boro - Land use code 4282

VARIANCE: State the specific hardship claimed and reason why variance should be granted

SPECIAL EXCEPTION: State the specific legal grounds why the applicant is entitled to the special exception

§ 27-703 Non Conforming Regulations: 1 D. (2)(a) expansion to allow more than 5% building floor - for storage of restaurant supplies. Proposed expansion of 536 square feet. for restaurant supplies/storage

PAST ZONING RELIEF: State any other Zoning Hearings for this property? If what dates and relief granted

In or around 2017 the property was permitted to change from a Bank to a Restaurant without liquor. Current Square Footage of 2,240

I hereby certify that the proposed application and subsequent actions or uses are authorized by the owner. As the owner or authorized representative, I agree to comply with all rules, regulations of Hatfield Borough and agree to be responsible for the payment of all engineering and legal fees associated with this application. I further authorize representatives of Hatfield Borough to enter the subject property in order to verify existing conditions I have examined this application, its requirements and to my knowledge and belief, it is a true, correct and complete application

Vincenzo Schiano del cola

Owner / Authorized Name

Owner / Authorized Signature

7/25/24

Date

## **6. Action Items:**

**7. The Next Planning Commission Meeting is Scheduled for Monday, October 28, 2024 at 6:00PM in Council Chambers**

## **8. Motion to Adjourn**