

**ZONING HEARING BOARD OF WRIGHTSTOWN TOWNSHIP  
BUCKS COUNTY, PENNSYLVANIA**

**Applicant:** TCT Property Management  
1152 Swamp Road  
Furlong, PA 18925

**Owner:** Same.

**Subject Property:** Tax Parcel No. 53-014-027, which is located 793 Penns Park Road in Wrightstown Township, Bucks County, Pennsylvania.

**Requested Relief:** Applicant seeks to modify existing use of the subject property, which currently includes, office (permitted) and apartment (existing nonconforming), to retail and eating place, with two continuing apartment uses. In conjunction with Applicant's proposal, Applicant seeks the following variances from the Newtown Area Joint Municipal Zoning Ordinance: 1) from §803.B.B-5.1.a, §803.E.E-1.6 & §803.E.E-5.4, to permit 25 combined parking spaces, where 42 combined parking spaces are required; (2) from §1001.B.3, to permit 9' x 18' parking spaces, where 10' x 20' parking spaces are required; (3) from §1001.F.6, to not require the buffer and landscape requirements be satisfied; and (4) from §1002.D, to not require an off-street loading berth with dimensions of at least 15' in width by at least 50' in length.

**Hearing History:** The application was filed in Wrightstown Township on September 18, 2025. Hearings were held on November 12, 2025 and December 3, 2025 at the Wrightstown Township Building, 2203 Second Street Pike, Wrightstown, PA 18940.

**Appearances:** Applicant by: Benjamin Anderson, Esq.  
Edward F. Murphy, Esq.  
Wisler Pearlstine, LLP  
301 N. Sycamore Street  
Newtown, PA 18940

Protestants: Kenneth Hone, *Pro Se*  
2341 Second Street Pike  
Newtown, PA 18940

Marianne Pugh, *Pro Se*  
787 Penns Park Road  
Newtown, PA 18940

Jan Marx, *Pro Se*  
2336 Second Street Pike  
Newtown, PA 18940

Emily Cherney, *Pro Se*  
786 Penns Park Road  
Newtown, PA 18940

David Wright, *Pro Se*  
2332 Second Street Pike  
Newtown, PA 18940

**Mailing Date:** January 16, 2026

## DECISION

### FINDINGS OF FACT:

1. The Zoning Hearing Board of Wrightstown Township met the requirements of the Zoning Ordinance, the Municipalities Planning Code, and other relevant statutes as to legal notice of the hearings held.

2. The Applicant is the Owner of the Subject Property and therefore possessed of the requisite standing to make application to this Board.

3. The Zoning Hearing Board marked and admitted the following exhibits:

ZHB-1: Application received September 18, 2025 with deed to the Subject Property; Site Plan prepared by Dynamic Engineering, titled Zoning Plan, dated August 28, 2025; and, a list of property owners to be notified by mail.

ZHB-2: Legal Notice of hearing held, (proof of publication, mailing and posting).

ZHB-3: Newtown Area Joint Municipal Zoning Ordinance.

ZHB-4: Position statement by Wrightstown Township Board of Supervisors, by way of correspondence dated October 14, 2025, prepared by Township Solicitor ("...The Board reviewed the Application and determined that it would support the Application and request that the Board, if it grants the relief requested, include a condition that if the number of parking spaces becomes an issue, Applicant will install additional parking spaces on the adjoining property that it owns at 2325 Second Street Pike, TMP 53-14-27-1...").

- A-1: Plan, titled Aerial Exhibit, prepared by Dynamic Engineering, dated August 15, 2025.
- A-2: Plan, titled Zoning Plan, prepared by Dynamic Engineering, dated August 28, 2025.
- A-3: Plan, titled Zoning Plan, prepared by Dynamic Engineering, dated August 28, 2025.
- A-4: Plan, titled Landscape Buffer Exhibit, prepared by Dynamic Engineering, dated September 3, 2025.
- A-5: December 2, 2025 Traffic Impact and Parking Assessment, prepared by Dynamic Traffic.
  
- P-1: Excerpt from PennDOT scoping meeting review.
- P-2: Plan, unattributed, and annotated, of intersection of Penns Park Road and Second Street Pike (SR0232), illustrating driveway access points for parties protestant north of the subject site along Second Street Pike.

4. Applicant presented the testimony of Justin Geonnotti, PE, Principal at Dynamic Engineering (expert testimony); Kevin Savage, PE, PTOE, Engineer employed by Dynamic Traffic (expert testimony); and, Thomas Coates, Principal at TCT Property Management, LLC.

5. The Subject Property is located in the VC-1, Village Commercial-1 Zoning District of Wrightstown Township. The lot area is 35,870 square feet. The property is improved with two existing structures, a parking area, and driveway access from Second Street Pike. The existing uses of the buildings are office use (a permitted use) and apartment use for the two apartments (an existing nonconforming use).

6. The Subject Property is immediately adjacent to another parcel owned by the Applicant, 2325 Penns Park Road, Tax Map Parcel No. 53-014-027-001, located in the VR-1, Village Residential/Low Density Zoning District. The second parcel is not technically part of the present zoning application.

7. Applicant seeks to modify existing use of the Subject Property, which currently includes, office (permitted) and apartment (existing nonconforming), to retail and eating place, with two continuing apartment uses.

8. The Applicant proposes no change in the existing footprint of the buildings, parking area, or access driveways.

9. In conjunction with Applicant's proposal, Applicant seeks the following variances from the Newtown Area Joint Municipal Zoning Ordinance: 1) from §803.B.B-5.1.a, §803.E.E-1.6 & §803.E.E-5.4, to permit 25 combined parking spaces, where 42 combined parking spaces are required; (2) from §1001.B.3, to permit 9' x 18' parking spaces,

where 10' x 20' parking spaces are required; (3) from §1001.F.6, to not require the buffer and landscape requirements be satisfied; and (4) from §1002.D, to not require an off-street loading berth with dimensions of at least 15' in width by at least 50' in length.

10. While the second parcel is not technically subject to the present zoning application, that parcel provides driveway access to the Subject Property.

11. The buffer and landscape variance applies to the border between the two (2) parcels owned by TCT Property Management.

12. Mr. Geonnotti testified regarding the various plans prepared. Applicant asserts that the requests for relief are minor in nature in that all uses proposed are either permitted uses or existing nonconforming uses. There is no increase in the size of the buildings presently located on site. No additional macadam is proposed. Applicant has the support of Wrightstown Township in repurposing the Subject Property.

- a. With regard to the aerial exhibit (Exhibit A-1), Mr. Geonnotti oriented the Board and the public to the Subject Property located at the corner of Penns Park Road and Second Street Pike. The property takes access to Second Street Pike at a point along Second Street Pike furthest from the intersection of Penns Park Road and Second Street Pike. The property also takes access to Penns Park Road across the adjacent parcel owned by Applicant immediately east of the Subject Property along Penns Park Road.
- b. The Subject Property is located at a zoning district boundary. The Subject Property is within the VC-1 Zoning District. The adjacent properties, including properties owned by parties protestant to the north along Second Street Pike, are zoned VR-1.
- c. The purpose of the Village Residential/Low Density (VR-1) Zone, found at Ordinance §305.G, reads as follows:

The Village Residential/Low Density District is intended to provide design standards and use regulations for the older villages or neighborhoods that were built prior to the advent of municipal planning and zoning. Single-family detached dwelling units are permitted on larger lots.

- d. The purpose of the Village Commercial-1 (VC-1) Zone, found at Ordinance §305.L, reads as follows:

In the Village Commercial-1 Districts, the intent is to provide for small neighborhood commercial areas

within the major villages. There are three types of new development that can occur within these centers: (1) development of a tract for a single use, (2) development of a tract for a variety of uses, and (3) conversion of a single structure into a new single use. When the land area of this district has been fully developed, the future expansion of this district shall be directly adjacent thereto and limited to an increase of 20% of this District.

- e. Exhibit A-2, the Zoning Plan, prepared by Dynamic Engineering, includes development of the parking requirements and parking calculations

13. The Zoning Hearing Board finds the testimony of Mr. Geonnotti credible.

14. Applicant presented the testimony of Kevin Savage, PE, PTOE. Mr. Savage is a licensed professional engineer in Pennsylvania and multiple other states. He is also a licensed traffic operations engineer with both a Bachelor of Science and a Master of Science in Civil Engineering. He is employed by Dynamic Traffic as a Traffic Engineer. Mr. Savage's testimony was accepted as expert testimony by the Zoning Hearing Board.

- a. Mr. Savage prepared a traffic report dated December 2, 2025 (Exhibit A-5). The report represents a summary of traffic impacts and parking orientation for the Subject Property. In short, Mr. Savage concludes that the trips generated by the proposed use will not have any significant impact or degradation of service for the affected intersection at Second Street Pike and Penns Park Road.
- b. Mr. Savage addressed the on site parking proposal. Mr. Savage acknowledged that the drive aisles were a compliant 25 feet in width. The parking size is proposed at 9' x 18'. Mr. Savage offered his opinion that 10' x 20' parking spaces are generally reserved for grocery stores and similar uses, and therefore would not generally be anticipated in a neighborhood commercial reuse. In Mr. Savage's opinion, based upon his analysis of the ITE Manual and the site, the parking proposal is adequate for the uses proposed.
- c. Mr. Savage was challenged on cross-examination, but indicated that the challenges to his opinions did not change his opinions.

15. The Zoning Hearing Board finds Traffic Engineer Kevin Savage competent and credible.

16. Thomas Coates testified in support of the application. Mr. Coates is an eleven year resident of Wrightstown Township. He owns multiple businesses and

properties within the Township. He is the principal of TCT Property Management, LLC. Mr. Coates testified to the proposed uses on site. He indicated that he intends to repurpose the existing buildings for food, retail, and apartment uses consistent with the aforementioned plans.

17. The Zoning Hearing Board finds the testimony of Thomas Coates credible.

18. Party Protestant Kenneth Hone essentially argued that the Applicant has not met its burden of proof to justify a variance, and that if there is a hardship, the hardship was self-created. Mr. Hone believes that granting the requested relief will infringe upon the quiet enjoyment of his residential property, immediately adjacent to the Subject Property. Mr. Hone emphasized concerns regarding traffic on Penns Park Road generally, and specifically at the intersection of Penns Park Road and Second Street Pike. Mr. Hone also expressed concern regarding the likely increase in number of trips per day to and from the site based upon the retail and food uses. Mr. Hone also expressed concern regarding the potential nuisance of headlights from the Subject Property shining onto and into his home adjacent to the driveway serving the Subject Property. He also expressed concern for those residential properties across the street from the Subject Property.

19. The Zoning Hearing Board observes that Applicant may be encouraged or required to further buffer and screen the Subject Property and the Hone property. A privacy fence currently exists between them.

20. Additional parties expressed interest, but less concern than Hone.

21. Public comment was generally favorable to Applicant.

22. Wrightstown Township took a position on the matter, following consideration during a public meeting. The position, in pertinent part is as follows:

...The Board reviewed the Application and determined that it would support the Application and request that the Board, if it grants the relief requested, include a condition that if the number of parking spaces becomes an issue, Applicant will install additional parking spaces on the adjoining property that it owns at 2325 Second Street Pike, TMP 53-14-27-1...

## **CONCLUSIONS OF LAW:**

1. The Subject Property has been developed with two building structures, and used as office use (a permitted use) and apartment use for two apartments (an existing nonconforming use). Applicant seeks to continue those uses, but add a retail store and eating place – both of which are permitted uses.

2. In order to achieve the proposed redevelopment, Applicant seeks the following variances:

1. from §803.B.B-5.1.a, §803.E.E-1.6 & §803.E.E-5.4, to permit 25 combined parking spaces, where 42 combined parking spaces are required;
2. from §1001.B.3, to permit 9' x 18' parking spaces, where 10' x 20' parking spaces are required;
3. from §1001.F.6, to not require the buffer and landscape requirements be satisfied; and,
4. from §1002.D, to not require an off-street loading berth with dimensions of at least 15' in width by at least 50' in length.

3. The standard for a variance is:

§910.2 of the Pennsylvania Municipalities Planning Code requires that an Applicant demonstrate all of the following in order to be entitled to a variance. The Newtown Area Joint Municipal Zoning Ordinance has a similar provision:

(1) That there are unique physical circumstances or conditions, including irregularity, narrowness or shallowness of lot size or shape, or exceptional topographical or other physical conditions peculiar to the particular property and that the unnecessary hardship is due to such conditions and not the circumstances or conditions generally created by the provisions of the zoning ordinance in the neighborhood or district in which the property is located.

(2) That because of such physical circumstances or conditions, there is no possibility that the property can be developed in strict conformity with the provisions of the zoning ordinance and that the authorization of a variance is therefore necessary to enable the reasonable use of the property.

(3) That such unnecessary hardship has not been created by the appellant.

(4) That the variance, if authorized, will not alter the essential character of the neighborhood or district in which the property is located, nor substantially or permanently impair the appropriate use

of development of adjacent property, nor be detrimental to the public welfare.

(5) That the variance, if authorized, will represent the minimum variance that will afford relief and will represent the least modification possible of the regulation in issue.

53.P.S. §10910.2(a)

4. The burden on the applicant seeking a variance is a heavy one, and the reasons for granting the variance must be substantial, serious, and compelling. *Pequea Township v ZHB of Pequea Township*, 180 A.3d 500 (Pa. Cmwlth. 2018) (citations and internal quotations omitted). Unnecessary hardship is established where the evidence establishes that compliance with the zoning ordinance would render the property practically useless. *Rittenhouse Row v Aspite*, 917 A.2d 880 (Pa. Cmwlth. 2006). "Economic and personal considerations in and of themselves are insufficient to constitute hardship." *McNally v Bonner*, 645 A.2d (Pa. Cmwlth. 1994). "Additionally, where only economic detriment or personal hardship results from the application of the ordinance, a variance is not available." *Heisterkamp v City of Lancaster Zoning Hearing Board*, 383 A.2d 1311 (Pa. Commw. 1978).

5. The Pennsylvania Courts have relaxed the legal standard as it applies to dimensional variances. See, *Hertzberg*. The Applicant has presented evidence of sufficient factors to warrant the grant of the dimensional variance requested under the relaxed variance standard applicable to dimensional variance cases, as articulated by the Pennsylvania Supreme Court, in *Hertzberg v. Zoning Board of Adjustment of the City of Pittsburgh*, 554 Pa. 249, 721 A.2d. 43 (1998).

6. The competent evidence presented leads the Board to conclude that, if the variance relief is granted, there will be no negative impacts upon surrounding properties or uses. Any impact upon the area will be the result of permitted uses. The Board concludes that the proposed uses are consistent with the surrounding uses.

7. The evidence establishes that the relief sought by the Applicant is the minimum variance necessary. The Board observes that the Applicant is not changing the size or location of existing buildings.

8. The variance sought will not alter the essential character of the neighborhood or district in which the Subject Property is located.

9. Accordingly, the Wrightstown Township Zoning Hearing Board determined, by a 2-0 vote, to grant the Applicant's request for relief, as is set forth hereafter.

## **ORDER**

Upon consideration and after hearing, the Zoning Hearing Board of Wrightstown Township hereby GRANTS the following requested variances from the Newtown Area Joint Municipal Zoning Ordinance to permit Applicant to modify existing use of the Subject Property, which currently includes, office (permitted) and apartment (existing nonconforming), to retail and eating place, with two continuing apartment uses:

1. from §803.B.B-5.1.a, §803.E.E-1.6 & §803.E.E-5.4, to permit 25 combined parking spaces, where 42 combined parking spaces are required;
2. from §1001.B.3, to permit 9' × 18' parking spaces, where 10' × 20' parking spaces are required;
3. from §1001.F.6, to not require the buffer and landscape requirements be satisfied; and,
4. from §1002.D, to not require an off-street loading berth with dimensions of at least 15' in width by at least 50' in length.

The relief granted is subject to the following conditions:

1. If the number of parking spaces become an issue, Applicant will install additional parking spaces on the adjoining property that it owns at 2325 Second Street Pike, TMP 53-014-027-001.
2. Applicant shall comply with all other applicable governmental ordinances and regulations.

Thomas E. Panzer, Solicitor  
Wrightstown Township  
Zoning Hearing Board  
High Swartz LLP  
116 East Court Street  
Doylestown, PA 18901  
(215) 345-8888  
E-Mail: [tpanzer@highswartz.com](mailto:tpanzer@highswartz.com)

### **ZONING HEARING BOARD OF WRIGHTSTOWN TOWNSHIP**

/s/ Steve Marcell  
Steve Marcell

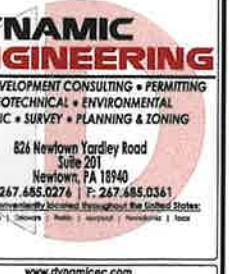
/s/ Allen Maserheimer  
Allen Maserheimer



REV.	DATE	COMMENTS
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THIS PLAN SET IS FOR PERMITTING PURPOSES  
ONLY AND MAY NOT BE USED FOR CONSTRUCTION

PROJECT: TCT PROPERTY MANAGEMENT, LLC  
PROPOSED CHANGE OF USE & SITE IMPROVEMENTS  
PARCEL NO. 52-014-027 & 53-014-027-001  
79-235 PENNS PARK ROAD & 235 SECOND STREET PIKE  
TOWNSHIP OF WRIGHTSTOWN, BUCKS COUNTY  
PENNSYLVANIA











Dynamic Traffic, LLC  
826 Newtown Yardley Road,  
Suite 201  
Newtown, PA 18940  
T: 445-202-5400

December 2, 2025

Township of Wrightstown Zoning Hearing Board  
2203 Second Street Pike  
Wrightstown, PA 18940

**Re: Traffic Impact and Parking Assessment  
Proposed Change of Use  
Parcel No. 52-014-027 & 53-014-027-001  
793 Penns Park Road & 2325 Second  
Street Pike (SR 232)  
Twp. of Wrightstown, Bucks Co., PA  
DT # 5766 25-03759**

Dear Zoning Hearing Board Members:

Dynamic Traffic has prepared the following assessment to determine the traffic impact and adequacy of access, circulation, and parking associated with redevelopment of a site located on the northeast corner of Second Street Pike (SR 232) and Penns Park Road in the Township of Wrightstown, Bucks County, Pennsylvania (see Site Location Map). The site is designated as Parcel Numbers 52-014-027 and 53-014-027-001 on the Township of Wrightstown Tax Maps. The site is currently developed with a 1,508 SF office and a 2,096 SF office with two apartments above. It is proposed to convert the 1,508 SF office to a 754 SF retail space and a 754 SF restaurant and convert the existing 2,096 SF office to 2,096 SF of retail (The Project). The two apartments in the 2,096 SF building are proposed to remain. Access to the site is currently provided via one unsignalized full-movement driveway along Second Street Pike (SR 232) and one unsignalized full-movement driveway along Penns Park Road. It is proposed to maintain the existing accesses to the site.

This assessment documents the methodology, analyses, findings and conclusions of our study and includes:

- A detailed field inspection was conducted to obtain an inventory of existing roadway geometry, traffic control, and location and geometry of existing driveways and intersections.
- Projections of traffic to be generated by The Project were prepared utilizing trip generation data as published by the Institute of Transportation Engineers.
- The proposed site driveway was inspected for adequacy of geometric design, spacing and/or alignment to streets and driveways on the opposite side of the street, relationship to other driveways adjacent to the development, and conformance with accepted design standards.

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

Lake Como, NJ | Chester, NJ | Toms River, NJ | Newark, NJ | Marlton, NJ | Newtown, PA | Philadelphia, PA | Bethlehem, PA  
King of Prussia, PA | Allen, TX | Houston, TX | Austin, TX | Delray Beach, FL | Tampa, FL | Annapolis, MD | Newark, DE

*AS*

- The parking layout and supply was assessed based on accepted design standards and demand experienced at similar developments.

### Existing Conditions

Second Street Pike (SR 232) is an Urban Minor Arterial roadway under PennDOT jurisdiction with a general north/south orientation. In the vicinity of the site the posted speed limit is 35 MPH and the roadway provides one travel lane in each direction. On-street parking is not permitted along either side of the roadway. Curb and sidewalk are not provided along either side of the roadway. Second Street Pike (SR 232) provides a straight horizontal alignment along the site frontage and a relatively flat vertical alignment. The land uses along Second Street Pike (SR 232) in the vicinity of The Project are a mix of commercial and residential.

Penns Park Road is a Local roadway under Wrightstown Township jurisdiction with a general east/west orientation. In the vicinity of the site the posted speed limit is 35 MPH and the roadway provides one travel lane in each direction. On-street parking is not permitted along either side of the roadway. Curb and sidewalk are not provided along either side of the roadway. Penns Park Road provides a straight horizontal alignment along the site frontage with a curve to the east of the site frontage and a relatively flat vertical alignment. The land uses along Penns Park Road in the vicinity of The Project are a mix of commercial and residential.

### Site Generated Traffic

Trip generation projections for The Project were prepared utilizing the rates set forth within the Institute of Transportation Engineers' (ITE) publication, *Trip Generation Manual, 12<sup>th</sup> Edition*. This publication sets forth trip generation rates based on empirical traffic count data conducted at numerous research sites. The ITE Land Use Codes (LUC) which most closely resembles the proposed uses are LUC 220 – Multifamily Housing (Low-Rise), LUC 822 – Strip Retail Plaza (<40K), and LUC 930 – Fast Casual Restaurant. The following table shows the anticipated trip generation for The Project during the weekday morning, weekday evening, and Saturday midday peak street hours (PSH).

**Table 1**  
**Trip Generation**

Use	AM PSH			PM PSH			Sat PSH		
	In	Out	Total	In	Out	Total	In	Out	Total
2 Apartments	0	1	1	1	0	1	0	1	1
2,850 SF Retail	6	5	11	17	16	33	10	9	19
754 SF Restaurant	1	0	1	6	5	11	14	11	25
<b>Total</b>	<b>7</b>	<b>6</b>	<b>13</b>	<b>24</b>	<b>21</b>	<b>45</b>	<b>24</b>	<b>21</b>	<b>45</b>

Table II below details the trip generation associated with the existing use of the property and compares them to the trip generation of the proposed use.

**Table 2**  
**Trip Generation Comparison**

<b>Use</b>	<b>AM PSH</b>			<b>PM PSH</b>			<b>Sat PSH</b>		
	<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
1,508 SF Office ( <i>Existing</i> )	3	0	3	0	3	3	0	0	0
2 Apartments ( <i>Existing</i> )	0	1	1	1	0	1	0	1	1
2 Apartments ( <i>Proposed</i> )	0	1	1	1	0	1	0	1	1
2,850 SF Retail ( <i>Proposed</i> )	6	5	11	17	16	33	10	9	19
754 SF Restaurant ( <i>Proposed</i> )	1	0	1	6	5	11	14	11	25
Net Increase	+4	+5	+9	+23	+18	+41	+24	+20	+44

It should be noted that the number of new trips falls below the industry standard accepted threshold of a significant increase in traffic of 100 peak hour trips. As such, it is not anticipated that the change in use will have any perceptible impact on the traffic operation of the adjacent roadway network.

### Capacity Analysis

A capacity analysis was performed to evaluate the level of service at the Second Street Pike (SR 232) and Site Driveway intersection. Traffic count data was pulled from PennDOT historical count data along Second Street Pike (SR 232). The methodology utilized in the capacity analyses is described in the *Highway Capacity Manual*, published by the Transportation Research Board. In general, the term Level of Service (LOS) is used to provide a “qualitative” evaluation of capacity based upon certain “quantitative” calculations related to empirical values, such as traffic volume and intersection control.

An unsignalized (STOP sign controlled) driveway or side street along a through route is seldom critical from an overall capacity standpoint, however, it may be of great significance to the capacity of the minor cross-route, and it may influence the quality of traffic flow on both. When analyzing an unsignalized intersection, it is assumed that both the major street through and right turn movements are unimpeded and have the right-of-way over all side street traffic and left turns from the major street. All other turning movements in the intersection cross, merge with, or are otherwise impeded by major street movements. Traffic delays at unsignalized intersections are determined by sequentially processing these impeded movements. Table 3 describes the level of service ranges for unsignalized (stop controlled) intersections.

**Table 3**  
**Level of Service Criteria**  
**for Unsignalized Intersections**

<b>Level of Service</b>	<b>Average Control Delay (seconds per vehicle)</b>
a	0.0 to 10.0
b	10.1 to 15.0
c	15.1 to 25.0
d	25.1 to 35.0
e	35.1 to 50.0
f	greater than 50.0

PSH =  
1 HR  
1 TO 6  
1 TO 12

All capacity analyses were performed utilizing Synchro 12 software in accordance with Highway Capacity Manual (HCM) 7<sup>th</sup> Edition methodologies.

**Table 4**  
**Future Levels of Service**

<b>Intersection</b>	<b>Direction/ Movement</b>		<b>AM PSH Build</b>	<b>PM PSH Build</b>	<b>Sat PSH Build</b>
	WB	LR	B (11)	B (12)	B (11)
Second Street Pike (SR 232) & Site Driveway	SB	L	A (8)	A (8)	A (8)

A (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicle)

### **Second Street Pike (SR 232) and Site Driveway**

As designed, the driveway is anticipated to operate at levels of service "B" or better during the studied peak hours. See Table 4 for the individual movement levels of service and delays.

### **Site Access, Parking and Circulation**

The site was reviewed with respect to the site access and on-site circulation design. As previously noted, access to the site will be provided via the existing one unsignalized full-movement driveway along Second Street Pike (SR 232) and one unsignalized full-movement driveway along Penns Park Road.

The site will be served by aisles of 25 feet wide for two-way movements, which allows for full site circulation for the anticipated vehicle mix on site and meets generally accepted design standards.

It is proposed to provide 25 parking spaces (including 1 ADA-accessible space) in support of The Project. The Ordinance sets forth a requirement of 2 parking spaces per dwelling unit, 1 parking space per 120 SF plus one parking space per employee for retail uses, and 1 parking space per 2 seats plus one parking space per employee for restaurant uses. With 2 dwelling units, 2,850 SF of retail use with 6 employees, and 12 seats with 2 employees for the restaurant use, this equates to a parking requirement of 42 parking spaces for the proposed development. Consequently, the Ordinance parking requirements are not met. ITE identifies a peak parking demand of 1.27 spaces per dwelling unit for multifamily housing (low-rise), 2.79 spaces per 1,000 SF for strip retail plazas, and 9.77 spaces per 1,000 SF for fast casual restaurants. This equates to a total demand for the site of 18 spaces, which is exceeded as designed.

The proposed parking stalls are 9'x18', which does not meet the Ordinance requirement of 10'x20' for the use proposed. It should be noted that industry standards recommend stall widths of between 8'3" and 8'6" and a length of 18' for low-turnover land uses such as The Project, which is satisfied as designed.

## Sight Distance Analysis

In order to determine whether the available sight distances for the existing site driveway locations are acceptable, the PennDOT desirable and formula sight distance standards as detailed in 67 PA Code §441.8 were referenced and compared to the available sight distances at the existing site driveway locations.

**Table 5**  
**Sight Distance Requirements**

Location	Direction	Posted Speed Limit	Grade	Desirable Sight Distance	Formula Sight Distance	Available Sight Distance
Second Street Pike (SR 232) & Site Driveway	Looking left from driveway	35 MPH	0% <sup>1</sup>	440 feet	265 feet	530 feet
	Looking right from driveway	35 MPH	-6%	350 feet	300 feet	590 feet
Penns Park Road & Site Driveway	Looking left from driveway	35 MPH	-10%	440 feet	335 feet	375 feet
	Looking right from driveway	35 MPH	0% <sup>1</sup>	350 feet	265 feet	440 feet

<sup>1</sup> – Approaching vehicles experience an uphill grade. Conservatively, a grade of 0% was utilized in this calculation.



Second Street Pike (SR 232) and Site Driveway - Looking Left

APPS  
Penn  
DOT  
Guid  
Cited  
B1  
OTM



Second Street Pike (SR 232) and Site Driveway - Looking Right



Second Street Pike (SR 232) and Site Driveway - Looking Left



Second Street Pike (SR 232) and Site Driveway - Looking Right

As shown in the above table and pictures, the sight distances available for the existing roadway and proposed site driveway satisfy the PennDOT formula sight distance standards.

It should be noted that 67 PA Code §441.8 sets forth the requirement that the distance from the edge of pavement of the intersecting highway to the radius of the first permitted driveway shall be a minimum of 30 feet. 67 PA Code §441.8 also states that no portion of any access shall be located outside the property frontage boundary line. The existing site driveways along Second Street Pike and Penns Park Road are both located more than 30 feet away from the intersection of Second Street Pike and Penns Park Road and solely within the property frontage boundary line.

## Findings

Based upon the detailed analyses as documented herein, the following findings are noted:

- The proposed 2 apartments, 2,850 SF retail, and 754 SF restaurant will generate 10 entering trip and 16 exiting trips during the morning peak hour, 28 entering trips and 24 exiting trips during the evening peak hour and 24 entering trips and 21 exiting trips during the Saturday peak hour.
- Access to the site will be provided via the existing one unsignalized full-movement driveway along Second Street Pike (SR 232) and one unsignalized full-movement driveway along Penns Park Road.
- As proposed, The Project's site driveways and internal circulation have been designed to provide for safe and efficient movement of the anticipated vehicle mix.
- The proposed parking supply and design is sufficient to support the projected demand.

## Conclusion

Based upon our Traffic Assessment as detailed in the body of this report, it is the professional opinion of Dynamic Traffic that the adjacent street system of the Township of Wrightstown and PennDOT will not experience any significant degradation in operating conditions with the redevelopment of the site. The site driveways are located to provide safe and efficient access to the adjacent roadway system. The site plan as proposed provides for good circulation throughout the site and provides adequate parking to accommodate The Project's needs. ✓

If you have any questions on the above, please do not hesitate to contact our office.

Sincerely,

**Dynamic Traffic, LLC**

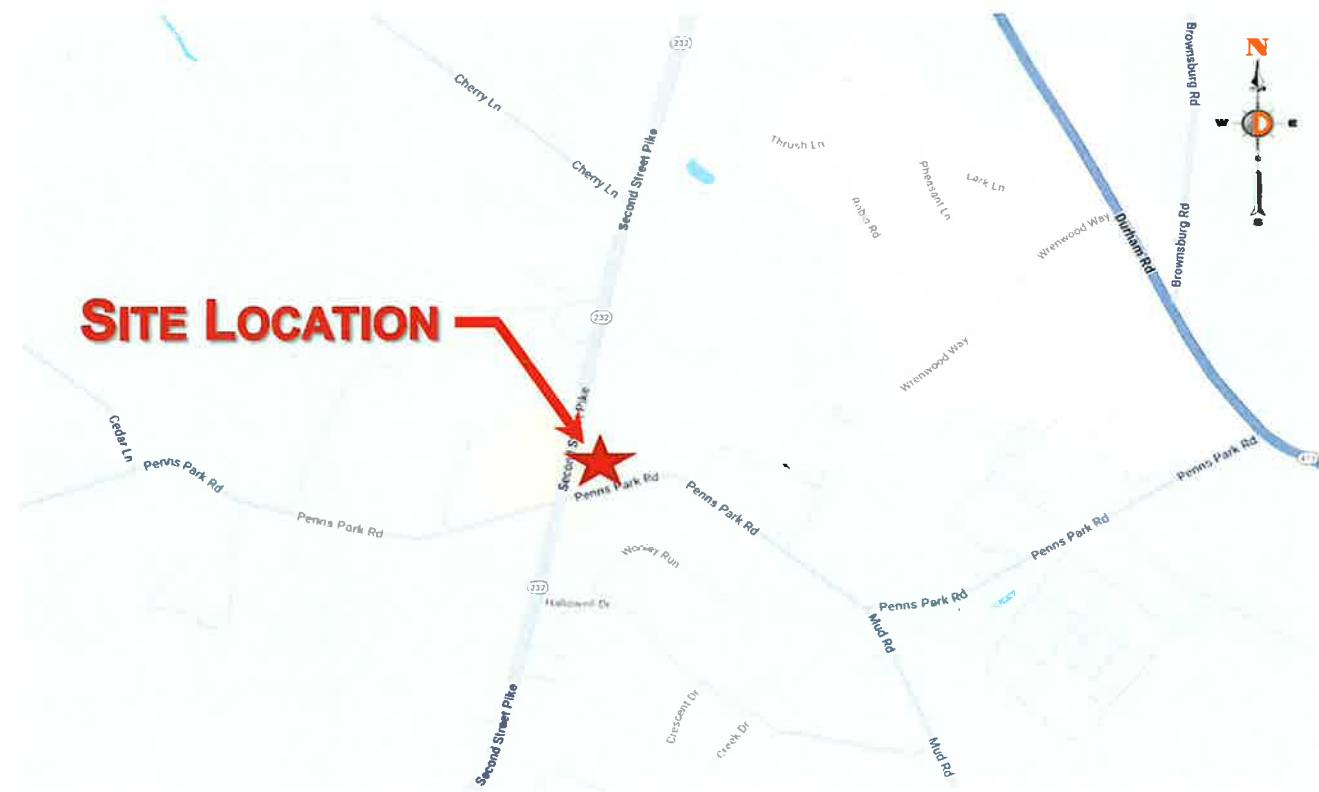
*Kevin Savage*  
Kevin M. Savage, PE, PTOE  
Principal  
PA License #090923

*CJ Chase*  
Corey M. Chase, PE  
Senior Principal  
PA License #076836

CJM

Enclosures

c: Thomas Coates (via email w/encl.)  
Justin Geonnotti/Daniel Rotondo (via email w/encl.)



Proposed Change of Use  
Traffic Impact Study  
5766 25-03759

**Figure 1**

**Site Location Map**

PennDOT has completed its review of the TIS Determination and Scoping Meeting Application.

Please address the following comments below, and resubmit the application to PennDOT for review.

**PennDOT Review Comments :**

1. This is a preliminary review. The Department reserves the right to make additional comments when the application includes HOP plans. The Department has determined that a scoping meeting is not necessary. If you have any questions about the technical aspects of this review, please contact the Department's representative, Tara Hofferth, PE at [thofferth@kittelson.com](mailto:thofferth@kittelson.com).
2. The Department is now requiring a cost estimate be entered into EPS prior to HOP issuance. This cost estimate must include all work proposed within Department Right-of-Way including signal equipment, roadway work, pavement markings, and signage plus a 15% contingency to be entered into the Fee information & Estimate Construction Cost section in the Application setup box. Further, this section requires the cost estimate to be broken down into site frontage costs and off-site improvements costs. Please enter this information in the manner required. This cost estimate will be the basis for the value of the Letter of Credit the Department will require as security prior to the start of actual construction.
3. The Department requires written evidence, prior to issuing a permit, that Wrightstown Township has had the opportunity to comment. Provide written evidence (e.g., municipal engineering review, council or planning commission meeting minutes, executed TE-160, etc.), which is less than one year old, to satisfy this requirement. Also, provide County Planning Commission Review Letters if available. PennDOT will consider any comments or recommendations from the municipality and county reviews before approving the access permit. In addition, please provide the email address(es) for the appropriate individual(s) at the municipality (i.e., Township Manager, Borough Manager, Mayor, etc.) and at the County Planning Commission on the Application Information screen so that a copy of the Department's review letter can be forwarded. (PA Code, Title 67, Chapter 441.3(j)).
4. In future submissions, include all relevant correspondence. This includes but is not limited to previous review letters, response to comments, County/Municipal reviews, and any relevant emails. In addition, the applicant's engineer should put together a letter that describes how each comment in this review has been addressed. PennDOT and Wrightstown Township must be copied on all submissions related to this development.
5. Be advised, based upon the submitted plans and materials it appears that the proposed driveway will be on an adjacent parcel and that this will be facilitated by a shared access easement. If this is indeed the case, then a copy of the executed agreement must be furnished to the Department before a permit can be issued.
6. Truck turning templates must be provided for the largest vehicle anticipated to access the site (all movements) to ensure that the driveways can safely accommodate the design vehicle. For the full access driveways, the driveways must be wide enough to accommodate an entering single unit truck turning right with a passenger vehicle positioned in the exit lane. Additionally, the templates must show how these vehicles will circulate within the site. For each site access, if the largest permitted vehicle type to utilize that access is smaller than a WB-67, then a note must be included on the plans, turning templates for that vehicle size provided, appropriate signage provided, and that vehicle size will become a condition of the permit and be recorded.
7. All driveways and local roads shall be located at a point within the property frontage limits which provide at least the sight distance in the tables found in section 441.8(h)(1) of the regulations. Additionally, the same regulation authorizes sight distance less than desirable only if it is impossible to achieve the desirable values reflected in the tables by locating the driveway/local road at any point within the property frontage boundaries. This conditional minimum acceptable sight distance is computed from a formula contained in the regulation. This formula? sight distance is also reflected on the Department form M950S. Title 67 of the PA Code ?441.8(h)(2) (iv). Provide full documentation of sight distance measurements and calculations at the proposed site driveways. Ensure that the available sight distance measurement is documented and indicate the roadway grade used in calculations.
8. Per Strike-Off Letter 494-23-04, all low, medium, and high-volume driveways and local road HOP application submissions must include a correctly completed HOP Application Project Checklist, Part 1 and Part 2. These checklists can be found on the EPS 'Reference Material and Forms' screen as well as in Publication 282 and on PennDOT's HOP webpage.
9. ADA compliance within the limits of work must be evaluated in the final design (i.e. new/modified facilities, impact to transit bus stops, etc.). Coordinate with Wrightstown Township regarding pedestrian needs along the

site frontage, at access points and connections to adjacent facilities. At minimum, the sidewalk should be constructed along the entire site frontage, stubbing to the property lines. Crosswalks are needed across site driveways.

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

11. Consistent with current Department Policy, applicants for Highway Occupancy Permits must apply for an EPS Business Partner ID (BPID). The EPS BPID is used in the establishment of a billing account for the invoicing of inspection costs. After an EPS BPID is obtained and activated by the applicant's system administrator, a user ID will then need to be created to ensure that the EPS BPID is integrated into EPS and searchable through the "looking glass" feature. Once this has been established, please provide the following information in the applicant contact information tab under "Applicant Team": a. BPID b. Contact information (name/title/phone/email) for a general contact person (person that typically deals with the Highway Occupancy Permit application process) c. Contact information (name/title/phone/email) for a billing contact person (person that typically deals with the Highway Occupancy Permit invoicing process). For information on obtaining an EPS BPID, you may visit: <https://www.dot14.state.pa.us/EPS/home/manageBPRegistration.jsp> (follow the instructions that are in the PINK area) or contact the ECMS Help Desk. Please be aware that having an ECMS BPID does not guarantee the establishment of an EPS BPID as they are not reciprocal to one another.

12. Upon review of the Scoping Application, the Department has accepted this project into PennDOT's HOP ClearPath Pilot Program. The HOP ClearPath Pilot Program is a new initiative developed by PennDOT in partnership with the Governor's Office of Transformation and Opportunity (OTO). Designed to accelerate the Highway Occupancy Permit (HOP) process, this pilot aims to reduce review timelines and improve clarity for applicants. Further information can be found on PennDOT's HOP website, which the applicant should review prior to the first HOP application submission in the ePermitting System (EPS). Any questions regarding the program can be directed to Mirlene SaintVal, [msaintval@pa.gov](mailto:msaintval@pa.gov).

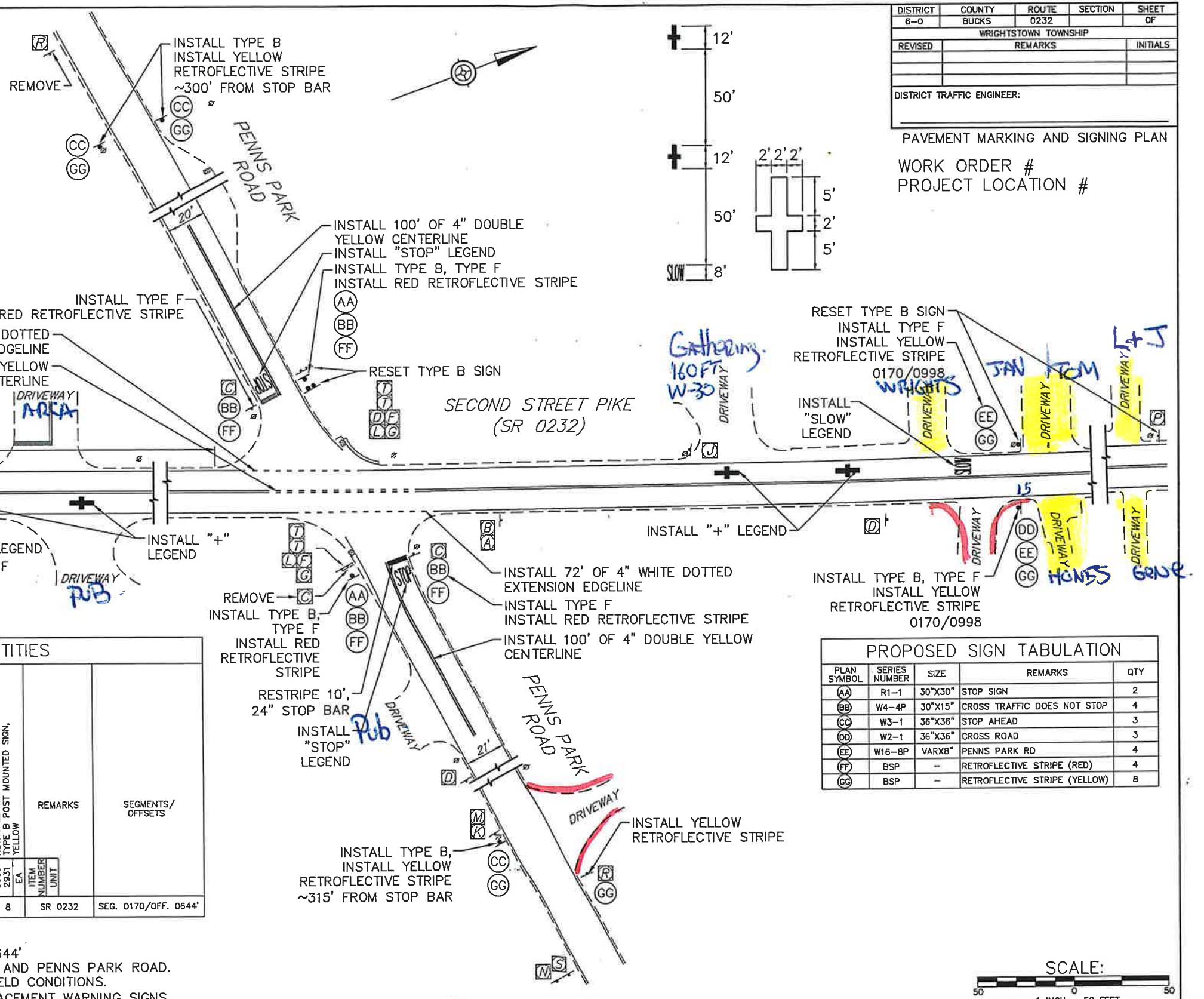
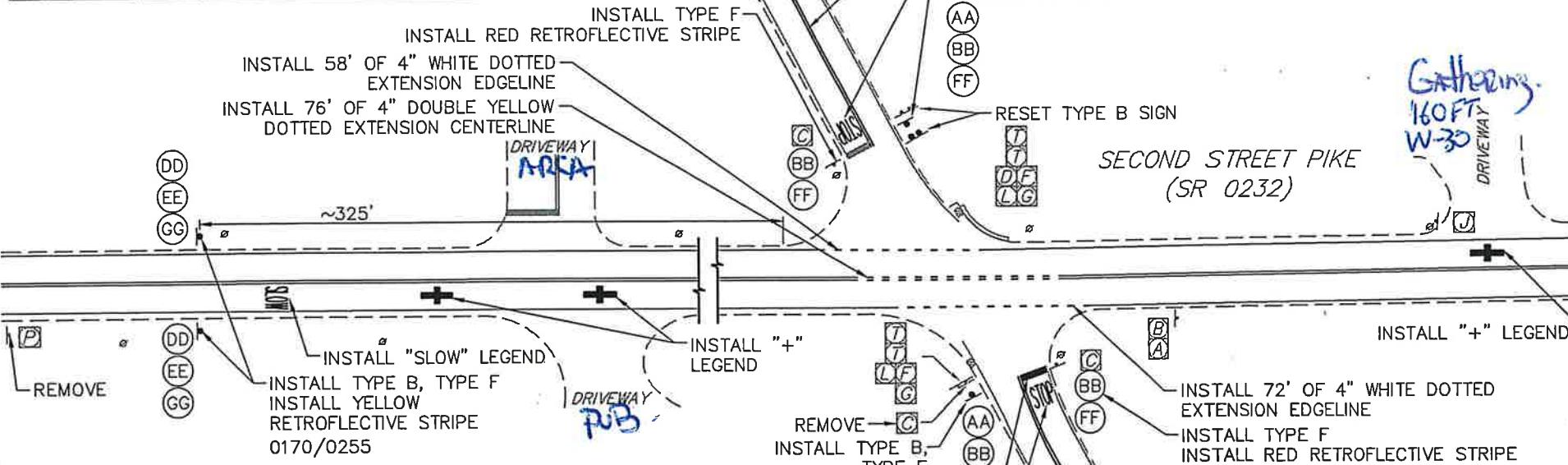
**Click here to access the Scoping Application**

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PENNDOT EPERMIT - PLEASE DO NOT REPLY TO THIS EMAIL

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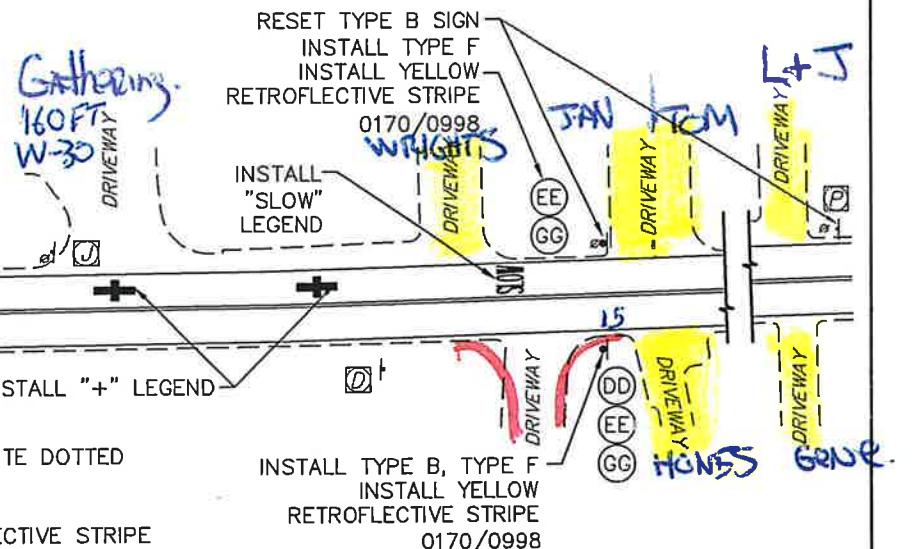
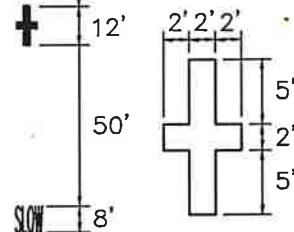
EXISTING SIGN TABULATION				
PLAN SYMBOL	SERIES NUMBER	SIZE	REMARKS	QTY
A	M1-5	30"x24"	PENNSYLVANIA ROUTE (232)	1
B	M3-1	24"x12"	NORTH	1
C	R1-1	30"x30"	STOP SIGN	3
D	R2-1	24"x30"	SPEED LIMIT (35)	3
E	R5-2	24"x24"	NO TRUCK	2
F	R5-2-3	24"x15"	EXCEPT LOCAL DELIVERIES	2
G	R8-3	24"x24"	NO PARKING SYMBOL	1
H	R10-20AP	24"x30"	RESTRICTED HOURS PLAQUE	1
I	R12-1	24"x30"	WEIGHT LIMIT (9) TONS	2
J	S1-1	30"x30"	SCHOOL	1
K	W1-2R	30"x30"	RIGHT CURVE	1
L	W2-1	30"x30"	CROSS ROAD	2
M	W3-1	36"x36"	STOP AHEAD	2
N	W11-103	30"x30"	HIDDEN DRIVEWAY	1
O	-	-	MISC LOCAL SIGN	4



DISTRICT 6-0	COUNTY BUCKS	ROUTE 0232	SECTION	HEET OF
WRIGHTSTOWN TOWNSHIP				
REVISED	REMARKS		INITIALS	
DISTRICT TRAFFIC ENGINEER: <hr/>				

## PAVEMENT MARKING AND SIGNING PLAN

WORK ORDER #  
PROJECT LOCATION #



PROPOSED SIGN TABULATION				
PLAN SYMBOL	SERIES NUMBER	SIZE	REMARKS	QTY
(AA)	R1-1	30"X30"	STOP SIGN	2
(BB)	W4-4P	30"X15"	CROSS TRAFFIC DOES NOT STOP	4
(CC)	W3-1	36"X36"	STOP AHEAD	3
(DD)	W2-1	36"X36"	CROSS ROAD	3
(EE)	W16-8P	VARXB"	PENN'S PARK RD	4
(FF)	BSP	-	REFROLECTIVE STRIPE (RED)	4
(GG)	BSP	-	REFROLECTIVE STRIPE (YELLOW)	8

## NOTES

1. INTERSECTION LOCATED AT SEG. 0170 OFF. 0644'
2. POSTED SPEED LIMIT IS 35 MPH ON SR 0232 AND PENNS PARK ROAD
3. SIGN LOCATIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.  
PROVIDE 250' OF VISIBILITY FOR ADVANCE PLACEMENT WARNING SIGNS