



**TOWNSHIP  
OF  
LOWER MERION**  
MONTGOMERY COUNTY

**TOWNSHIP ENGINEER**

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LOWM 260.44

June 27, 2025

Christopher Leswing, Director of Building and Planning  
Township of Lower Merion  
75 East Lancaster Avenue  
Ardmore, PA 19003

**Re: One Belmont Avenue  
Preliminary Plan Review**

Dear Mr. Leswing:

In accordance with your request for the referenced submission, we have reviewed a set of thirty-five (35) plans dated 11-01-24, last revised 06-20-25, and associated stormwater management report dated 11-01-24, last revised 05-16-25, prepared by Bohler Engineering, LLC. We have also reviewed a Transportation Impact Study dated 05-15-25, prepared by Traffic Planning and Design, Inc. We offer the following comments for your consideration:

**A. MAJOR ENGINEERING ISSUES**

- ❖ **Traffic**—The proposed development is one of several pending major developments surrounding the intersection of Belmont Avenue and St. Asaph's Road which will collectively have a large impact on the existing roadway network. The revised site driveway location to Belmont Avenue has been coordinated with the proposed land development plans for the 121 City Avenue site. However, based upon recent meetings with PennDOT, the preferred improvement alternative at the intersection of Belmont Avenue and St. Asaph's Road has not yet been determined, and may require turn restrictions at the site driveway. The applicant must continue to work with the Township, the City Avenue Special Services District, PennDOT, and the adjacent developers to formulate an overall mitigation plan for the roads and intersections impacted by the development(s).

With the resolution of the preceding major engineering issues and the remaining comments in this letter incorporated, we recommend that the Preliminary Plan be approved.

**B. ORDINANCE REQUIREMENTS**

1. Section 101-6A(1)—All woody vegetation to be retained within twenty-five (25') feet of a building site or disturbed area shall be protected from equipment damage by fencing placed at the driplines. The location of the fence shall be provided. A detail shall be included on the plans that complies with township standards. The Township Arborist must approve the location of the tree protection fence if it is not indicated at the driplines.
2. Section 101-6A(6)—Grade changes around the driplines of trees to be retained shall be minimized. Impacted trees to remain shall be clearly identified. Treatment of any impacted trees prior to construction to protect the root system shall be performed if/as directed by the Township Arborist. The Township Arborist must also approve the procedure.

3. Section 121-4E(4)—A description of how the permanent stormwater control facility will be operated and maintained shall be submitted by the design engineer. The frequency of inspection shall be listed on the plan. The contact information for the party responsible for the operation and maintenance of the facility shall be listed. The plan shall be presented in recordable form as a covenant running with the land and must be approved by the Township Solicitor prior to recording the Final Plan.
4. Section 121-12—For disturbance of over one acre, an NPDES Permit must be obtained from the Montgomery County Soil Conservation District prior to issuance of any permits.
5. Section 135-4.9(Q)—The Fire Marshal must approve the design for access and maneuverability.
6. Section 135-19B(8)—The sight distance for the proposed driveway locations must be shown on the plan and must meet the minimum safe stopping sight distance as specified by PennDOT. The Traffic Safety Unit of the Lower Merion Police Department must review the final drive configuration/location.
7. Section 135-4.4(F)—Concrete road control monuments shall be shown to be installed at the right-of-way at the intersection of each property line and at all changes in direction. Iron pins can be used with the concurrence of the Township Engineer.
8. Section 135-4.10(B)—A Planning Module or Exemption must be approved by the City of Philadelphia and the DEP prior to recording the Final Plan.
9. Section 155-6.6(N)—The project is located within the City Avenue Special Services District. A transportation impact fee is applicable to this development.
10. Section 135-8.2(C)1—The Traffic Impact Study must address the following items:
  - a) Several intersections in the area experience a high number of crashes each year. The applicant shall identify and implement low-cost safety improvements at these locations, with particular emphasis on the intersection of St. Asaph's Road and Belmont Avenue. While PennDOT is advancing a safety improvement project that may include a roundabout at this intersection, the proposed development is expected to open before that project is completed. Therefore, the applicant must address current safety concerns through interim improvements until the PennDOT project is in place.
  - b) We concur with the recommendation in the study regarding the implementation of a center left-turn lane on Belmont Avenue along the site frontage. This improvement shall be shown on the revised land development and PennDOT Highway Occupancy Permit (HOP) plans.
  - c) The applicant shall provide further discussion and any supporting documentation for the Multimodal reductions applied to the trip generation estimates for the proposed retail land uses (High-Turnover Sit-Down Restaurant, Fast Casual Restaurant, and Bank). These projected reductions may not be considered when calculating the traffic impact fee for City Avenue District.
  - d) The study indicates that the queue of exiting traffic on West Road (site driveway) to Belmont Avenue will block the proposed parking lot access driveway on the north side of West Road. The parking lot access driveway to West Road must be relocated to the eastern side of the parking lot.
  - e) A flashing yellow arrow signal head on the proposed mast arm on the northeast corner of City Avenue and Belmont Avenue shall be installed. An additional three-section signal head for the through movement shall be included. The signal heads opposite the appropriate northbound Belmont Avenue travel lanes shall be aligned. These items are subject to review and approval from PennDOT and the City of Philadelphia.

- f) The applicant shall coordinate with the Philadelphia Streets Department Traffic Unit on any signal improvements on City Avenue. Provide coordination in future submissions.

**C. ENGINEERING COMMENTS**

1. The site access and work within the Belmont Ave and City Ave require PennDOT approval of a Highway Occupancy Permit. The proposed driveway on Belmont Ave shall be coordinated with the preferred Belmont Ave and St. Asaph's Road intersection improvement alternative as determined by PennDOT and Lower Merion Township.
2. Permits from the Public Works Department will be required for the proposed connections to the sanitary sewer.
3. The Zoning Officer must agree with the number and tabulation of the final parking demand schedule.
4. A Planting Plan must be approved by the Planning Department and the Township Arborist.
5. The Director of Building and Planning must approve the lighting plan.

A copy of the revised plan shall be submitted with any changes highlighted. A letter shall also be provided with the revised plan indicating how each requested revision has been addressed in the re-submission.

Please advise if we may be of further assistance in this matter.

Sincerely,



Joseph A. Mastronardo, P.E.

**PENNONI ASSOCIATES**

Township Engineer

cc: Colleen Hall, Senior Planner  
Bohler Engineering, LLC