ZONING HEARING BOARD
AGENDA
Tuesday, November 24, 2026 – 7:00 PM

Radnorshire Room

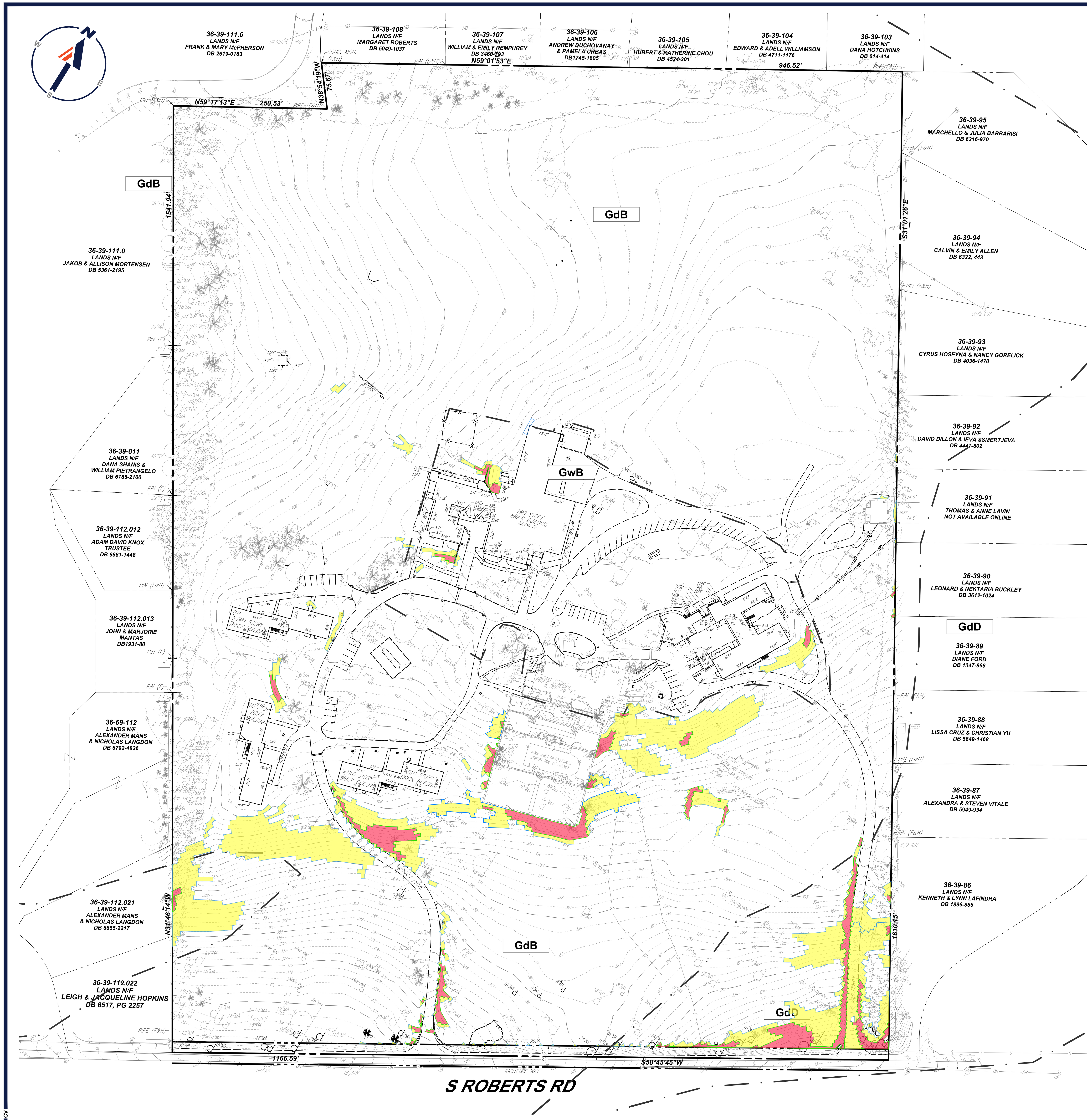
1. Call to Order
2. Pledge of Allegiance
3. NOTICE IS HEREBY GIVEN in accordance with Chapter 280-142.F & G that the Zoning Hearing Board of Radnor Township will hold a public hearing at the Township Municipal Building, 301 Iven Avenue, Wayne, PA on **November 24th , 202**6 **at 7:00 p.m.** to hear the following Appeal(s):
4. Appeals

   4.A. Continued from October 15th , 2026

   Appeal #3275 - Applicant, Waverly Heights, property located at 452 S Roberts Road and zoned PI Planned Institutional District. Applicant requests the following relief from the Radnor Township Zoning Ordinance: a special exception to §280-68B to permit a life care residence use, and variances from § 280-112(D) to permit disturbance of steep slopes; § 280-69.C to permit a building height of 45 feet where a maximum building height of 38 feet is permitted. Furthermore, if and to the extent necessary, a variance from § 280-70.B.1 for proposed building(s) to exceed the maximum 160-foot length and depth permitted; and, if and to the extent necessary, any and all other relief necessary for the proposed use and development of the properties.

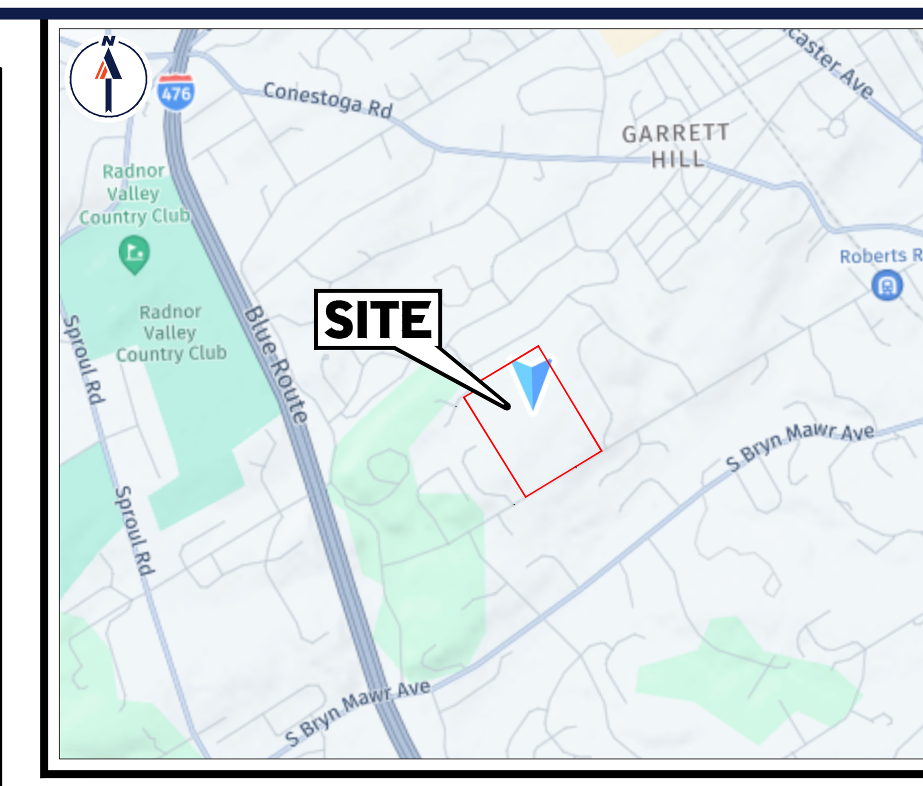
   Appeal 3275 Plans.pdf
   Appeal 3275 Plans revised.pdf
   Revised Appeal 3275 Plans and Exhibits .pdf
5. Adjournment

The next meeting of the ZHB is scheduled for December 17th, 2026. Applications for the December 17th meeting must besubmitted on or before November 17th, 2026.



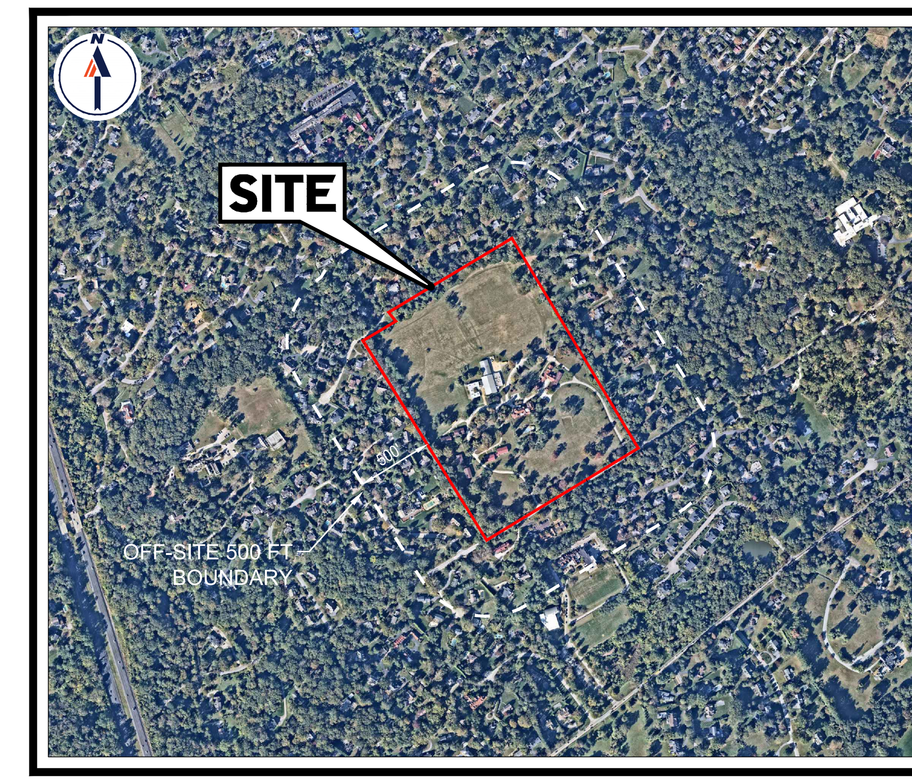
EXISTING LEGEND

PROPERTY LINE	
RIGHT-OF-WAY LINE	
ADJACENT PROPERTY LINE	
EASEMENT LINE	
CURB	
FENCE	
GUIDERAIL	
TYPICAL SIGN	
BOLLARD	
LIGHT POLE	LP
PARKING COUNT	10
UTILITY POLE	
CONCRETE PAVEMENT	CONC.
TREE LINE	
SANITARY MAIN / LATERAL	S / SL
STORM SEWER	
WATER MAIN / LATERAL	W / WL
ELECTRIC LINE	E
GAS LINE	G
TELEPHONE LINE	T
CABLE LINE	C
OVERHEAD WIRE	OH
CONTOUR LINES (SUPPLEMENTAL / INDEX)	123 / 125
SANITARY MANHOLE	S
TELEPHONE MANHOLE	T
ELECTRIC MANHOLE	E
WATER MANHOLE	W
STORM MANHOLE	D
FIRE HYDRANT	
WATER METER	WM
WATER VALVE	WV
GAS METER	GM
GAS VALVE	GV
TYPICAL END SECTION	
GRATE INLET	
CLEANOUT	CO
SANITARY VENT	SAN VENT
SANITARY CLEAN OUT	SAN CO
SOIL BOUNDARY LINE	
STEEP SLOPE: 14% - 20%	GwB
STEEP SLOPE: 14% - 20%	
STEEP SLOPE: > 20%	



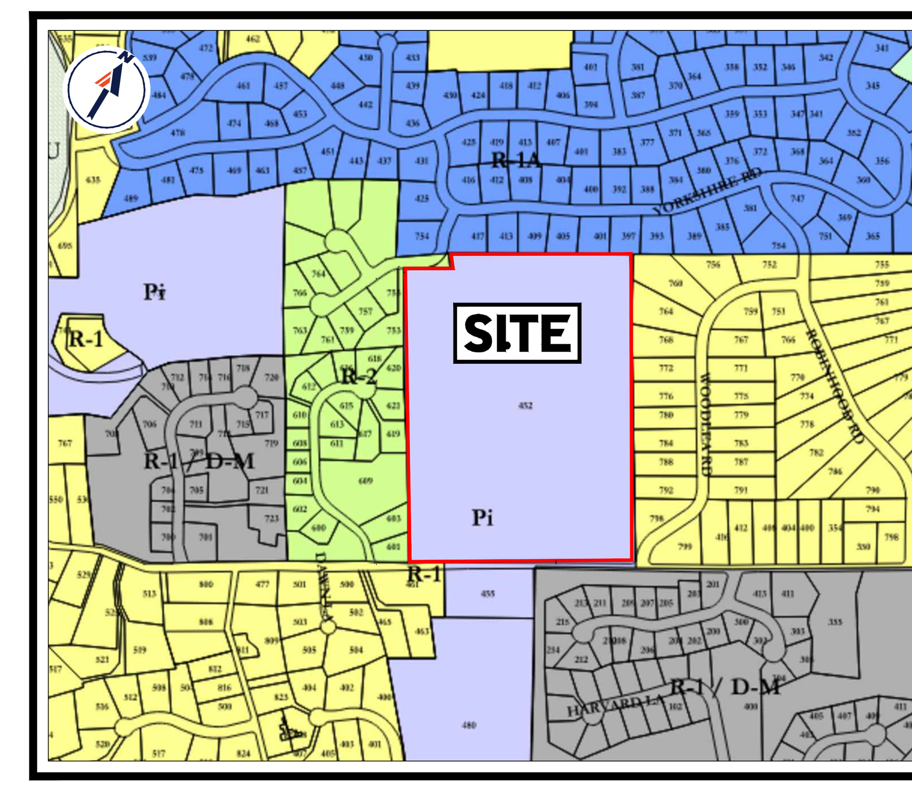
LOCATION MAP

SCALE: 1" = 2,000'
SOURCE: NEARMAP.COM



AERIAL MAP

SCALE: 1" = 1,000'
SOURCE: NEARMAP.COM



LOCATION MAP

SCALE: 1" = 800'
SOURCE: RADNOR TOWNSHIP ZONING MAP
PROJECT SITE ZONED: Pi - PLANNED INSTITUTIONAL DISTRICT

GENERAL NOTES

1. THIS PLAN REFERENCES DOCUMENTS AND INFORMATION BY:
   a. ALTA/NSPS LAND TITLE SURVEY:
      SITE ENGINEERING CONCEPTS, LLC
      P. O. BOX 1992
      SOUTHEASTERN, PA 19399
      PLAN PREPARED FOR:
      THE HAVERFORD SCHOOL
      452 S ROBERTS RD, BRYN MAWR, PA 19010
      DATED: 11/28/2022

THIS PLAN WAS PREPARED STRICTLY BASED UPON INFORMATION IDENTIFIED ABOVE.

2. CONTOURS PLOTTED FROM FIELD RUN SURVEY. GPS CONTROL PERFORMED ONSITE TO ESTABLISH BENCHMARK. DATUM NAD83.
3. THERE IS NO IDENTIFIABLE FEMA FLOOD PLAIN AREAS WITHIN THE PROJECT SITE AS ILLUSTRATED ON COMMUNITY PANEL NUMBER 420428-0038-F OF THE FLOOD INSURANCE RATE MAP AS PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FOR THE TOWNSHIP OF RADNOR, PENNSYLVANIA.

80 40 20 0 80
SCALE: 1" = 80'

BOHLER
SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES

THE INFORMATION, DESIGN AND CONTENT OF THIS PLAN ARE PROPRIETARY AND SHALL NOT BE COPIED OR USED FOR ANY PURPOSE WITHOUT PRIOR WRITTEN AUTHORIZATION FROM BOHLER. ONLY APPROVED, SIGNED AND SEALED PLANS SHALL BE UTILIZED FOR CONSTRUCTION PURPOSES
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REVISIONS

REV	DATE	COMMENT	DRAWN BY / CHECKED BY

ATTENTION ALL CONTRACTORS: LOCATIONS OF ALL EXISTING UTILITIES SHOWN HEREIN HAVE BEEN DEVELOPED FROM UTILITY COMPANY RECORDS AND/OR ABOVE-GROUND INSPECTION OF THE SITE. COMPLETENESS OR ACCURACY OF TYPE, SIZE, DEPTH OR HORIZONTAL LOCATION OF UNDERGROUND FACILITIES OR STRUCTURES CANNOT BE GUARANTEED. PURSUANT TO REQUIREMENTS OF PENNSYLVANIA LEGISLATIVE ACT NUMBER 287 OF 1974 AS AMENDED BY ACT 50 OF 2017, CONTRACTORS MUST VERIFY LOCATION AND DEPTH OF ALL UNDERGROUND UTILITIES AND FACILITIES PRIOR TO START OF WORK.
WWW.PA1CALL.ORG
#(BOHLER)XXXXXXXXXX / #(SURVEY)XXXXXXXXXX

FOR CONCEPT PURPOSES ONLY

THIS DRAWING IS NOT INTENDED AS A CONSTRUCTION DOCUMENT UNLESS INDICATED OTHERWISE.

PROJECT No.:	PAA260117.00-0A
DRAWN BY:	LGU/SL
CHECKED BY:	NCR
DATE:	07/01/2026
CAD I.D.:	P-SKTA-PROP

PROJECT:

PROPOSED SKETCH PLAN DOCUMENTS

FOR

WAVERLY SENIOR SERVICES

PROPOSED
LIVE CARE RESIDENCE

452 S ROBERTS ROAD
BRYN MAWR, PA 19010
RADNOR TOWNSHIP
DELAWARE COUNTY, PENNSYLVANIA
FOLIO #: 36-070-4961-00
BLOCK 36-39, UNIT 110

BOHLER
1600 MANOR DRIVE, SUITE 200
CHALFONT, PA 18914
Phone: (215) 996-9100
Fax: (215) 996-9102
www.BohlerEngineering.com

C.D. PUZINAS
PROFESSIONAL ENGINEER
PENNSYLVANIA LICENSE No. PE083200

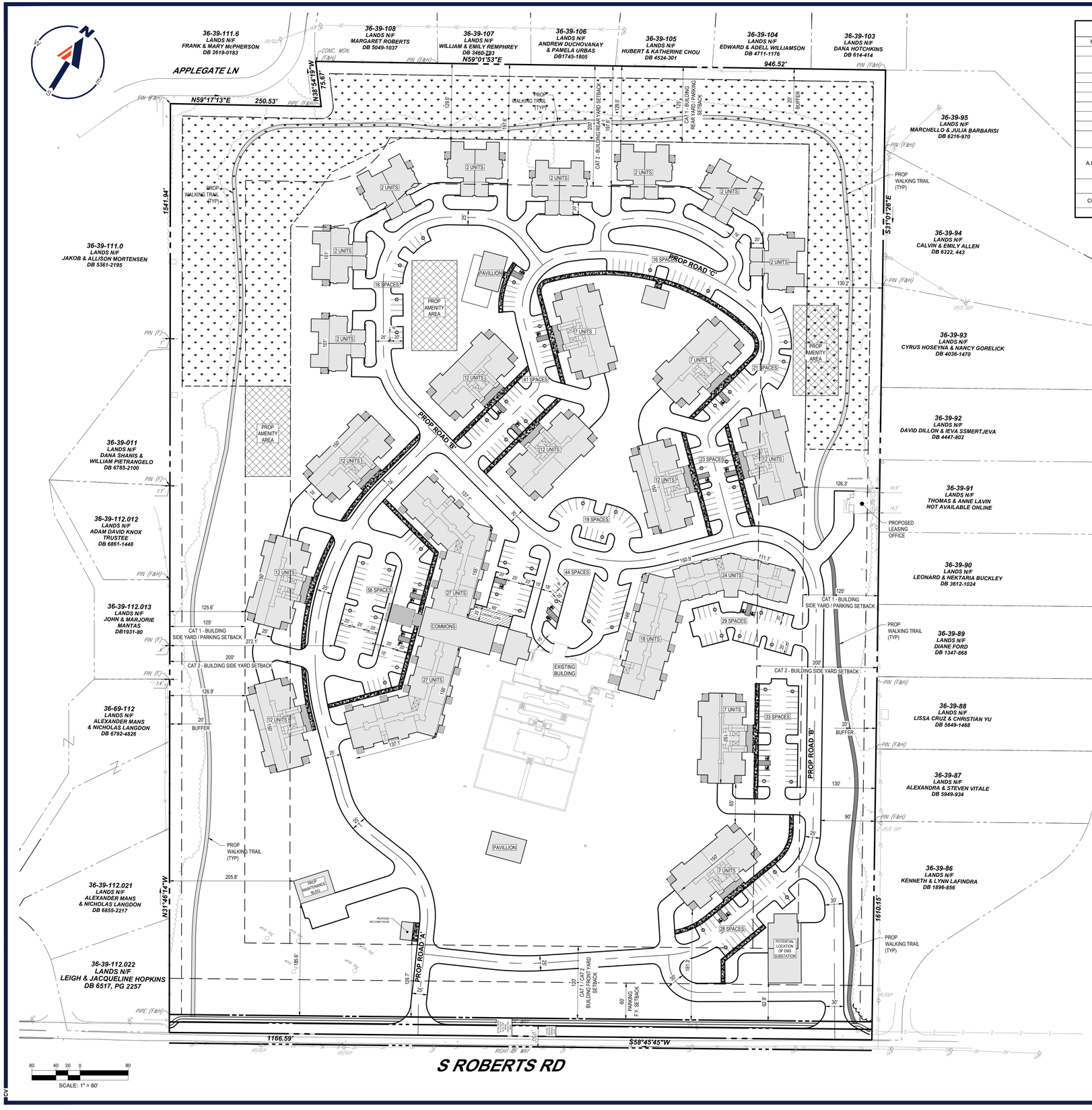
SHEET TITLE:

EXISTING CONDITION PLAN

SHEET NUMBER:
C-001
1 OF 5

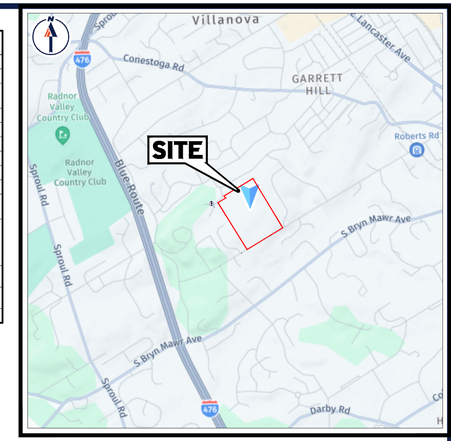
ORG. DATE - 07/01/2026

Jul 02, 2026
P:\PA\2026\PAA260117.00\CAD\DRAWINGS\PLAN SETS\SKETCH PLAN 'A'\P-SKTA-PROP-PAA260117.00-0A------>LAYOUT: C-001 EXST
CV



PROPOSED LEGEND

RIGHT-OF-WAY LINE	
RETAINING WALL	
BUILDING	
CURB	
FENCE	
GUIDERAIL	
TYPICAL SIGN	
BOLLARD	
TYPICAL LIGHT	
PARKING COUNT	(X)
A.D.A. PARKING STALLS	
CROSSWALK	
CONCRETE SIDEWALK	
TREE LINE	



LOCATION MAP

SCALE: 1" = 2,000'
SOURCE: NEARMAP.COM

ZONING TABLE

ZONE: PI - PLANNED INSTITUTIONAL DISTRICT
USE PERMITTED BY SPECIAL EXCEPTION PER §280-68.B.
[AMENDED 9-22-1997 BY ORD. No. 97-26]

APPLICANT/ OWNER INFORMATION

APPLICANT:	WAVERLY SENIOR SERVICES c/o MARC HEIL 1400 WAVERLY ROAD, GLADWYNE, PA 19035
PROPERTY OWNER:	THE HAVERFORD SCHOOL 450 W LANCASTER AVENUE, HAVERFORD, PA 19041

PROJECT SITE INFORMATION

PROPOSED USE:	LIFE CARE RESIDENCE (PERMITTED BY SPECIAL EXCEPTION)
GROSS LOT AREA (TO TITLE LINES):	43.165 AC. (1,880,284 SF)
MINUS ULTIMATE R.O.W. AREA (S. ROBERTS ROAD)	0.803 AC. (35,003 SF)
NET LOT AREA TO PROP ULT. R.O.W.:	42.362 AC (1,845,281 SF)

BULK REQUIREMENTS

ITEM	CODE	PERMITTED	EXISTING	PROPOSED
A. AREA AND YARD REGULATIONS:				
MINIMUMIMUM LOT AREA:	§ 280-69.A.	10.0 Ac.	43.165 AC (1,880,284 SF) (GROSS) 42.696 AC (1,859,867 SF) (NET TO LEGAL R.O.W.)	43.165 AC (1,880,284 SF) (GROSS) 42.362 AC (1,845,281 SF) (NET TO ULT. R.O.W.)
MINIMUM LOT WIDTH: (@ BUILDING SETBACK LINE)	§ 280-69.A.	300.0 FT.	1,168.5 FT (S. ROBERTS ROAD)	1,168.5 FT (S. ROBERTS ROAD)
MINIMUM LOT DEPTH	-	-	1,541.9 FT	1,511.9 FT
MINIMUM YARD SETBACKS				
FRONT YARD	§ 280-69.D.	120.0 FT.	386.9' (S. ROBERTS ROAD)	126.7' (S. ROBERTS ROAD)
MINIMUM SIDE & REAR YARD: (ADJACENT TO RESIDENTIAL, AGRICULTURAL, PUBLIC LAND USE DISTRICT) (* CATEGORY 1)	§ 280-69.E.3.	125.0 FT.	N/A	125.6 FT & 126.3 FT (SIDE YARD) 129.5 FT (REAR YARD)
MINIMUM SIDE & REAR YARD: (ADJACENT TO ALL OTHER DISTRICT) (* CATEGORY 1)	§ 280-69.E.3.	N/A	N/A	N/A
MINIMUM SIDE & REAR YARD: (ADJACENT TO RESIDENTIAL, AGRICULTURAL, PUBLIC LAND USE DISTRICT) (* CATEGORY 2)	§ 280-69.E.3.	200.0 FT.	87.5 FT (ENC) & 14.5 FT (ENC) (SIDE YARD) 584.9 FT (REAR YARD)	14.5 FT (ENC) (SIDE YARD) 518.9 FT (REAR YARD)
MINIMUM SIDE & REAR YARD: (ADJACENT TO ALL OTHER DISTRICT) (* CATEGORY 2)	§ 280-69.E.3.	N/A	N/A	N/A
MINIMUM RIPARIAN BUFFER:	§ 280-69.G.	N/A	N/A	N/A
B. BUILDING AND LOT REGULATIONS:				
MAXIMUM DENSITY (DWELLING UNITS):	§ 280-69	576 UNITS	-	225 UNITS
MAXIMUM BUILDING COVERAGE: (PERCENTAGE OF GROSS LOT AREA)	§ 280-69.B.	30% (450,717 S.F.)	3.4% (62,404 SF)	13.8% (254,849 SF)
MAXIMUM IMPERVIOUS COVERAGE: (PERCENTAGE OF GROSS LOT AREA)	§ 280-68.1.D.2.(g).(1).	45.0% (15.5 Ac.) (675,180 S.F.)	11.8% (5.032 AC) (219,194 SF)	35.4% (15.002 AC) (653,496 SF)
MINIMUM LOT AREA DEVOTED TO LANDSCAPING:	§ 280-69.B.	55.0% (18.7 Ac.)	88.2% (37.665 AC)	64.6% (27.360 AC)
MAXIMUM BUILDING HEIGHT:	§ 280-69.C.	38.0 FT. (3 STORIES)	HEIGHT (TBD), 2 STORIES	45.0 FT (3 STORIES) (VR)
MAXIMUM BUILDING LENGTH & DEPTH:	§ 280-70.B.1.	160.0 FT.	190.27 FT	155.0 FT
MINIMUM BUILDING SEPARATION:	§ 280-69.B.2.	45.0 FT.	72.5 FT	46.4 FT
MINIMUM BUFFER WIDTH	§ 280-71.A	20 FT. ABUTTING ADJACENT PROPERTY OR DISTRICT	14.5 FT (ENC)	14.5 FT (ENC)
* CATEGORY 1 = LIFE-CARE RESIDENCE, SURFACE PARKING LOT * CATEGORY 2 = MAINTENANCE BUILDING, GROUNDSKEEPING BUILDING, PARKING STRUCTURE				
C. STANDARDS FOR PARKING:				
1.) PARKING SETBACK:				
MINIMUM PARKING SETBACK FROM RIGHT-OF-WAY:	§ 280-69.D.	60.0 FT.	522.2 FT	165.8 FT
MINIMUM PARKING SETBACK FROM SIDE OR REAR PROPERTY LINE:	§ 280-69.E.3.	125.0 FT (CATEGORY 1)	192.5 FT & 205.9 FT (SIDE) 733.3 FT (REAR)	272.1 FT & 130.0 FT (SIDE) 197.6 FT (REAR)
2.) REQUIRED PARKING:				
PARKING REQUIRED: (LIFE CARE RESIDENCE)	§ 280-103	1 SPACE PER UNIT PLUS 1 SPACE FOR EACH TWO EMPLOYEES ON GREATEST SHIFT		
REQUIRED:		INDEPENDENT LIVING = 200 UNITS x 2 = **400 SPACES** ASSISTED LIVING = 25 BEDS / 2 = **9 SPACES** NUMBER OF EMPLOYEES ON GREATEST SHIFT BASED ON 0.7 EMPLOYEES PER RESIDENT 350 TOTAL RESIDENTS: 350 x 0.7 = 245 TOTAL EMPLOYEES EMPLOYEES ON GREATEST SHIFT IS 0.7 OF TOTAL EMPLOYEES. 245 x 0.7 = 172 EMPLOYEES 172 / 2 x 1 = **86 SPACES** TOTAL REQUIRED = 495 SPACES		
3.) PARKING COUNT SUMMARY:				
PROPOSED SURFACE PARKING SPACES PROPOSED SUB-SURFACE PARKING SPACES PROPOSED TOTAL PARKING SPACES				321 SPACES 200 SPACES 521 SPACES
4.) GENERAL REQUIREMENTS				
OPEN SPACE REQUIREMENTS	§ 280-115.6	MIN COMMON OPEN SPACE SHALL BE 15% OF THE ENTIRE TRACT WHICH MAY NOT INCLUDE BUFFER YARDS, FLOODPLAINS OR WETLANDS NO STORMWATER MANAGEMENT AREAS AND MUST BE CONTIGUOUS TRACT AREA= 43.165 AC x 0.15 = 6.475 AC REQUIRED	N/A	TBD
			EXISTING NON-CONFORMITY = (ENC)	
			VARIANCE REQUESTED = (VR)	

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LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABILITY SERVICES
PERMITTING SERVICES
TRANSPORTATION SERVICES
THE INFORMATION, DESIGN AND CONCEPTS SET FORTH IN THIS PLAN ARE PROPRIETARY AND SHALL NOT BE DISCLOSED OR USED FOR ANY PURPOSE, WITHOUT THE EXPRESS AUTHORIZATION FROM BOHLER, ONLY APPROVED, DATED AND SEALED PLANS SHALL BE UTILIZED FOR CONSTRUCTION PURPOSES.

REVISIONS

REV	DATE	COMMENT	DRAWN BY / CHECKED BY

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WWW.PA1CALL.ORG
#(BOHLER)XXXXXXXXXX / #(SURVEY)XXXXXXXXXX

FOR CONCEPT PURPOSES ONLY

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PROJECT No.:	PAA260117.00-0A
DRAWN BY:	LGU/SL
CHECKED BY:	NCR
DATE:	07/01/2026
CAD I.D.:	P-SKTA-PROP

PROJECT:

PROPOSED SKETCH PLAN DOCUMENTS

FOR

WAVERLY SENIOR SERVICES

PROPOSED LIVE CARE RESIDENCE

452 S ROBERTS ROAD
BRYN MAWR, PA 19010
RADNOR TOWNSHIP
DELAWARE COUNTY, PENNSYLVANIA
FOLIO #: 36-070-4961-00
BLOCK 36-39, UNIT 110

BOHLER
1600 MANOR DRIVE, SUITE 200
CHALFONT, PA 18914
Phone: (215) 996-9100
Fax: (215) 996-9102
www.BohlerEngineering.com

C.D. PULENAS
REGISTERED PROFESSIONAL ENGINEER
PROFESSIONAL ENGINEER
PENNSYLVANIA LICENSE NO. PE082200
COMMONWEALTH OF PENNSYLVANIA

SHEET TITLE:

SITE PLAN

SHEET NUMBER:

C-002
2 OF 5

ORG. DATE - 07/01/2026

Jul 02, 2026
P:\PA\2026\PAA260117.00\CAD\DRAWINGS\PLAN SETS\SKETCH PLAN "A"\P-SKTA-PROP-PAA260117.00.0A-----LAYOUT: C-002 SKTA
CV

Photographs of 452 S. Roberts Road & Adjoining Properties






{3} 619 Portledge Dr.


{4} 621 Portledge Dr.


{5} 621 Portledge Dr.


{6} 620 Portledge Dr.


{7} 753 Applegate Ln.


{8} 754 Applegate Ln.


{9} 417 Yorkshire Rd.


{10} 417 Yorkshire Rd.


{11} 413 Yorkshire Rd.


{12} 413 Yorkshire Rd.


{13} 409 Yorkshire Rd.


{14} 405 Yorkshire Rd.


{15} 401 Yorkshire Rd.


{16} 397 Yorkshire Rd.


{17} 756/760 Woodlea Rd.


{18} 764 Woodlea Rd.

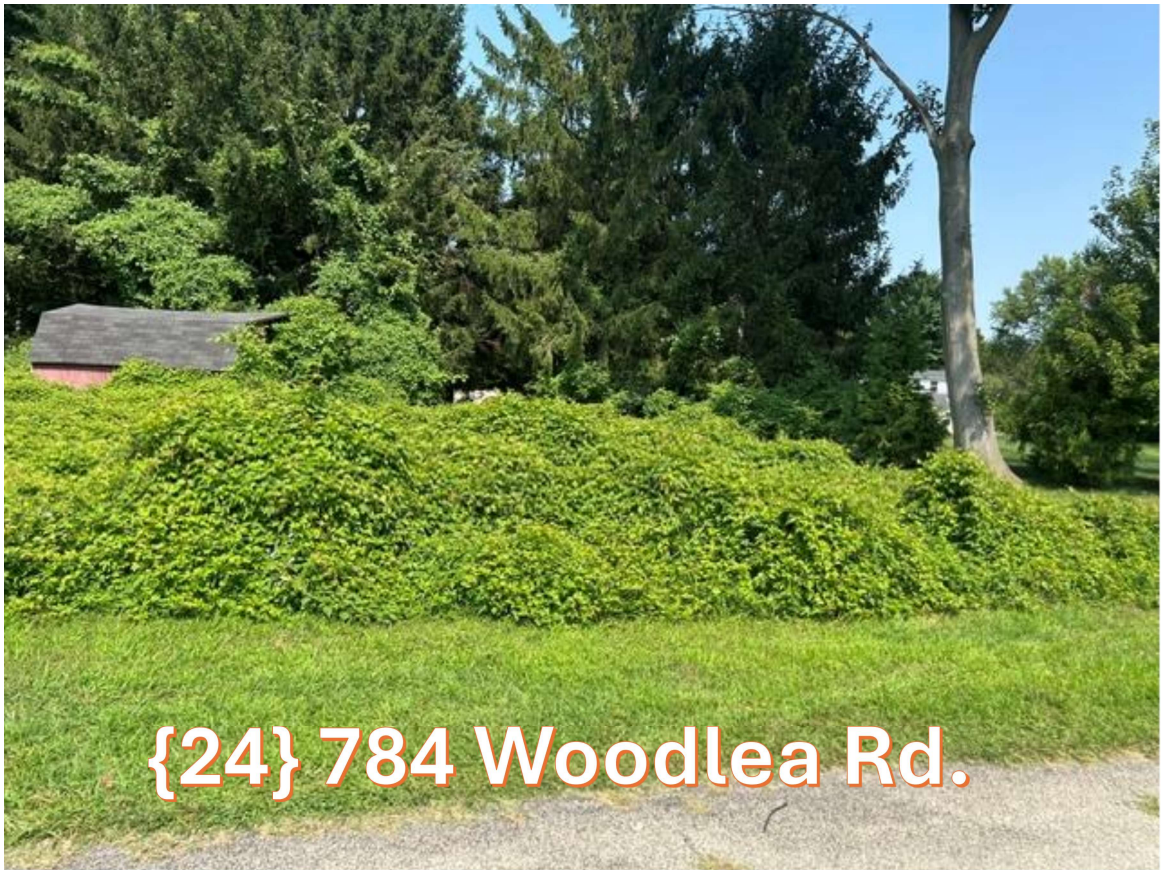

{19} 768 Woodlea Rd.


{20} 772 Woodlea Rd.


{21} 776 Woodlea Rd.


{22} 780 Woodlea Rd.

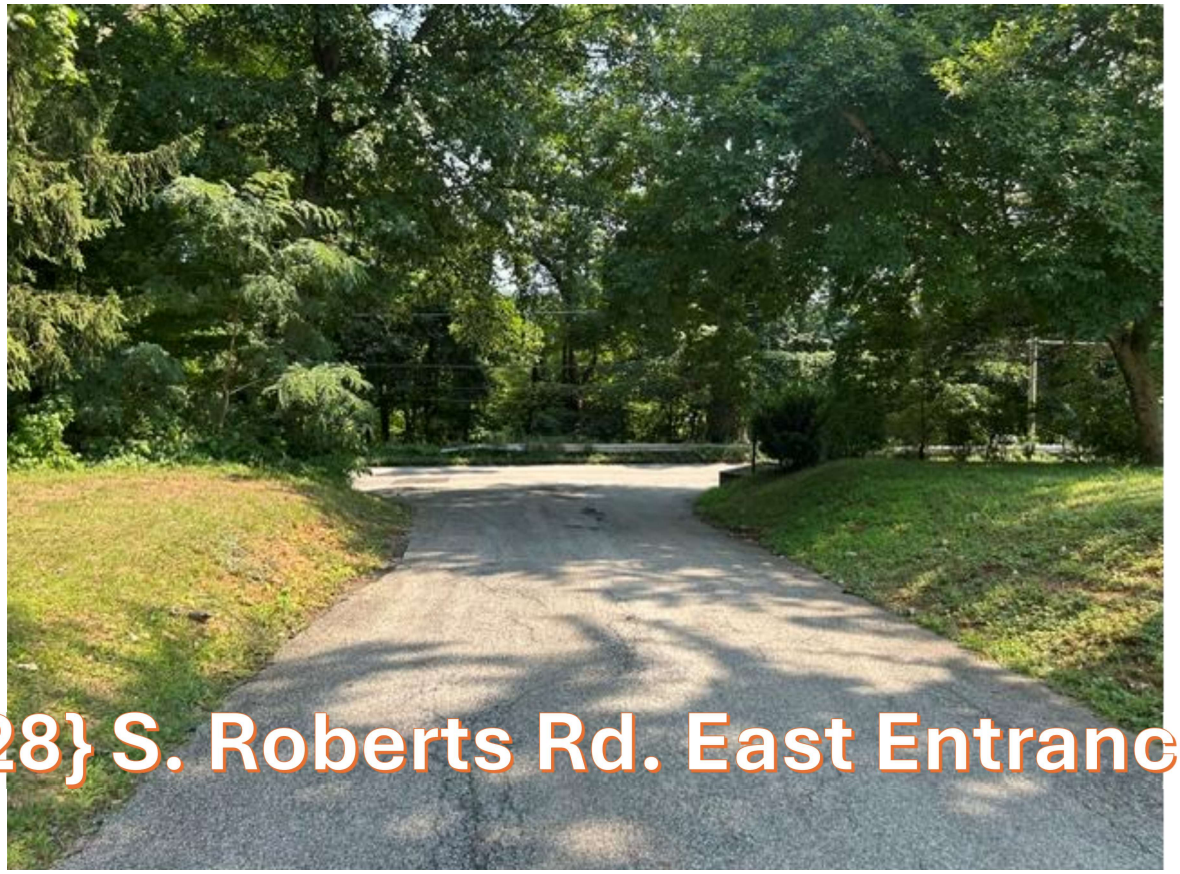

{23} 784 Woodlea Rd.


{24} 784 Woodlea Rd.


{25} 788 Woodlea Rd.


{26} 790/792 Woodlea Rd.


{27} 798 Woodlea Rd.

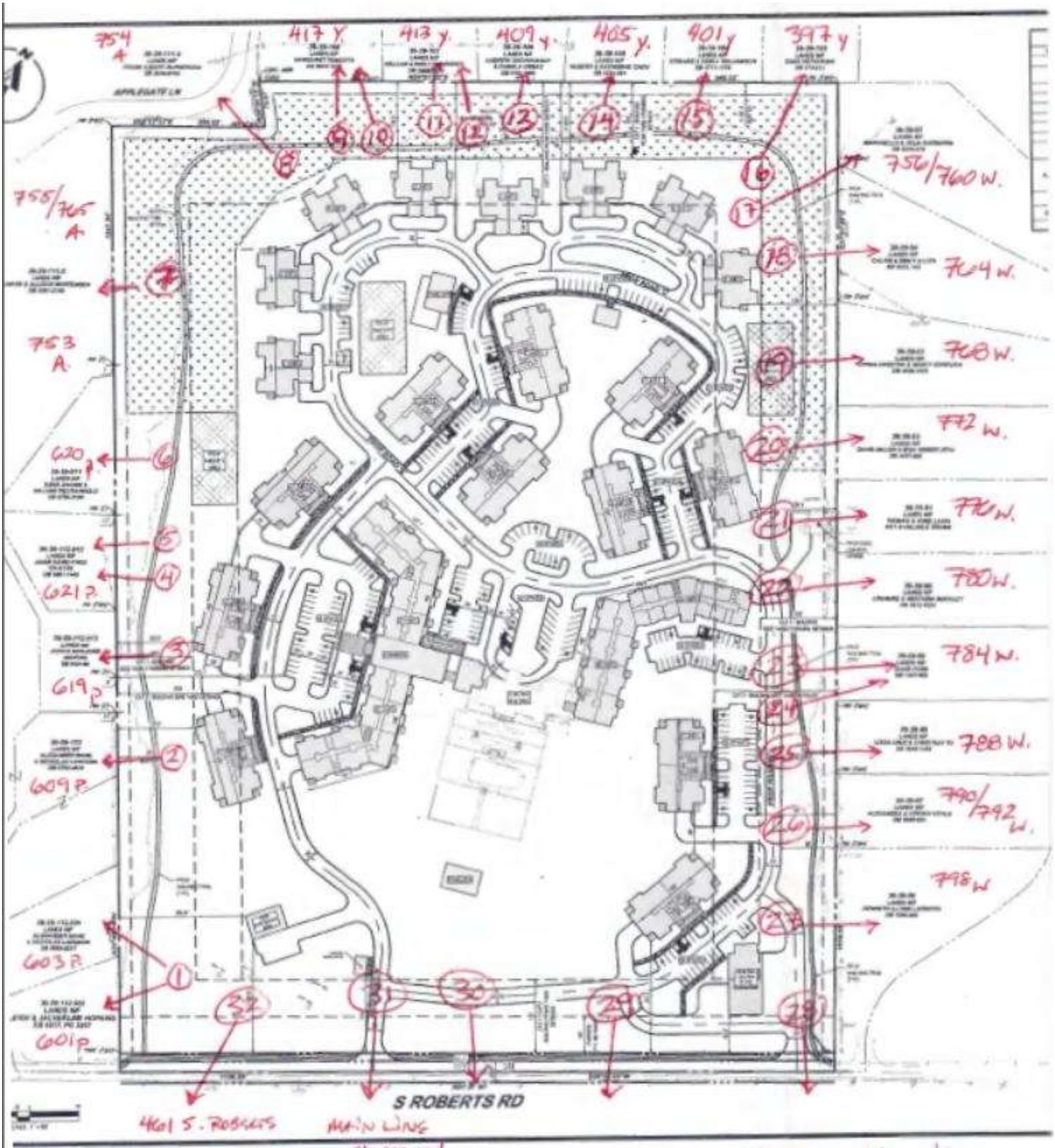

{28} S. Roberts Rd. East Entrance

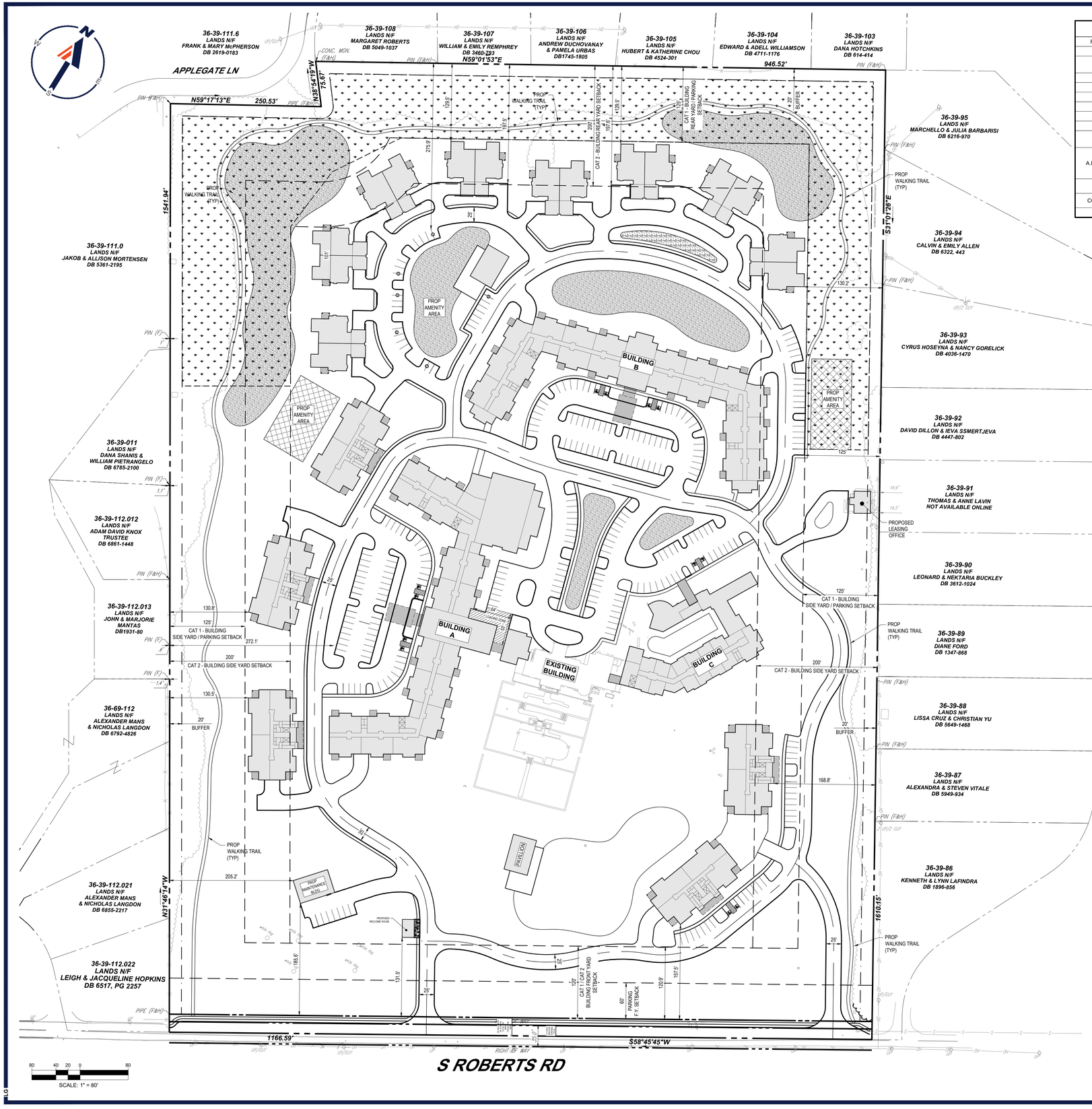

{29} S. Roberts Rd.


{30} S. Roberts Rd.


{31} W. Entrance: Main Line Classical Academy


{32} 461 S. Roberts Rd.


754 A
417 Y.
413 y.
409 y.
405 y.
401 y
397 y
755/765 A
753 A.
620 P
621 P.
619 P
609 P.
603 P.
601 P
756/760 W.
764 W.
768 W.
772 W.
776 W.
780 W.
784 W.
788 W.
790/792 W.
798 W
S ROBERTS RD
4601 S. ROBERTS
MAIN LINE
CLASSICAL
PHOTOS KEY MAP.
8.12.2020
M. HEIL



PROPOSED LEGEND

RIGHT-OF-WAY LINE	
RETAINING WALL	
BUILDING	
CURB	
FENCE	
GUIDERAIL	
TYPICAL SIGN	
BOLLARD	
TYPICAL LIGHT	
PARKING COUNT	X
A.D.A. PARKING STALLS	
CROSSWALK	
CONCRETE SIDEWALK	
TREE LINE	



LOCATION MAP

SCALE: 1" = 2,000'
SOURCE: NEARMAP.COM

ZONING TABLE

ZONE: PI - PLANNED INSTITUTIONAL DISTRICT
USE PERMITTED BY SPECIAL EXCEPTION PER §280-68.B.
[AMENDED 9-22-1997 BY ORD. No. 97-26]

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APPLICANT:	WAVERLY SENIOR SERVICES c/o MARC HEIL 1400 WAVERLY ROAD, GLADWYNE, PA 19035
PROPERTY OWNER:	THE HAVERFORD SCHOOL 450 W LANCASTER AVENUE, HAVERFORD, PA 19041

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MINIMUM RIPARIAN BUFFER:	§ 280-69.G.	N/A	N/A	N/A
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MAXIMUM BUILDING LENGTH & DEPTH:	§ 280-70.B.1.	160.0 FT.	190.27 FT	155.0 FT
MINIMUM BUILDING SEPARATION:	§ 280-69.B.2.	45.0 FT.	72.5 FT	46.4 FT
MINIMUM BUFFER WIDTH	§ 280-71.A	20 FT, ABUTTING ADJACENT PROPERTY OR DISTRICT	14.5 FT (ENC)	14.5 FT (ENC)
* CATEGORY 1 = LIFE-CARE RESIDENCE, SURFACE PARKING LOT * CATEGORY 2 = MAINTENANCE BUILDING, GROUNDSKEEPING BUILDING, PARKING STRUCTURE				
C. STANDARDS FOR PARKING:				
1.) PARKING SETBACK:				
MINIMUM PARKING SETBACK FROM RIGHT-OF-WAY:	§ 280-69.D.	60.0 FT.	522.2 FT	120.9 FT
MINIMUM PARKING SETBACK FROM SIDE OR REAR PROPERTY LINE:	§ 280-69.E.3.	125.0 FT (CATEGORY 1)	192.5 FT & 205.9 FT (SIDE) 733.3 FT (REAR)	125.0FT (SIDE) 197.6 FT (REAR)
2.) REQUIRED PARKING:				
PARKING REQUIRED: (LIFE CARE RESIDENCE)	§ 280-103	1 SPACE PER UNIT PLUS 1 SPACE FOR EACH TWO EMPLOYEES ON GREATEST SHIFT		
REQUIRED:		INDEPENDENT LIVING = 200 UNITS x 2 = **400 SPACES** ASSISTED LIVING = 25 BEDS / 2 = **9 SPACES** NUMBER OF EMPLOYEES ON GREATEST SHIFT BASED ON 0.7 EMPLOYEES PER RESIDENT 350 TOTAL RESIDENTS: 350 x 0.7 = 245 TOTAL EMPLOYEES EMPLOYEES ON GREATEST SHIFT IS 0.7 OF TOTAL EMPLOYEES. 245 x 0.7 = 172 EMPLOYEES 172 / 2 x 1 = **86 SPACES** TOTAL REQUIRED = 495 SPACES		
3.) PARKING COUNT SUMMARY:				
PROPOSED SURFACE PARKING SPACES PROPOSED SUB-SURFACE PARKING SPACES PROPOSED TOTAL PARKING SPACES				295 SPACES 201 SPACES 496 SPACES
4.) GENERAL REQUIREMENTS				
OPEN SPACE REQUIREMENTS	§ 280-115.6	MIN COMMON OPEN SPACE SHALL BE 15% OF THE ENTIRE TRACT WHICH MAY NOT INCLUDE BUFFER YARDS, FLOODPLAINS OR WETLANDS NO STORMWATER MANAGEMENT AREAS AND MUST BE CONTIGUOUS TRACT AREA= 43.165 AC x 0.15 = 6.475 AC REQUIRED	N/A	TBD
			EXISTING NON-CONFORMITY = (ENC)	
			VARIANCE REQUESTED = (VR)	

BOHLER
SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABILITY SERVICES
PERMITTING SERVICES
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THE INFORMATION, DESIGN AND CONCEPTS SET FORTH IN THIS PLAN ARE PROPRIETARY AND SHALL NOT BE DISCLOSED OR USED FOR ANY PURPOSE, WITHOUT THE EXPRESS WRITTEN AUTHORIZATION FROM BOHLER. ONLY APPROVED, SEALED PLANS SHALL BE UTILIZED FOR CONSTRUCTION PURPOSES.

REVISIONS

REV	DATE	COMMENT	DRAWN BY / CHECKED BY
1	09/25/2026	PER SITE LAYOUT	LGU CDP

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WWW.PA1CALL.ORG
#(BOHLER)XXXXXXXXXX / #(SURVEY)XXXXXXXXXX

FOR CONCEPT PURPOSES ONLY

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PROJECT No.:	PAA260117.00-1A
DRAWN BY:	LGU/SL
CHECKED BY:	NCR
DATE:	07/01/2026
CAD I.D.:	P-SKTA-PROP

PROJECT:

PROPOSED SKETCH PLAN DOCUMENTS

FOR

WAVERLY SENIOR SERVICES

PROPOSED LIVE CARE RESIDENCE

452 S ROBERTS ROAD
BRYN MAWR, PA 19010
RADNOR TOWNSHIP
DELAWARE COUNTY, PENNSYLVANIA
FOLIO #: 36-070-4961-00
BLOCK 36-39, UNIT 110

BOHLER
1600 MANOR DRIVE, SUITE 200
CHALFONT, PA 18914
Phone: (215) 996-9100
Fax: (215) 996-9102
www.BohlerEngineering.com

C.D. PUZINAS
PROFESSIONAL ENGINEER
PENNSYLVANIA LICENSE No. PE083200

SHEET TITLE:

SITE PLAN

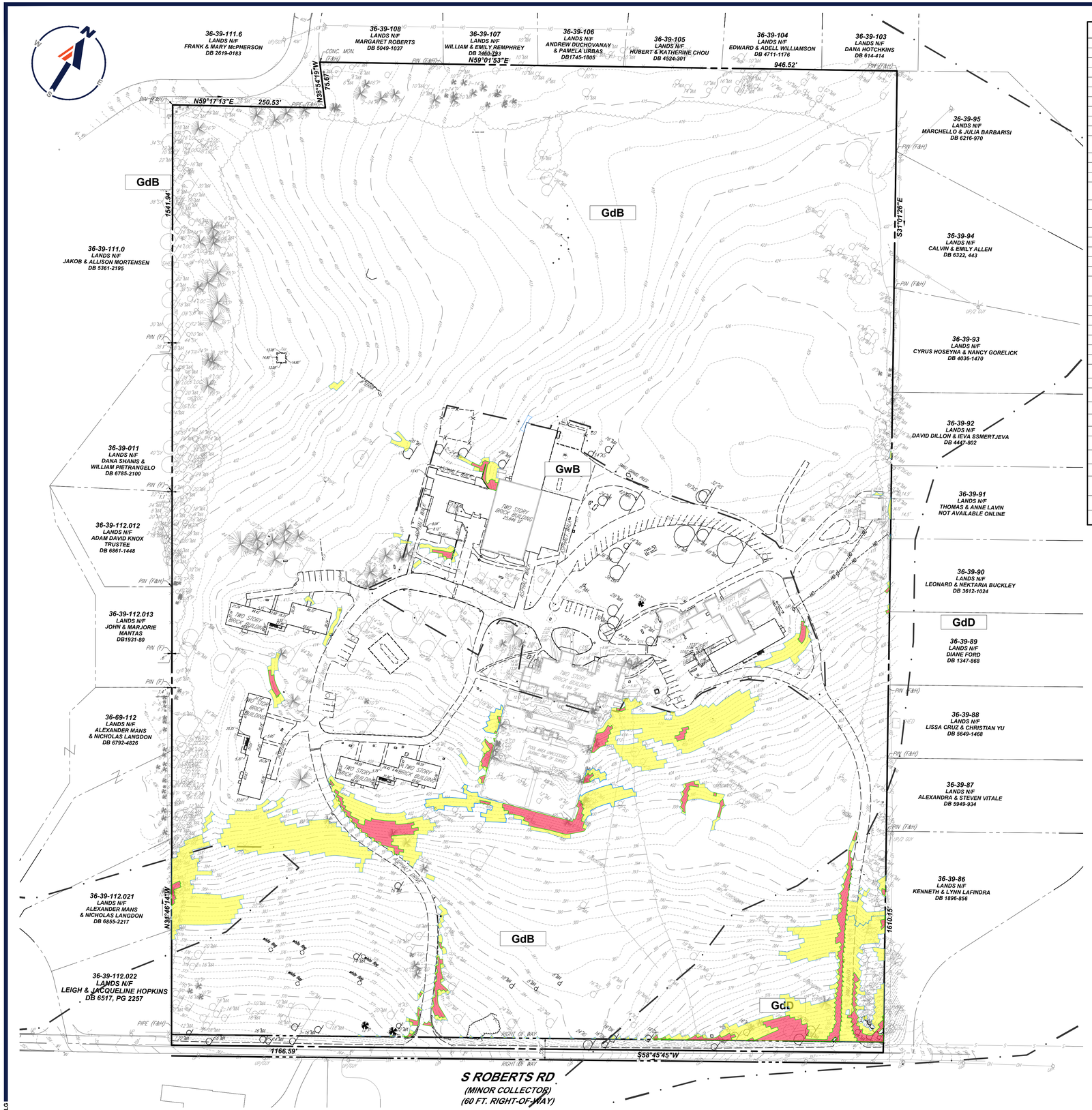
SHEET NUMBER:

C-002
2 OF 5

REVISION 1 - 09/25/2026

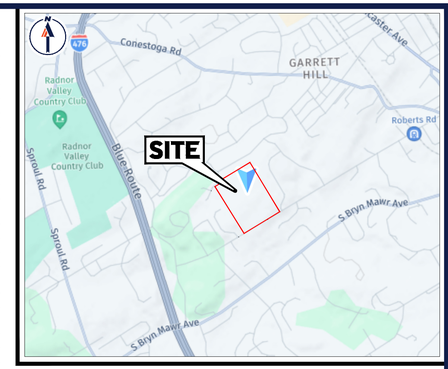
Sep 25, 2026
P:\PA\2026\PAA260117.00\CAD\DRAWINGS\PLAN SETS\SKETCH PLAN 'A'\P-SKTA-PROP-PAA260117.00-1A-----LAYOUT C-002 SKTA
LGU


Veterans Memorial Hwy
S Ithan Ave
Yorkshire Rd
Applegate Ln
Allens Ln
Woodlea Rd
Robinhood Rd
Wentworth Ln
Beechwood Dr
Lewis Ln
Valley Run
452 S Roberts Rd
Recently viewed
Dustin and
Melinda House
St Edmonds Home
For Children
Haviland Dr
Partridge Dr
Ithan
Valley Park
S Roberts Rd
Dawn Ln
Main Line
Classical Academy
Cornell Dr
Princeton Dr
Carolyn's Shade Gardens
Sandcastle Ln
Home2
Harvard Ln
Finn Run
Meadowbrook Run
Renewal Presbyterian
Church of the Main Line
Mill Rd
Barbara Ln
Crafty Lils Creation
Layers
3D
Google Maps
Imagery ©2026 Google, Imagery ©2026 Airbus, Maxar Technologies, Map data ©2026
United States
Terms
Privacy
Send Product Feedback
200 ft



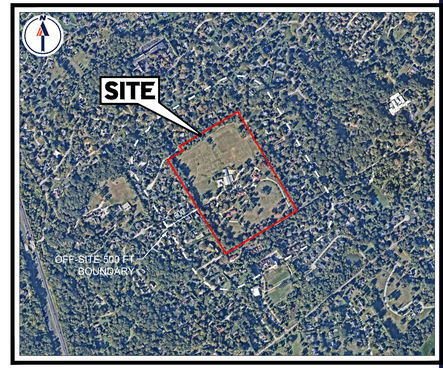
EXISTING LEGEND

PROPERTY LINE	
RIGHT-OF-WAY LINE	
ADJACENT PROPERTY LINE	
EASEMENT LINE	
CURB	
FENCE	
GUIDERAIL	
TYPICAL SIGN	
BOLLARD	
LIGHT POLE	LP
PARKING COUNT	10
UTILITY POLE	
CONCRETE PAVEMENT	CONC.
TREE LINE	
SANITARY MAIN / LATERAL	S / S
STORM SEWER	
WATER MAIN / LATERAL	W / W
ELECTRIC LINE	E / E
GAS LINE	G / G
TELEPHONE LINE	T / T
CABLE LINE	C / C
OVERHEAD WIRE	OH / OH
CONTOUR LINES (SUPPLEMENTAL / INDEX)	123 / 125
SANITARY MANHOLE	S
TELEPHONE MANHOLE	T
ELECTRIC MANHOLE	E
WATER MANHOLE	W
STORM MANHOLE	D
FIRE HYDRANT	
WATER METER	WM
WATER VALVE	W
GAS METER	GM
GAS VALVE	G
TYPICAL END SECTION	
GRATE INLET	
CLEANOUT	CO
SANITARY VENT	SV, VNT
SANITARY CLEAN OUT	SCO
SOIL BOUNDARY LINE	
STEEP SLOPE: 14% - 20%	GwB
STEEP SLOPE: 14% - 20%	
STEEP SLOPE: > 20%	



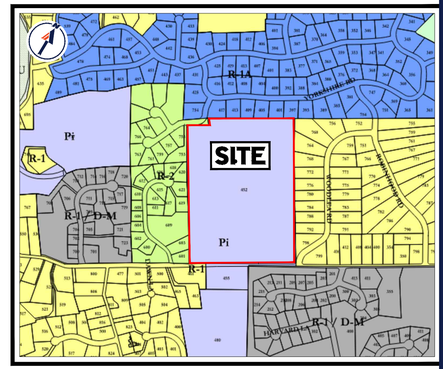
LOCATION MAP

SCALE: 1" = 2,000'
SOURCE: NEARMAP.COM



AERIAL MAP

SCALE: 1" = 1,000'
SOURCE: NEARMAP.COM



LOCATION MAP

SCALE: 1" = 800'
SOURCE: RADNOR TOWNSHIP ZONING MAP
PROJECT SITE ZONED: PI - PLANNED INSTITUTIONAL DISTRICT

GENERAL NOTES

1. THIS PLAN REFERENCES DOCUMENTS AND INFORMATION BY:
   a. ALTA/NSPS LAND TITLE SURVEY:
      SITE ENGINEERING CONCEPTS, LLC
      P. O. BOX 1992
      SOUTHEASTERN, PA 19399
      PLAN PREPARED FOR:
      THE HAVERFORD SCHOOL
      452 S ROBERTS RD, BRYN MAWR, PA 19010
      DATED: 11/28/2022

   THIS PLAN WAS PREPARED STRICTLY BASED UPON INFORMATION IDENTIFIED ABOVE.

2. CONTOURS PLOTTED FROM FIELD RUN SURVEY. GPS CONTROL PERFORMED ONSITE TO ESTABLISH BENCHMARK. DATUM NAD83.

3. THERE IS NO IDENTIFIABLE FEMA FLOOD PLAIN AREAS WITHIN THE PROJECT SITE AS ILLUSTRATED ON COMMUNITY PANEL NUMBER 420428-0038-F OF THE FLOOD INSURANCE RATE MAP AS PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FOR THE TOWNSHIP OF RADNOR, PENNSYLVANIA.

80 40 20 0 80
SCALE: 1" = 80'

BOHLER
SITE CIVIL AND CONSULTING ENGINEERING
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REVISIONS

REV	DATE	COMMENT	DRAWN BY / CHECKED BY
1	10/14/2026	PER SITE LAYOUT	LGU / CDP

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WWW.PA1CALL.ORG
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PROJECT No.:	PAA260117.00-1C
DRAWN BY:	LGU/SL
CHECKED BY:	NCR
DATE:	07/01/2026
CAD I.D.:	P-SKTA-PROP

PROJECT:

PROPOSED SKETCH PLAN DOCUMENTS

FOR

WAVERLY SENIOR SERVICES

PROPOSED
LIVE CARE RESIDENCE

452 S ROBERTS ROAD
BRYN MAWR, PA 19010
RADNOR TOWNSHIP
DELAWARE COUNTY, PENNSYLVANIA
FOLIO #: 36-070-4961-00
BLOCK 36-39, UNIT 110

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www.BohlerEngineering.com

C.D. PUZINAS
PROFESSIONAL ENGINEER
PENNSYLVANIA LICENSE No. PE083200

SHEET TITLE:

EXISTING CONDITION PLAN

SHEET NUMBER:

C-001
2 OF 2

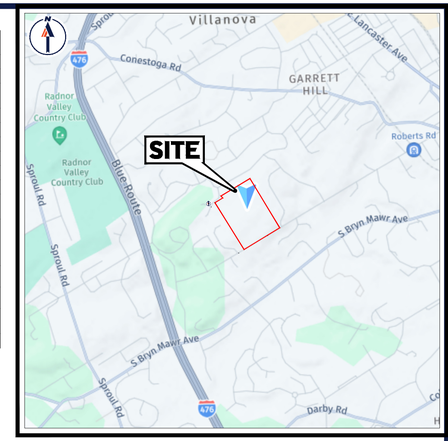
REVISION 1 - 10/14/2026

Oct 14, 2026
P:\PA2026\PAA260117.00\CAD\DRAWINGS\PLAN SETS\SKETCH PLAN "A"\P-SKTA-PROP-PAA260117.00-1C-----LAYOUT: C-001 EXST
LGU



PROPOSED LEGEND

RIGHT-OF-WAY LINE	
RETAINING WALL	
BUILDING	
CURB	
FENCE	
GUIDERAIL	
TYPICAL SIGN	
BOLLARD	
TYPICAL LIGHT	
PARKING COUNT	(X)
A.D.A. PARKING STALLS	
CROSSWALK	
CONCRETE SIDEWALK	
COMMON OPEN SPACE AREA	
TREE LINE	



LOCATION MAP

SCALE: 1" = 2,000'
SOURCE: NEARMAP.COM

ZONING TABLE

ZONE: PI - PLANNED INSTITUTIONAL DISTRICT
USE PERMITTED BY SPECIAL EXCEPTION PER §280-68.B.
[AMENDED 9-22-1997 BY ORD. No. 97-26]

APPLICANT/ OWNER INFORMATION

APPLICANT:	WAVERLY SENIOR SERVICES c/o MARC HEIL 1400 WAVERLY ROAD, GLADWYNE, PA 19035
PROPERTY OWNER:	THE HAVERFORD SCHOOL 450 W LANCASTER AVENUE, HAVERFORD, PA 19041

PROJECT SITE INFORMATION

PROPOSED USE:	LIFE CARE RESIDENCE (PERMITTED BY SPECIAL EXCEPTION)
GROSS LOT AREA (TO TITLE LINES):	43.165 AC. (1,880,284 SF)
MINUS ULTIMATE R.O.W. AREA (S. ROBERTS ROAD)	0.803 AC. (35,003 SF)
NET LOT AREA TO PROP ULT. R.O.W.:	42.362 AC (1,845,281 SF)

BULK REQUIREMENTS

ITEM	CODE	PERMITTED	EXISTING	PROPOSED
A. AREA AND YARD REGULATIONS:				
MINIMUMIMUM LOT AREA:	§ 280-69.A.	10.0 Ac.	43.165 AC (1,880,284 SF) (GROSS) 42.696 AC (1,859,867 SF) (NET TO LEGAL R.O.W.)	43.165 AC (1,880,284 SF) (GROSS) 42.362 AC (1,845,281 SF) (NET TO ULT. R.O.W.)
MINIMUM LOT WIDTH: (@ BUILDING SETBACK LINE)	§ 280-69.A.	300.0 FT.	1,168.5 FT (S. ROBERTS ROAD)	1,168.5 FT (S. ROBERTS ROAD)
MINIMUM LOT DEPTH	-	-	1,541.9 FT	1,511.9 FT
MINIMUM YARD SETBACKS				
FRONT YARD	§ 280-69.D.	120.0 FT.	386.9' (S. ROBERTS ROAD)	157.5' (S. ROBERTS ROAD)
MINIMUM SIDE & REAR YARD: (ADJACENT TO RESIDENTIAL, AGRICULTURAL, PUBLIC LAND USE DISTRICT) (* CATEGORY 1)	§ 280-69.E.3.	125.0 FT.	N/A	130.5 FT & 130.2 FT (SIDE YARD) 129.5 FT (REAR YARD)
MINIMUM SIDE & REAR YARD: (ADJACENT TO ALL OTHER DISTRICT) (* CATEGORY 1)	§ 280-69.E.3.	N/A	N/A	N/A
MINIMUM SIDE & REAR YARD: (ADJACENT TO RESIDENTIAL, AGRICULTURAL, PUBLIC LAND USE DISTRICT) (* CATEGORY 2)	§ 280-69.E.3.	200.0 FT.	87.5 FT (ENC) & 14.5 FT (ENC),(SIDE YARD) 584.9 FT (REAR YARD)	14.5 FT (ENC) (SIDE YARD) 275.9 FT (REAR YARD)
MINIMUM SIDE & REAR YARD: (ADJACENT TO ALL OTHER DISTRICT) (* CATEGORY 2)	§ 280-69.E.3.	N/A	N/A	N/A
MINIMUM RIPARIAN BUFFER:	§ 280-69.G.	N/A	N/A	N/A
B. BUILDING AND LOT REGULATIONS:				
MAXIMUM DENSITY (DWELLING UNITS):	§ 280-69	576 UNITS	-	225 UNITS
MAXIMUM BUILDING COVERAGE: (PERCENTAGE OF GROSS LOT AREA)	§ 280-69.B.	30% (450,717 S.F.)	3.4% (62,404 SF)	13.1% (242,291 SF)
MAXIMUM IMPERVIOUS COVERAGE: (PERCENTAGE OF GROSS LOT AREA)	§ 280-68.1.D.2.(g).(1).	45.0% (15.5 Ac.) (675,180 S.F.)	11.8% (5.032 AC) (219,194 SF)	33.5% (14.186 AC) (617,962 SF)
MINIMUM LOT AREA DEVOTED TO LANDSCAPING:	§ 280-69.B.	55.0% (18.7 Ac.)	88.2% (37.665 AC)	64.6% (27.360 AC)
MAXIMUM BUILDING HEIGHT:	§ 280-69.C.	38.0 FT. (3 STORIES)	HEIGHT (TBD), 2 STORIES	38.0 FT (3 STORIES)
MAXIMUM BUILDING LENGTH & DEPTH:	§ 280-70.B.1.	160.0 FT.	190.27 FT	155.0 FT
MINIMUM BUILDING SEPARATION:	§ 280-69.B.2.	45.0 FT.	72.5 FT	46.4 FT
MINIMUM BUFFER WIDTH	§ 280-71.A	20 FT. ABUTTING ADJACENT PROPERTY OR DISTRICT	14.5 FT (ENC)	14.5 FT (ENC)
* CATEGORY 1 = LIFE-CARE RESIDENCE, SURFACE PARKING LOT * CATEGORY 2 = MAINTENANCE BUILDING, GROUNDSKEEPING BUILDING, PARKING STRUCTURE				
C. STANDARDS FOR PARKING:				
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MINIMUM PARKING SETBACK FROM SIDE OR REAR PROPERTY LINE:	§ 280-69.E.3.	125.0 FT (CATEGORY 1)	192.5 FT & 205.9 FT (SIDE) 733.3 FT (REAR)	125.9FT (SIDE) 197.6 FT (REAR)
2.) REQUIRED PARKING:				
PARKING REQUIRED: (LIFE CARE RESIDENCE)	§ 280-103	1 SPACE PER UNIT PLUS 1 SPACE FOR EACH TWO EMPLOYEES ON GREATEST SHIFT		
REQUIRED:		INDEPENDENT LIVING = 200 UNITS x 2 = **400 SPACES** ASSISTED LIVING = 25 BEDS / 2 = **9 SPACES** NUMBER OF EMPLOYEES ON GREATEST SHIFT BASED ON 0.7 EMPLOYEES PER RESIDENT 350 TOTAL RESIDENTS: 350 x 0.7 = 245 TOTAL EMPLOYEES EMPLOYEES ON GREATEST SHIFT IS 0.7 OF TOTAL EMPLOYEES. 245 x 0.7 = 172 EMPLOYEES 172 / 2 x 1 = **86 SPACES** TOTAL REQUIRED = 495 SPACES		
3.) PARKING COUNT SUMMARY:				
PROPOSED SURFACE PARKING SPACES PROPOSED SUB-SURFACE PARKING SPACES PROPOSED TOTAL PARKING SPACES				295 SPACES 201 SPACES 496 SPACES
4.) GENERAL REQUIREMENTS				
OPEN SPACE REQUIREMENTS	§ 280-115.6	MIN COMMON OPEN SPACE SHALL BE 15% OF THE ENTIRE TRACT WHICH MAY NOT INCLUDE BUFFER YARDS, FLOODPLAINS OR WETLANDS NO STORMWATER MANAGEMENT AREAS AND MUST BE CONTIGUOUS TRACT AREA= 43.165 AC x 0.15 = 6.475 AC REQUIRED	N/A	15.1% (6.530 Ac.)
			EXISTING NON-CONFORMITY = (ENC)	

BOHLER
SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
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WWW.PA1CALL.ORG
8(BOHLER)XXXXXXXXXX / 8(SURVEY)XXXXXXXXXX

FOR CONCEPT PURPOSES ONLY

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PROJECT No.:	PAA260117.00-1C
DRAWN BY:	LGU/SL
CHECKED BY:	NCR
DATE:	07/01/2026
CAD I.D.:	P-SKTA-PROP

PROJECT:

PROPOSED SKETCH PLAN DOCUMENTS

FOR

WAVERLY SENIOR SERVICES

PROPOSED LIVE CARE RESIDENCE

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BRYN MAWR, PA 19010
RADNOR TOWNSHIP
DELAWARE COUNTY, PENNSYLVANIA
FOLIO #: 36-070-4961-00
BLOCK 36-39, UNIT 110

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www.BohlerEngineering.com

C.D. PUZINAS
PROFESSIONAL ENGINEER
PENNSYLVANIA LICENSE No. PE083200

SHEET TITLE:

SITE PLAN

SHEET NUMBER:

C-002
2 OF 2

REVISION 1 - 10/14/2026

Oct 15, 2026
P:\PA2026\PAA260117.00\CAD\DRAWINGS\PLAN SETS\SKETCH PLAN 'A'\P-SKTA-PROP-PAA260117.00-1C----LAYOUT C-002 SKTA
LGU

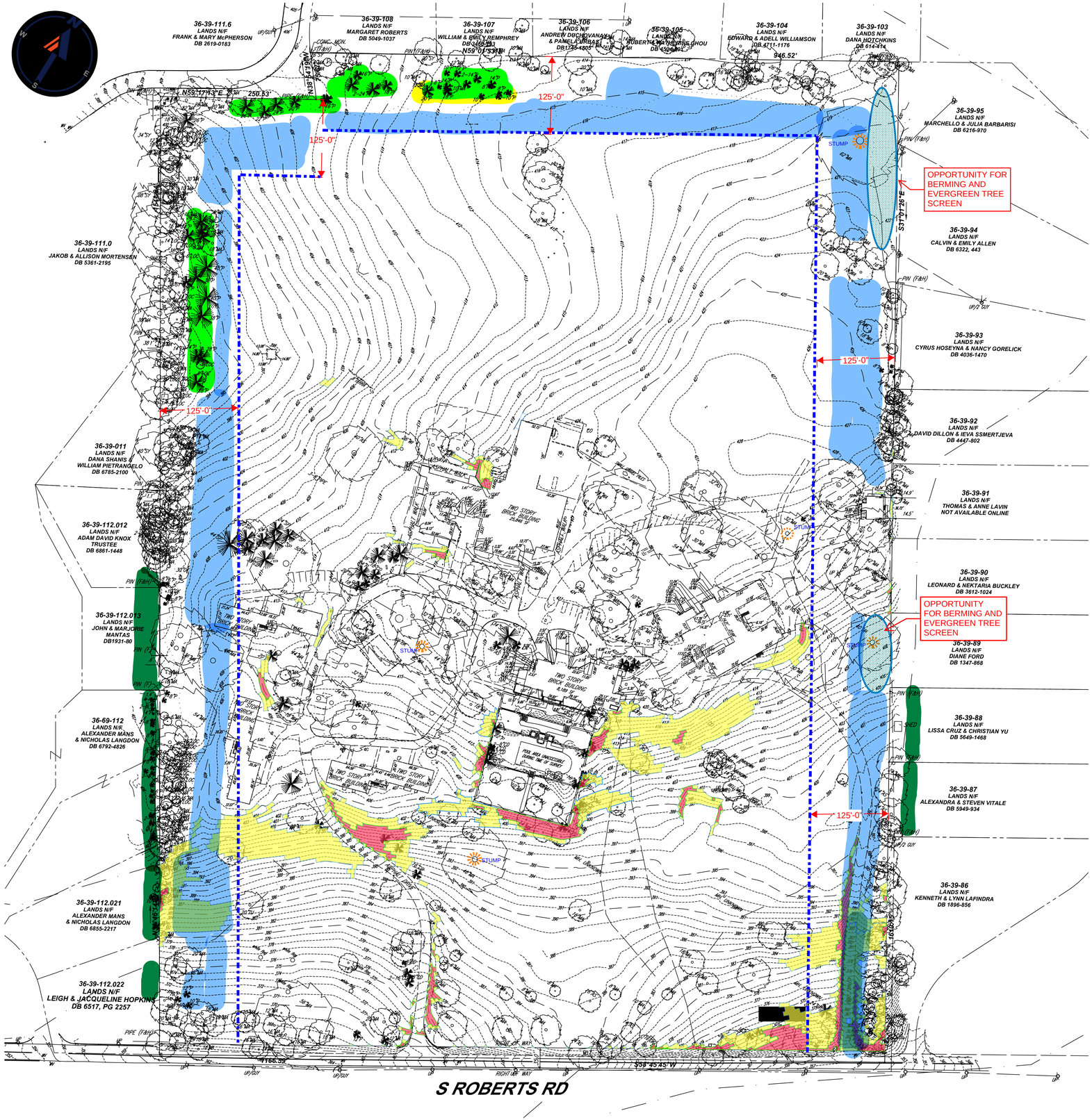


SITE PLAN

SCALE = 1"=100'

2026.10.15

APARTMENTS	125 UNITS
HYBRID HOMES	60 UNITS
COTTAGES	16 UNITS
ASSISTED LIVING	24 UNITS
	225 TOTAL
COMMONS	36,000 SF
SALES OFFICE	2,000 SF
UNDER BUILDING SPACES	201 SPACES
SURFACE PARKING SPACES	294 SPACES



EXISTING LEGEND

PROPERTY LINE	
RIGHT-OF-WAY LINE	
ADJACENT PROPERTY LINE	
EASEMENT LINE	
CURB	
FENCE	
GUIDERAIL	
TYPICAL SIGN	
BOLLARD	
LIGHT POLE	LP
PARKING COUNT	(10)
UTILITY POLE	
CONCRETE PAVEMENT	CONC.
TREE LINE	
SANITARY MAIN / LATERAL	
STORM SEWER	
WATER MAIN / LATERAL	
ELECTRIC LINE	
GAS LINE	
TELEPHONE LINE	
CABLE LINE	
OVERHEAD WIRE	
CONTOUR LINES (SUPPLEMENTAL / INDEX)	123 / 125
SANITARY MANHOLE	S
TELEPHONE MANHOLE	T
ELECTRIC MANHOLE	E
WATER MANHOLE	W
STORM MANHOLE	D
FIRE HYDRANT	
WATER METER	W
WATER VALVE	W
GAS METER	GM
GAS VALVE	GV
TYPICAL END SECTION	
GRATE INLET	
CLEANOUT	CO
SANITARY VENT	SV
SANITARY CLEAN OUT	SCO
SOIL BOUNDARY LINE	
STEEP SLOPE: 14% - 20%	
STEEP SLOPE: 14% - 20%	
STEEP SLOPE: > 20%	

RGS ASSOCIATES

EXISTING LANDSCAPE ANALYSIS

1. Base Plan taken from the Existing Conditions Plan supplied by Bohler Engineering.

2. This assessment was performed on 09/03/26 with additional site visit on 10/08/2026.

LEGEND

- 125' SETBACK
- STUMP - TREE GONE
- Evergreen Hedge - Off Site
- Evergreen Hedge - On Site
- Room for Additional Evergreen Screen

GENERAL NOTES

1. THIS PLAN REFERENCES DOCUMENTS AND INFORMATION BY:
   a. ALTA/NSPS LAND TITLE SURVEY:
      SITE ENGINEERING CONCEPTS, LLC
      P. O. BOX 1992
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      PLAN PREPARED FOR:
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      452 S ROBERTS RD, BRYN MAWR, PA 19010
      DATED: 11/28/2022

   THIS PLAN WAS PREPARED STRICTLY BASED UPON INFORMATION IDENTIFIED ABOVE.

2. CONTOURS PLOTTED FROM FIELD RUN SURVEY. GPS CONTROL PERFORMED ONSITE TO ESTABLISH BENCHMARK. DATUM NAD83.

3. THERE IS NO IDENTIFIABLE FEMA FLOOD PLAIN AREAS WITHIN THE PROJECT SITE AS ILLUSTRATED ON COMMUNITY PANEL NUMBER 420428-0038-F OF THE FLOOD INSURANCE RATE MAP AS PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FOR THE TOWNSHIP OF RADNOR, PENNSYLVANIA.

80 40 20 0 80
SCALE: 1" = 80'

BOHLER
1600 MANOR DRIVE, SUITE 200
CHALFONT, PA 18914
Phone: (215) 996-9100
Fax: (215) 996-9102
www.BohlerEngineering.com

EXISTING CONDITION PLAN

C-001
1



Bowman

October 14, 2026

Mr. Marc Heil
Vice President, Building Services
Waverly Heights
1400 Waverly Road
Gladwyne PA 19035

RE: **Preliminary Traffic Assessment**
Waverly Heights Life Care Residence – Radnor
452 S. Roberts Road
Radnor Township, Delaware County, PA

Dear Mr. Heil,

Bowman Consulting Group Ltd. (Bowman), has completed a preliminary traffic assessment for the proposed Waverly Life Care Residence redevelopment at 452 S. Roberts Road in Radnor Township, Delaware County, PA. According to the site sketch plan prepared by Bohler Engineering, dated October 14, 2026, the site is proposed to redevelop the existing institutional site to include 200 independent living units (184 apartments and 16 twin-style homes) and 25 assisted living units with access to Roberts Road via two driveways. The two existing driveways will be relocated to improve sight lines and alignment with other driveways. The eastern driveway will serve as the main community access while the western driveway will be provided primarily as a lower-volume service drive. The purpose of this evaluation is to provide a preliminary assessment of the traffic volumes generated by the proposed site redevelopment and the qualitative impacts of the site on the surrounding roadway network.

It is noted that our office has recently received concurrence by the Township Traffic Engineer on the scope of a comprehensive transportation impact assessment for the site in accordance with the requirements of SALDO Section 255-20.B(5). The comprehensive study, which will be submitted during land development, will ultimately provide current traffic counts, trip generation calculations, traffic volume forecasting, detailed traffic analysis, identification of any adverse traffic impacts (if any) and mitigation measures. The study will evaluate the proposed site accesses, as well as 12 additional off-site intersection during the weekday morning peak hour and the weekday afternoon commuter peak hour.

Existing Transportation Setting

As noted, the site is located along and provides access to S. Roberts Road, which is classified as a Minor Collector Road. The purpose of a minor collector is to gather traffic from local roads, neighborhoods and some traffic generators and direct it to nearby arterials and major collector road networks that are designed to carry higher traffic volumes (e.g., Bryn Mawr Avenue, Conestoga Road, and County Line Road). Currently, S. Roberts Road does not provide sidewalks or other pedestrian or bicycle facilities. It is noted that the Radnor Township Comprehensive Plan contemplates on-street pedestrian routes proposed/planned along other nearby roadways (i.e., Bryn Mawr Avenue, Ithan Avenue, and Wyldhaven Road. The current characteristics of S. Roberts Road are summarized in **Table 1** below.

Between Ithan Avenue and Conestoga Road, there is a mix of single-family and multi-family residential development, as well as several institutional uses, along S. Roberts Road. The SEPTA Roberts Road station for the Norristown High Speed Line is located just under a mile to the east of the site. Other Norristown High Speed Line and Regional Rail stations are conveniently located just beyond the study area.

Table 1. S. Roberts Road Characteristics

Condition/Accommodation	Dimensions/Information
Roadway Classification	Minor Collector
Average Daily Traffic	2,348 (DVRPC)
Roadway Width	18-20 feet
Right-of-way	60 feet
Posted Speed Limit	25 mph
Sidewalks	None in the vicinity of the site
Bicycle Facilities	None in the vicinity of the site
Transit Facilities	Regional Rail – SEPTA Roberts Road Station No bus stops in the vicinity of the site

A preliminary review of reportable crash data provided by PennDOT for the past five-year period does not reveal any significant crash history or prevalent safety issues along S. Roberts Road in the vicinity of the site. The crash data will be reviewed in more detail for S. Roberts Road and the study area intersections during the comprehensive traffic study.

Site Trip Generation

To assess the potential traffic impacts of the proposed community, it is important to understand the new trip generation of the site. For a community such as the one proposed, there are several potential data sets to consider. Traffic volumes generated by the proposed community were initially considered based on the following methods:

- **ITE's Trip Generation Manual, 12th Edition** – Using available ITE data, our office generated traffic volumes for the site using three scenarios:
    - ITE Scenario 1 – ITE Land Use Code 251 (for Senior Adult Housing – Single-Family) for the 16 independent living twin-home units, ITE Land Use Code 252 (for Senior Adult Housing – Multifamily) for the 184 independent living apartment units, and ITE Land Use Code 254 (for Assisted Living) for the 25 assisted living units.
    - ITE Scenario 2 – ITE Land Use Code 253 (for Congregate Care Facility) for both the 200 independent living units and the 25 assisted living units (225 units total).

- **Waverly Trip Generation Counts** – Our office conducted 24-hour traffic counts at the existing Waverly Heights access located along Waverly Road in Gladwyne. The Waverly Heights at Gladwyne site includes 308 total occupied units/beds in total, which is inclusive of 211 independent living units and 97 healthcare units/beds (46 personal care units, 20 personal care memory support units, and 31 skilled nursing beds). The resultant trip generation rates were applied to the 200 independent living units and the 25 assisted

living units (225 units total). The trip generation counts and the trip generation rate calculations are provided in **Attachment 1**. It is noted that the Gladwyne facility provides some skilled long-term nursing care that will not be provided at the Radnor community, so therefore, this method may overestimate employee traffic slightly particularly around shift changes.

- **Radnor Township Rates –** As outlined in Attachment 4 of the Radnor Township's Subdivision of Land Ordinance (Section 255-20.B(5)(d)[4]), our office used the trip generation rates for "retirement village" to calculate the trip generation for the 200 independent living units and the 25 assisted living units (225 units total).

Table 2 presents the preliminary vehicular trip generation anticipated for the proposed redevelopment based on each of the described methodologies.

Table 2. Preliminary Vehicular Trip Generation

Trip Generation Scenario	Land Use	Size	Daily	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
ITE Scenario 1	ITE LU 251	16 Units	138	4	7	11	6	4	10
	ITE LU 252	184 Units	570	12	23	35	26	20	46
	ITE LU 254	25 beds	103	3	2	5	2	4	6
	Total		**811**	**19**	**32**	**51**	**34**	**28**	**62**
ITE Scenario 2	ITE LU 253	225 Units	**547**	**14**	**10**	**24**	**19**	**22**	**41**
Waverly Counts	-	225 Units	**1,114**	**31**	**69**	**100**	**62**	**34**	**96**
Radnor Rates	Retirement Village	225 Units	**743**	**32**	**45**	**77**	**61**	**25**	**86**

Based on a review of the available trip generation calculation methodologies above, the potential trip generation for the proposed Waverly Heights at Radnor community indicates that utilizing the Waverly Heights at Gladwyne data would yield the highest peak hour trip generation scenario. Again, it is noted that this methodology is likely conservative as the Gladwyne facility also provides long-term skilled care (which requires a higher employee ratio), which will not be provided at the Radnor site.

In reviewing the Waverly Heights at Gladwyne count data, it is noted that the hourly trip generation is relatively steady with no significant peaks (or spikes) during the weekday morning and afternoon commuter peak hours or other hours for that matter. Due to the employee shift schedule at the Gladwyne facility, there is a slight mid-afternoon peak in trip generation. The peak hours will be further analyzed in the comprehensive traffic study, including consideration of the mid-afternoon peak particularly as it relates to the afternoon school peak of the Main Line Classical Academy. At this time however, the projected trip generation (using the most conservative methodology and the Waverly Heights at Gladwyne data), it is expected that the anticipated number of new trips generated by the proposed community, and when distributed among various travel routes on the road network, will be negligible. For instance, the approximate number of weekday commuter peak hour trips added to S. Roberts Road at the site access when considered over the course of the peak hours will be as follows:

- Weekday morning commuter peak hour – just over one (1) entering trip every two minutes and approximately one (1) trip exiting every two minutes.
- Weekday afternoon peak hour – about one (1) entering trip every minute and about one (1) trip exiting every two minutes.

Again, it is reminded that these trip estimates may be less based on a lower employee ratio at the proposed Waverly Heights at Radnor community.

Other Permissible Uses of the Site

The site previously was considered to be developed as a private high school. To estimate the potential size of the school that could be developed, a list of private schools was compiled from the region that included campus acreage as well as the student enrollment as shown in **Attachment 2**. Using this information, the estimated average rate for the number of students per acre (15.9 students per acre) was found. This rate was then applied to the subject property's acreage of 43.165 acres to estimate an average of 687 students. To be conservative, this estimate was then reduced to consider a 35th-percentile enrollment of 448 students for the site.

Tables 3A, 3B, and 3C compare the trip generation of proposed Waverly Heights Radnor site to the trip generation scenarios for a Private School (K-8), a Private School (K-12) and a Private High School assuming 448 students for the weekday morning peak hour, weekday afternoon mid-afternoon (school) peak hour, and the weekday afternoon commuter peak hour. As shown, the proposed Waverly Heights community will generate significantly less traffic during the weekday morning commuter peak hour and the weekday afternoon mid-afternoon (school) peak hour. In the weekday afternoon commuter peak, all development scenarios will generate similar traffic volumes.

It is further noted that the Bulk Regulations table on the site sketch plan indicates that the maximum density for the site is 576 units (Zoning Section 280-69). Utilizing the Waverly Heights at Gladwyne trip generation data, and if developed to the maximum density, it would result in approximately double the number of peak hour trips as well as peak hour trips compared to the proposed Waverly Heights community.

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Table 3A. Private School (K-8) Trip Generation Comparison

Land Use	Size	Weekday Morning Peak Hour			Wkday Mid-Afternoon School Peak Hour			Weekday Afternoon Commuter Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Private School (K-8) (1)	448 students	256	200	456	127	144	271	54	62	116
Proposed Waverly Development (2) (3)	225 units	31	69	100	64	40	104	62	34	96
Difference		*225*	*131*	*356*	*63*	*104*	*167*	*-8*	*28*	*20*

Table 3B. Private School (K-12) Trip Generation Comparison

Land Use	Size	Weekday Morning Peak Hour			Wkday Mid-Afternoon School Peak Hour			Weekday Afternoon Commuter Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Private School (K-12) (4)	448 students	213	120	333	95	137	232	37	48	85
Proposed Waverly Development (2) (3)	225 units	31	69	100	64	40	104	62	34	96
Difference		*182*	*51*	*233*	*31*	*97*	*128*	*-25*	*14*	*-11*

Table 3C. Private High School Trip Generation Comparison

Land Use	Size	Weekday Morning Peak Hour			Wkday Mid-Afternoon School Peak Hour			Weekday Afternoon Commuter Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Private High School (5)	448 students	171	119	290	69	109	178	33	52	85
Proposed Waverly Development (2) (3)	225 units	31	69	100	64	40	104	62	34	96
Difference		*140*	*50*	*190*	*5*	*69*	*74*	*-29*	*18*	*-11*

(1) Based on Land Use Code 530, Private School (K-8).
(2) Based on traffic counts conducted at the existing Waverly Heights location in Gladwyne.
(3) At the existing Gladwyne Waverly Heights site, the weekday morning peak hour occurs between 7:15 AM and 8:15 AM, the weekday afternoon school peak hour occurs between 3:15 PM to 4:15 PM, and the weekday afternoon commuter peak hour occurs between 4:00 PM to 5:00 PM.
(4) Based on Land Use Code 532, Private School (K-12).
(5) Based on Land Use Code 534, Private High School.

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Site Access Evaluation

Sight distance field measurements and an evaluation were performed at the proposed access intersection along Roberts Road. Generally, the speed limit, roadway grades and profiles, and the number of travel lanes play a role in determining if safe sight distances are available for egress and ingress at the proposed accesses. The existing sight distances at the proposed access driveways were measured and compared to PennDOT's sight distance requirements. These sight distance requirements are contained in Pennsylvania Code, Chapter 441, Access to and Occupancy of Highways by Driveways and Local Roads.

Table 4 summarizes the available sight distance measurements, as well as PennDOT's sight distance requirements at the proposed access locations shown on the current site sketch plan.

Table 4. Sight Distance Evaluation
Western Site Access and Roberts Road

Movement	Direction	Posted Speed (mph)	Approximate Grade	PennDOT Requirements (feet)		Available Sight Distance (feet)
				Desirable (1)	Minimum (2)	
Exiting	Looking Left	25	-1.4%	250	165	465 (3)
	Looking Right	25	+1.2%	195	159	645 (3)
Left turn Entering	Looking Ahead	25	-1.4%	175	165	500
	From the Rear	25	+1.2%	-	159	600+

Eastern Site Access and Roberts Road

Movement	Direction	Posted Speed (mph)	Approximate Grade	PennDOT Requirements (feet)		Available Sight Distance (feet)
				Desirable (1)	Minimum (2)	
Exiting	Looking Left	25	+9.1%	250	146	550
	Looking Right	25	+6.1%	195	150	600+
Left turn Entering	Looking Ahead	25	+9.1%	175	146	173(4)
	From the Rear	25	+6.1%	-	150	600+

(1) Based on the desirable sight distance requirements contained in the *Pennsylvania Code, Chapter 441, Access to and Occupancy of Highways by Driveways and Local Roads* and the posted speed limit, unless otherwise noted.

(2) Based on the safe stopping sight distance requirements contained in the *Pennsylvania Code, Chapter 441, Access to and Occupancy of Highways by Driveways and Local Roads* and the posted speed limit, unless otherwise noted.

(3) With the removal of the entry retaining wall, maintained landscaping, and embankment modifications along the site frontage, adequate sight distance will be available.

(4) Additional sight distance can be provided (for this and all movements/directions) by a slight relocation of the driveway to the east, which would satisfy both PennDOT desirable and minimum criteria.

As shown in Table 4, the existing available sight distances at the site access driveways meet PennDOT's minimum stopping sight distance criteria. To satisfy PennDOT desirable sight distance at both driveways for all movements/directions, the eastern main driveway will need to be relocated a few feet east, which appears feasible/ practical. Proper grading and landscaping will also need to be provided and maintained along the site frontage on

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Roberts Road for provision of sight distances indicated in Table 4. The actual available sight distances will be further verified and the driveways will be designed accordingly during detailed engineering of the site.

Based on observations at the site and of Roberts Road, it does not appear that turn lanes will be necessary as the due to the low frequency of vehicles along Roberts Road during the site visit in the afternoon peak hour, however this will be further evaluated as part of the full traffic impact study.

On-Site Traffic Circulation

The proposed site plan generally appears to provide adequate circulation for vehicular traffic, truck deliveries, and emergency vehicles. The on-site circulation will be evaluated further once detailed engineering has been completed. Also, it is noted that based on our conversations, Waverly Heights has flexibility with its various delivery partners to manage deliveries including details such as times of deliveries, types of trucks used, and truck routes. These considerations will also be reviewed by the comprehensive traffic study.

Parking

Based on the site plan, it is noted that 496 parking spaces are proposed to satisfy the Radnor Township Zoning Requirements. Based on ITE Parking Generation data (see **Attachment 3**), the average parking demand for a similar community is 124 parking spaces for the proposed apartments and assisted living units (excludes twin homes since these 16 unites each have garages and driveways for parking). Accordingly, it is expected that the proposed parking supply will be adequate to meet the parking demands of the community, including residents, guests, and staff.

Conclusion

Based on the foregoing evaluation, the proposed Waverly Heights community will provide safe access and adequate parking. Based on the initial trip generation calculations, it is not anticipated that the proposed community will result in any significant traffic impacts; however, a comprehensive traffic study will be completed during land development to evaluate traffic impacts and address any mitigation measures along S. Roberts Road, at the site accesses, and at nearby off-site study intersections, if appropriate. Further, the proposed Waverly Heights community appears to generate less traffic than other potential intuitional uses including potential other life care facilities and educational uses.

If you should have any questions, or require further information, please feel free to contact me at 610.594.9995 or jyurick@bowman.com.

Sincerely,



John J. Yurick, PE, PTOE, PTP
Senior Project Manager

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cc: Thomas M. White, MBA, Radnor Township
Stephen Norcini, PE, Radnor Township
Leslie Bogdnoff, PE, Gilmore & Associates, Inc. (Township Traffic Engineer)
Jamie Jun, Esquire, Fromhold Adams & Jun

V:\314385 - Waverly Heights\314385-02-001 (TRN) - Radnor Site\Engineering\Correspondence\Sent\ 2026-10-14 - Preliminary Traffic Assessment.docx

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ATTACHMENT 1

Study Name Waverly Heights Access Trip Gen Counts
Start Date 09/15/2026
Start Time 12:00 AM
Site Code 1400 Waverly Road Gladwyne, PA
Completed by: Bowman

Location 40.048031
-75.275527

Channel Direction	Direction Southbound	Direction Northbound	Combined Total	Hourly Total
12:00 AM	1	0	1	
12:15 AM	2	2	4	
12:30 AM	1	0	1	
12:45 AM	1	0	1	7
1:00 AM	0	0	0	6
1:15 AM	0	0	0	2
1:30 AM	0	0	0	1
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	1	1	2	2
2:45 AM	0	0	0	2
3:00 AM	0	0	0	2
3:15 AM	0	1	1	3
3:30 AM	0	0	0	1
3:45 AM	0	0	0	1
4:00 AM	0	0	0	1
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	1	3	4	4
5:00 AM	1	1	2	6
5:15 AM	0	1	1	7
5:30 AM	0	2	2	9
5:45 AM	1	2	3	8
6:00 AM	1	4	5	11
6:15 AM	1	10	11	21
6:30 AM	3	12	15	34
6:45 AM	2	12	14	45
7:00 AM	16	16	32	72
7:15 AM	5	16	21	82
7:30 AM	6	23	29	96
7:45 AM	7	32	39	121
8:00 AM	24	23	47	136
8:15 AM	8	12	20	135
8:30 AM	3	15	18	124
8:45 AM	6	18	24	109
9:00 AM	10	17	27	89
9:15 AM	15	10	25	94
9:30 AM	12	13	25	101
9:45 AM	7	10	17	94
10:00 AM	6	9	15	82
10:15 AM	6	14	20	77
10:30 AM	8	9	17	69
10:45 AM	9	11	20	72
11:00 AM	11	11	22	79
11:15 AM	7	12	19	78
11:30 AM	10	18	28	89
11:45 AM	18	17	35	104
12:00 PM	11	18	29	111
12:15 PM	15	13	28	120
12:30 PM	19	14	33	125
12:45 PM	11	12	23	113
1:00 PM	11	13	24	108
1:15 PM	11	17	28	108
1:30 PM	19	7	26	101
1:45 PM	15	14	29	107
2:00 PM	20	12	32	115
2:15 PM	16	10	26	113
2:30 PM	15	17	32	119
2:45 PM	17	11	28	118
3:00 PM	20	13	33	119
3:15 PM	21	12	33	126
3:30 PM	23	20	43	137
3:30 PM	17	11	28	137
4:00 PM	26	12	38	142
4:15 PM	22	9	31	140
4:30 PM	26	13	39	136
4:45 PM	10	13	23	131
5:00 PM	22	9	31	124
5:15 PM	16	10	26	119
5:30 PM	7	4	11	91
5:45 PM	4	6	10	78
6:00 PM	5	9	14	61
6:15 PM	4	7	11	46
6:30 PM	5	7	12	47
6:45 PM	9	10	19	56
7:00 PM	10	3	13	55
7:15 PM	3	15	18	62
7:30 PM	11	17	28	78
7:45 PM	9	10	19	78
8:00 PM	31	5	36	101
8:15 PM	14	2	16	99
8:30 PM	9	10	19	90
8:45 PM	4	5	9	80
9:00 PM	4	2	6	50
9:15 PM	8	0	8	42
9:30 PM	10	1	11	34
9:45 PM	1	3	4	29
10:00 PM	3	0	3	26
10:15 PM	0	0	0	18
10:30 PM	1	2	3	10
10:45 PM	1	8	9	15
11:00 PM	6	1	7	19
11:15 PM	2	0	2	21
11:30 PM	4	1	5	23
11:45 PM	1	1	2	16
			1525	

ATTACHMENT 2

School Name	County	Municipality/Neighborhood	Grades	Campus Acreage	Student Enrollment	Notes	Students/Acre
Agnes Irwin School	Delaware	Radnor Township (Rosemont)	PK-12	18	673		37.39
Archbishop John Carroll High School	Delaware	Radnor Township	9-12	55	686	Approximate enrollment	12.47
Academy of Notre Dame de Namur	Delaware	Radnor Township (Villanova)	6-12	39	551		14.13
St. Katharine of Siena School	Delaware	Wayne	K-8	Unknown	416		
Jack M. Barrack Hebrew Academy	Delaware	Bryn Mawr	6-12	Unknown	312		
Sacred Heart Academy Bryn Mawr	Delaware	Bryn Mawr	K-12	Unknown	200		
St. Aloysius Academy	Delaware	Bryn Mawr	PK-8	42	145		
The Grayson School	Delaware	Radnor Township	PK-12	Unknown	138		
Hill Top Preparatory School	Delaware	Rosemont	5-12	27	76		
Main Line Classical Academy	Delaware	Wayne	K-9	Unknown	74		
The Haverford School	Montgomery	Haverford	PK-12	30	960		32
Friends Central School	Montgomery	Wynnewood	PK-12	41	874		21.32
The Shipley School	Montgomery	Bryn Mawr	PK-12	17	768	Approximate acreage	45.18
The Baldwin School	Montgomery	Bryn Mawr	PK-12	25	565		22.6
Merion Mercy Academy	Montgomery	Merion Station	9-12	36	435		12.08
Waldron Mercy Academy	Montgomery	Merion Station	PK-8	35	370		
Holy Child School at Rosemont	Montgomery	Rosemont	PK-8	11	286		
Caskey Torah Academy	Montgomery	Wynnewood	PK-8	Unknown	334		
French International School of Philadelphia	Montgomery	Bala Cynwyd	PK-8	Unknown	274		
Germantown Academy	Montgomery	Fort Washington	PK-12	126	1225	Approximate acreage	9.72
Mount Saint Joseph Academy	Montgomery	Flourtown	9-12	78	800	Approximate enrollment	10.26
LaSalle College High School	Montgomery	Wyndmoor	9-12	84	1100	Approximate enrollment	13.1
Perkiomen School	Montgomery	Pennsburg	6-12/PG	185	369		1.99
The Episcopal Academy	Delaware	Newtown Square	PK-12	123	1308	Approximate acreage/enrollment	10.63
Delaware County Christian School	Delaware	Newtown Square / Devon	PK-12	49	977		19.94
Westtown School	Chester	West Chester	PK-12	600	693		1.16
Malvern Preparatory School	Chester	Malvern	6-12	103	679		6.59
Montgomery School	Chester	Chester Springs	PK-8	60	287		4.78
Upland Country Day School	Chester	Kennett Square	PK-9	21	214		10.19
Devon Preparatory School	Chester	Tredyffrin	6-12	20	333	Approximate enrollment	16.65
						Average	15.9

Radnor Site (Acres)	43.165
Assume potential private school with average student enrollment of:	687
with 85%-ile student enrollment of:	1098
with 35%-ile student enrollment of:	448

Acreage and student enrollments based on information available through online search.

ATTACHMENT 3

Graph Look Up

Query | Filter

DATA SOURCE:
Parking Generation Manual, 6th Ed

SEARCH BY LAND USE CODE:
252

LAND USE GROUP:
(200-299) Residential

LAND USE:
252 - Senior Adult Housing - Multifamily

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

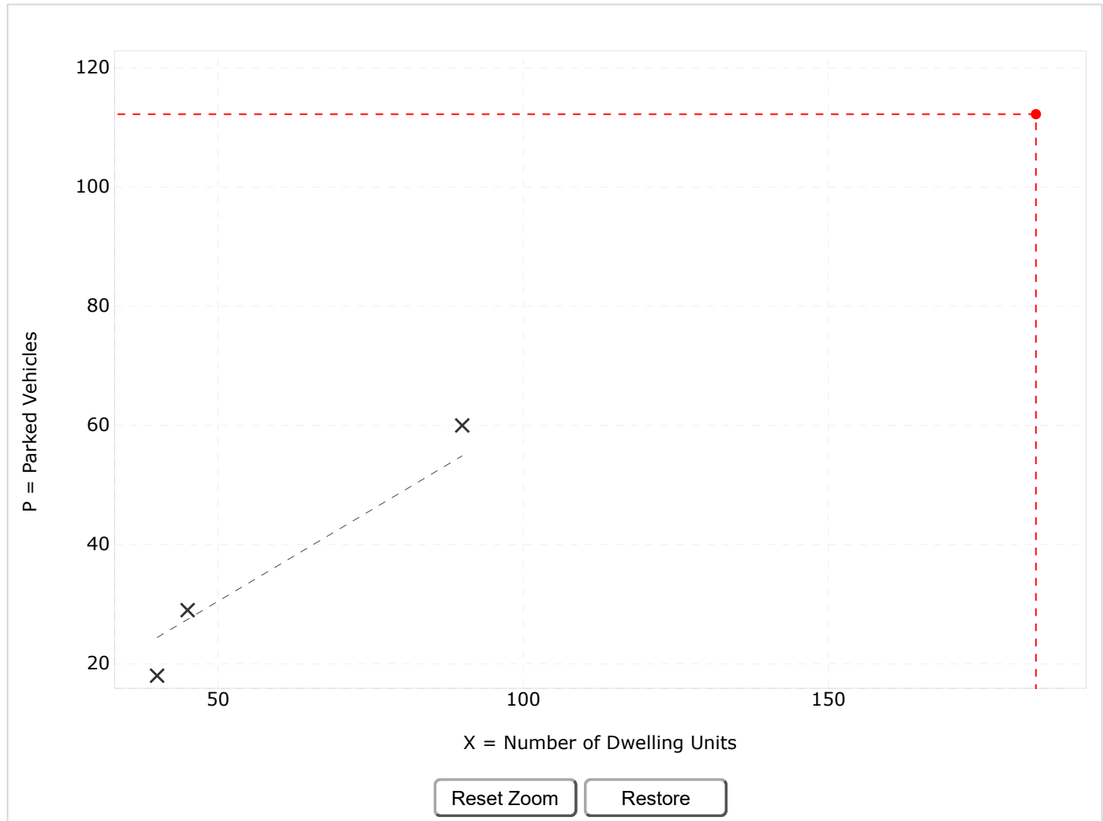
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday (Monday - Friday)

ENTER IV VALUE TO CALCULATE PARKING DEMAND:
184 Calculate

Data Plot and Equation

Caution – Small Sample Size



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and P values.

DATA STATISTICS

Land Use:
Senior Adult Housing - Multifamily - Not Close to Rail Transit (252) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday (Monday - Friday)

Setting/Location:
General Urban/Suburban

Number of Studies:
3

Avg. Num. of Dwelling Units:
58

Average Rate:
0.61

Range of Rates:
0.45 - 0.67

33rd / 85th Percentile:
0.51 / 0.67

95% Confidence Interval:
***

Standard Deviation:
0.11

Coefficient of Variation:
18%

Fitted Curve Equation:
***

R^2:
***

Calculated Parking Demand:
Weighted Average: 112
Fitted Curve: Not Available
85th Percentile: 123

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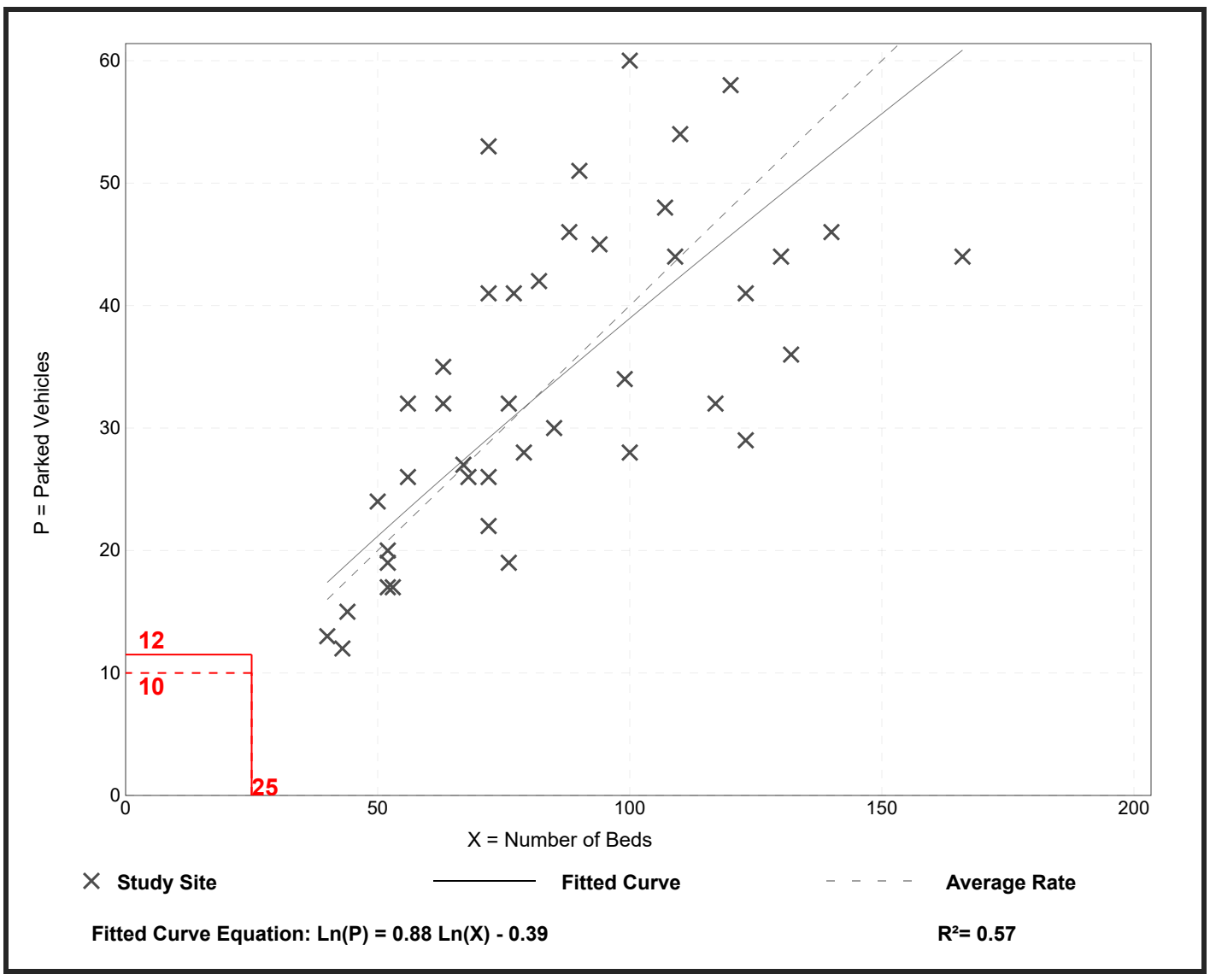
Assisted Living
(254)

Peak Period Parking Demand vs: **Beds**
On a: **Weekday (Monday - Friday)**
Setting/Location: **General Urban/Suburban**
Number of Studies: 41
Avg. Num. of Beds: 85

Peak Period Parking Demand per Bed

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.40	0.24 - 0.74	0.34 / 0.55	0.36 - 0.44	0.12 (30%)

Data Plot and Equation



Fitted Curve Equation: Ln(P) = 0.88 Ln(X) - 0.39 **R^2= 0.57**

Township of RADNOR PENNSYLVANIA

A VISION FOR RADNOR 2035
TOGETHER FOR OUR FUTURE

Radnor Township Comprehensive Plan

Adopted April 14, 2025



Trends & Conditions Summary

Radnor Township is experiencing a variety of evolving conditions and trends that will significantly shape its future development. For more detailed information, please see the presentations and existing conditions and trends report in the appendix.

Demographics

Demographic shifts are one of the most notable factors. **The population of 33,200 is heavily influenced by local academic institutions, with 24% of residents being college-aged students.** This presents unique challenges and opportunities for housing, mobility, and community services. Additionally, **the Township's population is aging, with the number of residents over 55 increasing while the younger adult population (those between 24 and 54) declining**. This aging trend will likely require increased healthcare services, senior housing options, and better transportation access tailored to older adults.

At the same time, **Radnor is seeing gradual changes in its racial and ethnic makeup**. Although 81% of residents identify as White, there has been growth in the Asian and Hispanic/Latino populations, now accounting for 12% and 6.5%, respectively. This growing diversity presents an opportunity for the Township to expand its cultural offerings and create a more inclusive environment for all residents.

Over the past 20 years, **the Township has become wealthier. While 40% of households earn more than $200,000 annually, 18% earn less than $75,000,** creating a widening income gap within the community. There is also a growing gap between Radnor and its neighbors: the median household income has grown 20% over 20 years while declining 15% in the County.

Housing

Despite its reputation for being a family-friendly community with good schools, **most households are non-family (40%) or married without children (29%).** The Township also remains a community where **a substantial proportion of households rent (**35%), which is higher than all of its neighbors and the County as a whole.

Housing dynamics are also shifting. **There is a marked decrease (20%) in one-person households in Radnor, while the number of such households in the County has remained steady**. This trend aligns with participants' feedback that people were having a hard time finding small housing options.

Housing affordability remains a pressing issue. The median home value has risen to over $640,000 and the ratio of median household cost to median income has grown from 4.2 to 5.1. This economic disparity exacerbates housing challenges, especially for young families and lower-income residents. However, there is some indication that conditions are better than they were in 2020 when the proportion of households spending more than 30% of their income on housing (cost-burdened households) peaked.

Economy

Radnor's economy centers on its educational institutions and high-value industries such as finance, insurance, and professional services. These industries have remained relatively stable over the

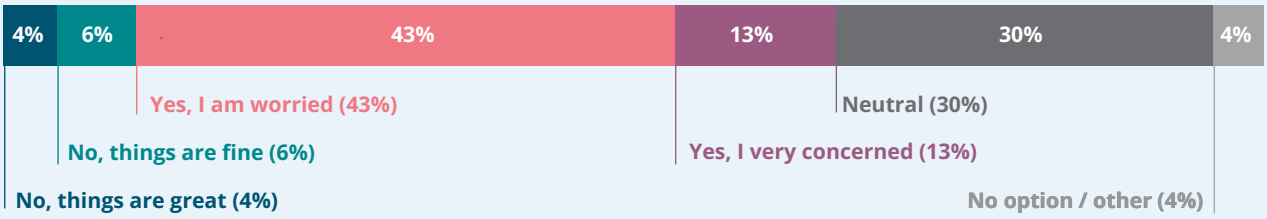
As Radnor examines its housing policy, several factors are likely to impact housing over the next 10 years:

- The Township is largely built out. Consequently, it can no longer depend on greenfield development to address emerging housing needs.
- The Township's population is aging. Since 2000, there has been a 37% increase in the number of individuals aged 55 to 74. As a result, this demographic has shifted from just over a quarter to now representing more than a third of the population.
- There has been a 19% decrease in one-person households. This trend aligns with feedback from participants and stakeholders indicating that people are struggling to find smaller housing options.
- The median home value has risen to approximately $640,000. The proportion of homes valued under $500,000 has decreased from 77% in 2000 to 32% in 2020, while the share of homes valued over $1 million has increased from 3% to 15%.
- The median monthly costs for homeowners with a mortgage have increased by 57% between 2000 and 2020. As a result, the median Radnor household now pays $1,870 more per month than the average Pennsylvanian, compared to $1,140 in 2000 (a 57% increase)
- The percentage of renters who are cost-burdened (spending more than 30% of their income on housing) has risen from 47% to 52%.
- Many of the Township's civil servants do not live in Radnor: 15% of Township employees, 65% of volunteer firefighters, and 18% of school district employees live in the Township.

These trends were presented at the in-person workshop and the results are presented below. The following section provides details on the specific areas where there was community concern.

Housing Trends: Resident Reactions at In-Person Workshop

A summary of the housing and demographic changes was presented to participants at the in-person workshop. The following summarizes their response to the question, do these trends concern you?



The following summarizes the narrative responses: Participants appreciate how increasing property values benefit property owners. There was recognition that Radnor is a community of choice in the region, and that an affluent tax base ensures good amenities and well-paid civic employees. However, participants felt the impact of housing pressures. They noted that redevelopment is mostly creating large single-family homes (monsterization) or expensive luxury condos. There were also concerns about older adults being able to downsize and move within the community. Participants noted that it is difficult for Radnor residents to move out and later return, which consequently affects younger generations. The inability of workers like teachers, police, firefighters, and restaurant to afford to live within the community they serve is also a concern.

Housing Diversity

More housing options: The engagement found that residents wanted to see more variety of housing types to cater to different income levels and family sizes. This included a desire for housing that promotes diversity in both the types of housing available and the demographics of the community. There is a strong sense from participants that the limited supply of some housing types is a contributing, and related to, the availability of affordable housing options.

Ownership and rental options: Participants liked that Radnor provides both rental and for-sale options and felt like it helped add to the diversity in the community. There was a desire to protect and maintain the rental housing options, especially those that are affordable.

Affordable Housing

High housing costs are straining and pushing out residents: Many residents expressed the concern that the cost of housing in the Township is becoming more expensive than what people can afford. This is a prominent issue for older adults and low- and moderate-income residents who have lived in Radnor Township for decades and want to continue to do so but are unable to keep up with the expenses of their current houses and/or cannot find new housing to meet their needs.

Young and older adults are hit hardest: A significant concern expressed is the housing market for young and older adults. Many younger participants feel priced out of homeownership, and forced to rent indefinitely, which hinders their ability to save and build generational wealth. Older adults wishing to move out are struggling to find dignified housing options that are suitable to their needs.

> *We need more smaller ("starter") homes so that younger people -- with or without children -- can get a foothold in the community and bring their energy to Radnor.*

> *There is a housing shortage. There are not enough dwellings such as townhomes, small singles, and apartments for people to move from their existing single-family dwellings, freeing up that stock for younger families. Particularly lacking is new(er) construction that reflect modern living desires.*

> *As a parent of four teenagers, I worry that when the time comes there is no way they will be able to afford living in our area. Also, as a senior leader for a local business based in Radnor Township, I see the direct impact on young professionals not able to live near their workplace and wanting to settle down and buy homes to raise families."*

> *Radnor needs a variety of housing that allows all income levels to reside here. The offspring of many residents just cannot afford to live in the same area as during their upbringing.*

> *As a senior who has lived here for 41 years, and as taxes continue to increase, my alternate choice for housing in Radnor is extremely limited; housing is becoming more expensive, and I am priced out of alternate housing!*

FOCUS ON: Key Regional Housing Trends

Several regional housing trends will impact the Township over the next decade. For more information, readers should review the Delaware County 2035 Housing Plan as well as housing reports published by DVRPC.

Shift to Central Places: Across the country, the population has shifted back to city centers over the past 15 years. In Delaware County, this has generally materialized in a shift towards Central Places, such as Media Borough and Wayne, which are serving as the cultural and economic centers of the County. These neighborhoods are desirable for their walkability, transit access, and mix of uses.

Missing Middle Housing: Much of the housing being built today is either large, luxury single-family homes at the upper end of the market, or dense, high-rise apartment buildings. There has been a lack of development of small- to mid-sized housing such as duplexes, townhouses, and mid-rise apartments that can serve as starter homes for people of moderate incomes. By building more of this "missing middle" housing, especially in desirable walkable urban areas, communities can provide more opportunities for residents and grow in a healthy, sustainable way.

Millennials and Boomers Driving Housing Demand: With significant changes in the age of the population comes a need for different housing types. As the number of people 65 years and older continues to grow rapidly, there is more demand for smaller housing units with less maintenance. At the same time, millennials entering the workforce are looking for high-quality units in locations that provide good access to jobs and flexibility in case they need to move for another job. Millennials emphasize proximity to transit to get to and from work. Most boomers and millennials prefer housing located within walking distance of shopping, dining, and other cultural attractions.

Increase in Rental Market: The economic recession that hit the country in 2008-09 has created a vastly different housing market than earlier years. Homeownership has dropped off significantly and is at the lowest rate across the country in decades. This was the result of both the economy and shifting cultural preferences. As a result, the makeup of rental households has seen significant shifts.

Age-targeted Development: In the post-recession market, however, there has been more focus on "age-targeted" luxury apartments. Age-targeted apartments are designed to accommodate older residents looking to downsize but are often built with high-end fixtures and common space amenities that include gyms, pools, and club rooms. Most residential units only have one or two bedrooms.

Work from Home: It seems clear that a portion of workers will continue to work from home, at least part-time. This gives buyers and renters more opportunity to live further away from major employment centers, generally resulting in higher demand in suburban communities, especially those with connections to those employment centers.

Regional Affordable Housing Challenges: Communities across the region have experienced substantial increases in housing costs, which resulted in increased concern about access to affordable housing. Whereas 20 years ago, the affordable housing conversation largely revolved around access for low- and moderate-income households the issue is becoming more pressing for a larger segment of the population. DVRPC has launched its *Regional Housing Initiative* to help our planning partners better understand the nature and extent of the housing challenges facing communities in our region and how we can work together to address them.

Collaborating with the community to *Establish the key community characteristics that define neighborhoods* and adopt a *Adopt hybrid form-based zoning for all districts* is key to the successful implementation of this strategy. In doing so, the Township can identify and regulate neighborhood characteristics that protect the visual and cultural integrity of these areas while still allowing for incremental, context-sensitive growth.

Strategically Grow

However, a strategy solely focused on protecting established neighborhoods will have substantial consequences and cannot alone work to advance the Township's goals. Most notably, a solely protection-driven strategy will exacerbate a trend that has resulted in substantial gaps in the housing market, including a lack of:

- Smaller homes, especially for non-family households.
- Options for retirees, seniors, and empty nesters who want to stay in the Township.
- Affordable starter homes (first-time homes for purchase).
- Affordable rental options.
- Housing for low- and moderate-income households.

These housing market deficiencies have resulted in changes to the character of the community. Over the past 20 years, Radnor has lost much of its main-line middle-income households that served as the backbone of the community. The percentage of households making under $500,000 has declined from 77% of the community to 32% over the 20 years since the last comprehensive plan.

Participants in the planning process have seen these changes firsthand. They noted that it has become increasingly difficult to sustain the Township's tradition of being home to multiple generations in the same family, as younger and older residents struggle to find affordable options that meet their needs. It is also increasingly difficult for workers like teachers, police, firefighters, and restaurant workers to live within the community they serve.

To address these issues, this plan draws inspiration from Radnor's history. The Township has always focused growth in specific areas, emphasizing high-quality communities, and deployed innovative solutions to meet their goals. For example, the density modification standards that led to the construction of neighborhoods in the Ithan Valley Creek and Foxfield–Wooten areas allowed for smaller lot housing to be built in exchange for open space set-asides. The result of this and other efforts is a diverse tapestry of neighborhoods, from the historic homes in South Wayne and mid-century homes in South Devon to urban multi-family housing in Wayne and tree-lined single-family neighborhoods in Rosemont. Garrett Hill offers a tight-knit, pedestrian-friendly community, while Beaupre provides spacious living on large lots.

As such, a key strategy is to *Direct New Housing to Lower-Impact Areas*, identified as Areas of Growth in Figure 19. By focusing development in areas with existing infrastructure - such as commercial corridors, underutilized properties, and near transit stations - the Township can provide housing opportunities without disrupting its established neighborhoods. These areas are better equipped to support denser, more affordable housing types than other areas of the Township. New housing in these areas would also not contribute to loss of open space. As such, they are better positioned to accommodate housing configurations under-supplied in the current market. So, focusing growth in these areas will also help to mitigate the environmental and infrastructural impacts that large-scale developments can have elsewhere in the Township, as discussed in the *Environment and Open Space* and *Sustainability, Resilience, and Infrastructure* Elements.

5. Amend land development regulations to permit smaller residential lots where smaller lots would be compatible with the surrounding neighborhood

Allowing smaller residential lots in areas where they would be compatible with the neighborhood's character can help diversify Radnor's housing stock without compromising the overall aesthetic of the Township. This zoning update would make it easier to build smaller, more affordable homes, which are increasingly in demand, particularly among first-time homebuyers and downsizing seniors. Smaller lots also encourage more sustainable land use by allowing for greater density in areas that can support it. This approach aligns with the Township's goal of promoting housing diversity while maintaining the character and appeal of existing neighborhoods.

6. Identify opportunities to promote or require Universal Design Standards that support the needs of elderly and special needs populations

Universal Design Standards ensure that housing is accessible and functional for people of all ages and abilities. The Americans with Disabilities Act requires that buildings be accessible to those with disabilities. Radnor has incorporated these requirements into zoning codes, such as requiring a certain number of parking spaces to be reserved for those with disabilities. ADA requirements also frequently lead to the construction of ramps and elevators to promote access. However, those requirements have not been extended to single-family homes and there are likely opportunities to further improve access in other types of developments. As part of the effort to *Undertake Substantive Updates to The Zoning Ordinance to Implement Recommendations of Radnor2035*, the Township should review its standards to identify opportunities to enhance access. Examples include requiring front doors to be 36 inches wide with exterior lighting of the entrance, no-step entrances, and accessible pathways between parking and front doors, among other options.

RESOURCE

American Planning Association (APA) Publication: The APA published a guide to *Zoning for Universal Design and Visitability* that explores the value of promoting equal opportunity, whether or not they have a disability. It also provides guidance and case study examples of how communities have updated their zoning to require more accessible development.

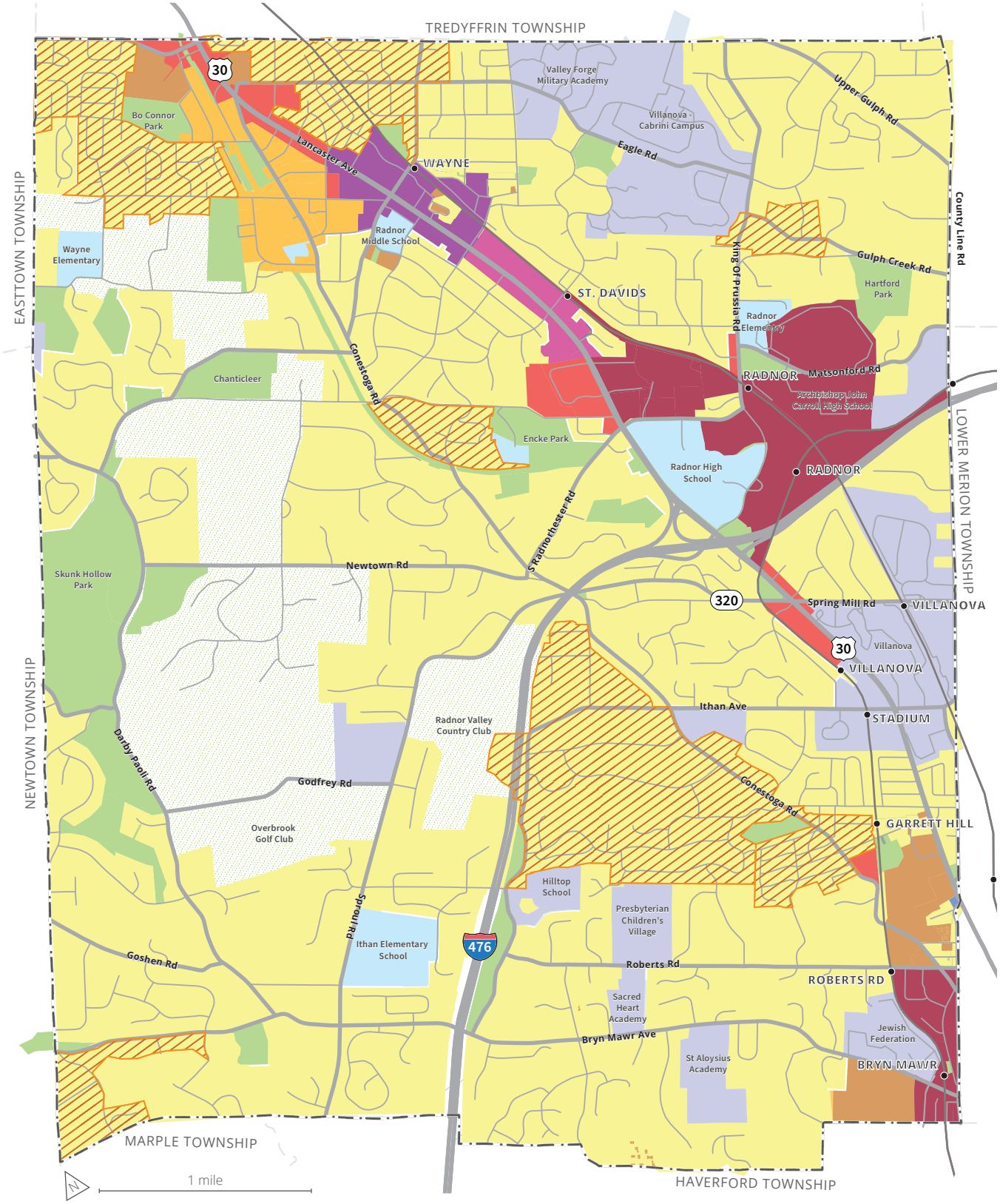
7. Protect and preserve the ample supply of rental units in the Township

Radnor is unique amongst its neighbors in that a substantial share of households rent (35%). Rental units play a critical role in maintaining housing affordability and diversity in Radnor. They provide people without the ability and/or desire to own a home the ability live in the community. Protecting the Township's existing supply of rental housing, including apartment complexes, ensures that a range of housing options remains available to residents. This is especially important given the regional trend toward increased demand for rental housing among younger residents and seniors.

8. Support context-appropriate senior and age-restricted housing developments in areas of lowest impact

As Radnor's population ages, the demand for senior and age-restricted housing continues to grow. By supporting the development of context-appropriate senior housing in areas with low environmental or infrastructure impacts, the Township can provide much-needed housing options for older residents without disrupting established neighborhoods. These developments should be located near services, amenities, and transit options to support the needs of seniors. This strategy aligns with the Township's goals of promoting housing diversity and addressing the specific needs of its aging population in a sustainable, thoughtful way.

Figure 25. Future Land Use Map



- Support for Key Sectors: Leveraging Radnor's proximity to institutions and urban centers to attract employers in life sciences, technology, and education.

Social Conditions

The recommendations will improve social equity and community well-being by ensuring that all residents, regardless of age, income, or ability, have access to safe housing, transportation, and public spaces. The plan emphasizes inclusivity through enhanced mobility, diverse housing options, and community engagement. Example actions include:

- Accessible Mobility: Expanding pedestrian and bicycle infrastructure to provide safe, equitable access to schools, parks, and employment centers.
- Inclusive Housing: Encouraging diverse housing options, including affordable and senior housing, to address the needs of all residents.
- Community Integration: Fostering partnerships and civic engagement to ensure that social and cultural programming reflects the community's diversity.

Conclusion

The plan's recommendations are thoroughly integrated to address the environmental, energy conservation, fiscal, economic development, and social needs of Radnor Township. By prioritizing sustainability, inclusivity, and fiscal responsibility, the strategies collectively support a resilient, vibrant, and equitable community. These interconnected actions ensure that growth aligns with the Township's long-term vision for a sustainable and prosperous future.

Relationship to County Plans

Radnor2035 aligns closely with the goals and objectives outlined in Delaware County 2035: Land Use Policy Framework Plan, and associated County Plans, by incorporating strategies that balance growth with the preservation of the Township's character, resources, and quality of life. Radnor2035 demonstrates a commitment to sustainable development, transportation enhancements, and the protection of natural and historic resources, ensuring that future development meets the needs of the community while respecting its established identity.

Accommodating Community Character and Planned Growth

Radnor2035 emphasizes maintaining and enhancing the Township's established community character while planning for targeted growth. Strategies like promoting transit-oriented development and encouraging infill development in transit-accessible areas ensure that growth occurs in a way that aligns with the Township's existing land use patterns and infrastructure. By focusing new development in areas already served by infrastructure, Radnor2035 supports a coordinated approach to growth that respects community identity and minimizes sprawl.

Supporting Viable Transportation and Infrastructure Systems

The plan prioritizes the development of a high-quality multi-modal transportation network, including expanded pedestrian and cycling infrastructure, improved public transit, and traffic-calming measures. These initiatives enhance connectivity and accessibility, reduce reliance on personal vehicles, and support the efficient use of existing infrastructure. The incorporation of Vision Zero principles demonstrates a commitment to creating safe, inclusive transportation systems for all residents.

Providing a Range of Housing Options

Radnor2035 supports the development of diverse housing options that address the needs of all

Contact

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Website: www.waverlyheights.org
Email: Marc.heil@waverlyheights.org

Marc Heil

Business Executive

Profile

Business executive with leadership level experience in strategic planning, major resource management, and operational oversight of organizational goals and key objectives.

Expertise in top-level management and business administration with a broad range of leadership capabilities including owner's representation, large projects administration, operations and facilities management.

Proficiencies include all aspects of project development and implementation, resources management, team building, financial and budgetary oversight, and technical oversight of strategic and operational initiatives.

Skills

Leadership
Communication
Interpersonal abilities
Planning and prioritizing
Financial and budgeting
Public speaking and presentation
Customer-centric focus
Project management
Facilities and utilities management
Problem solving and troubleshooting
Technical knowledge and trades skills
Vendor and contract management

Work experience

Waverly Senior Services, Waverly Heights 1997 – Present

Vice President of Campus Development

> Executive member of the leadership team, and key advisor to the President-CEO, with responsibilities for the strategic planning and development of organizational growth and expansion opportunities. Balances long-term organizational growth with high level infrastructure and community development. Develops and nurtures high-level relationships with industry partners to foster collaborative growth and innovation through market intelligence, opportunity identification, and institutional advancement.
>
> Key responsibilities include; campus and infrastructure development, capital improvements, project administration and management, technical coordination of multidisciplinary teams, government and community relations, organization's liaison related to zoning, land development, and regulatory requirements and compliance associated with development.
>
> Accountable for financial and operational oversight related to financial modeling, fiscal responsibilities, and strategic initiatives associated with growth, expansion, and capital, operational, and renovation projects.

Healthcare & Hospitality Services, Inc. 1992 – 1997

Regional Property Management

> Managerial oversight of multi-location facilities and property management contractual services. Responsibilities included; direct management of numerous resources required to fulfill contracted maintenance and environmental services, financial management and reporting, staffing solutions, regulatory compliance and inspections, quality control, risk analysis and escalated problem solving.

Mechanical & Contracting 1986– 1992

Mechanical Contracting and Construction

Risk and crisis management
Regulatory compliance management

General construction and mechanical contracting experience includes employment with a number of trade services in the performance and supervision of duties and roles associated with general construction, certified and licensed HVAC, mechanical, electrical, automotive, and industrial maintenance: all of which served as core competencies for future growth.

Talents & Abilities

- Attention to detail
- Technical aptitude
- Mechanical comprehension
- Interpersonal and soft skills
- Intuitiveness and reasoning
- Intrinsic drive and autonomy
- Initiative and resilience

Education

Montgomery County Community College 2000 – 2002

Northampton County Community College 1990 – 1992

PROFESSIONAL RESUME



CPUZINAS@BOHLERENG.COM

Christopher Puzinas, PE

Senior Project Manager, Land Development

With over 15 years of experience in land development consulting and site civil engineering design, Chris currently serves as Senior Project Manager in Bohler's Chalfont office. As a licensed professional engineer in Pennsylvania, he has successfully completed projects across various market sectors, including industrial, commercial, office, and residential. Chris's expertise encompasses a wide range of responsibilities. He conducts thorough due diligence investigations, coordinates utility services, and manages permit applications. His role also involves the comprehensive design and calculation of site plans, ensuring all aspects meet regulatory and client standards.

In addition to these technical duties, Chris plays a crucial role in project management. He oversees sub-consultant and reviewing agency coordination, maintains project schedules, and manages budgets. His ability to represent projects at public meetings demonstrates his strong communication skills and commitment to stakeholder engagement.

EDUCATION

B.S. Civil Engineering
Drexel University, 2011

B.S. Architectural Engineering
Drexel University, 2010

PROFESSIONAL LICENSES

PA PE #PE083200

RELEVANT EXPERIENCE

+ Del Webb North Penn, Hatfield Township, PA
+ LiDestri Proposed Subdivision, Hatfield Township, PA
+ Various Wawa Developments Throughout Southeastern PA
+ Higher Rock Development, Montgomery Township, PA
+ Regency at Waterside (Limekiln Golf Course), Horsham Township, PA
+ Mack Trucks, Lower Macungie Township, PA
+ Nabisco Redevelopment, Philadelphia, PA
+ Children's Hospital of Pennsylvania, Upper Merion Township, PA
+ Children's Hospital of Pennsylvania, SCC, Upper Merion Township, PA
+ Single Family Swimming Pool Projects, Chadds Ford Township, PA
+ Brinton Lake Corporate Center, Concord Township, PA
+ Lehigh Valley Crossings III, Lower Macungie, PA
+ 2060 Detweiler Road, Towamencin, PA

Bowman

John J. Yurick, PE, PTOE, PTP

Senior Project Manager

Education

B.S., Civil Engineering, Florida Institute of Technology

Registrations

Registered Professional Engineer, P.E. – Pennsylvania and Delaware
Certified Professional Traffic Operations Engineer, PTOE – Institute of Transportation Engineers
Certified Professional Transportation Planner, PTP – Institute of Transportation Engineers

Professional Activities

Institute of Transportation Engineers (ITE), Member
ITE Mid-Atlantic Section (MASITE), Member
Institute of Transportation Engineers, Transportation Planning Curriculum Consultant 2009
American Planning Association, Member

Experience Summary

Mr. Yurick is a Senior Project Manager with Bowman (previously known as McMahon Associates, Inc.) and has been involved in Traffic Engineering and Planning since 1996 having completed a variety of projects in both Pennsylvania and Delaware. He has completed a diverse range of engineering and planning studies including municipal-wide and neighborhood transportation studies, corridor studies, feasibility studies, land development traffic impact studies for numerous land use types, and parking studies. Projects managed by Mr. Yurick have received local industry recognition, including the Project of the Year (MASITE 2009) and the Planning Excellence Award for Public Outreach (APA-PA 2015). Mr. Yurick assists several local area municipalities providing traffic engineering services, including traffic impact fee studies, traffic operational evaluations, multimodal transportation planning, comprehensive transportation planning, and land development reviews. In the past, Mr. Yurick has also provided review services to the Pennsylvania Department of Transportation for highway occupancy permit reviews. Lastly, Mr. Yurick has worked with various community groups and advisory/stakeholder groups through consensus building activities on many projects to achieve acceptable and successful project outcomes.

Representative Projects

PennDOT Highway Occupancy Permit Review Assistance Contract | *PennDOT District 6-0*

Reviewed traffic impact studies and access design plans for PennDOT in the five-county suburban Philadelphia area. Responsibilities for this past contract included conducting field views and sight distance measurements for new accesses, review of traffic impact studies, and access design plans for a variety of land uses.

Municipal Traffic Engineering Services, *Various Municipalities*

Provide traffic engineering/planning services for several Pennsylvania municipalities. The services include traffic operational evaluations, municipal planning studies, traffic control warrant analyses, safety reviews, traffic calming studies, preparation of conceptual improvement plans, grant/funding applications, and land

development reviews. Current municipalities include North Coventry Township, East Coventry Township, Tredyffrin Township, West Nantmeal Township, West Vincent Township, Wallace Township, Malvern Borough, and Phoenixville Borough in Chester County. He previously provided services to Amity Township and Perry Township in Berks County; Narberth Borough, Lower Providence Township and Whitpain Township in Montgomery County; and East Whiteland Township, West Bradford Township, Londonderry Township, West Brandywine Township, London Britain Township, and New Garden Township in Chester County.

Roadway Sufficiency Analysis & Capital Improvement Plan (Act 209) Studies | *East Coventry Township, North Coventry Township, East Pikeland Township, Whitpain Township, Lower Providence Township, Amity Township, Upper Uwchlan Township, New Garden Township*

Completed and updated numerous municipal-wide, multi-corridor studies identifying existing and future roadway operating characteristics and deficiencies, development of transportation capital improvement plans with cost estimates and prioritization schedules, as well as the calculation of development transportation impact fees. Additional responsibilities included coordinating/ summarizing traffic data collection and accident histories, completing future trip generation estimates, traffic distributions, and traffic forecasts, completing intersection/corridor capacity analysis, identifying short- and long-term roadway/intersection safety and capacity improvements, report completion, presentations to a transportation advisory committee and the Board of Supervisors, and leading public hearings.

Tri-County Transportation Study: A Vision for PA Route 100 | *Delaware Valley Regional Planning Commission (Six Municipalities in Berks, Montgomery and Chester Counties)*

Project Award: MASITE Project of the Year – Transportation Planning (2009)

Completed the transportation and public outreach elements of a multi-municipal transportation and land use study on an 11-mile corridor that focused on identifying an effective and sustainable improvement plan to accommodate future traffic growth. The study identified alternative improvements that substantially reduced the need for new travel lanes thereby producing a more sustainable and realistic improvement plan compared to traditional capacity improvements and corridor widening.

Paoli Road Improvement Feasibility Study and Public Participation Project **|** *Tredyffrin Township, Chester County*

Project Award: APA-PA Planning Excellence Award for Public Outreach (2015)

Completed a multi-modal transportation study that evaluated the existing and future multi-modal needs of the Paoli area in order to improve current conditions and accommodate the relocation of the Paoli Train Station and proposed new development through a comprehensive engineering/planning study and an extensive public participation program.

Walk Phoenixville Pedestrian Walkability & Accessibility Study | *Phoenixville Borough, Chester County*

Coordinated the data collection efforts for this municipal-wide study, analyzed existing pedestrian facilities and documented system gaps, identified short and long-term multimodal recommendations. Developed and led community outreach efforts including online survey and a public workshop.

Park Phoenixville Downtown Parking Study | *Phoenixville Borough, Chester County*

Completed comprehensive parking of the downtown to measure parking supply and parking demands. Provided recommendations to increase parking supply and better utilize existing parking assets through a series of management recommendations. Recently, completed an updated study to measure the effectiveness of the original parking recommendations within the downtown and account for new developments and the Borough's seasonal weekend street closure festivals.

Waverly Heights Retirement Community Expansion | *Lower Merion Township, Montgomery Co.*

Completed a traffic impact study for the proposed expansion of the retirement community, which included coordination and summarization of traffic data collection, trip generation studies, future traffic forecasts, intersection capacity analyses, identifying on-site and off-site improvements, development of a special event parking plan, and completion of the traffic impact study report.

Similar traffic impact studies completed for other projects within Phoenixville Borough include:

- Gray Tract Age-Qualified Senior Housing | *Upper Makefield Township, Bucks Co.*
- Gibson Road Age-Qualified Residential Community | *Bensalem Township, Bucks Co.*
- Teece Tract Active-Adult Community | *Springfield Township, Montgomery Co.*
- Green Acres Nursing Home | *Buckingham Township, Bucks Co.*
- Northampton Gate Age-Qualified Residential Community | *Northampton Township, Bucks Co.*
- Heritage Creek Age-Qualified Golf Community | *Warwick Township, Bucks Co.*

Steelworks Traffic Impact Study | *Phoenixville Borough, Chester County*

Completed a traffic study for a proposed residential/retail mixed use development with a mix of traditional apartment units and ground floor retail. The study included an evaluation of the site accesses and nearby intersections, trip generation and distributions, traffic diversions, pedestrian, bicycle, transit, and parking recommendations, preparation of the traffic report, and evaluation of off-site roadway improvements.

Suburban Square Mixed-Use Projects | *Lower Merion Township, Montgomery County*

Completed various traffic impact studies and parking studies to support ongoing projects within the lifestyle center. Projects included retail and residential land uses, as well as a new parking garage. Complete traffic and parking reports, on-site vehicular and non-vehicular circulation evaluations, access design recommendations, and conceptual layout plans.

Costco Traffic Impact Study | *Concord Township, Delaware County*

Completed a traffic impact study for a proposed membership discount store, including completion of special trip generation and pass-by studies of other regional sites to utilize for the traffic forecasts. The study also included data collection, traffic operations analyses, trip generation, origin-destination studies, evaluation of off-site roadway improvements, and preparation of the traffic report.

Spring Lake Shopping Center Traffic Impact Study | *Concord Township, Delaware County*

Completed traffic for a proposed retail center. The studies included an evaluation of the site accesses and nearby intersections, trip generation and distributions, preparation of the traffic report, and evaluation of off-site roadway improvements.

Cheltenham Avenue Corridor Study | *Multi-municipal*

Completed a feasibility study of the western portion of Cheltenham Avenue (Springfield Township, Cheltenham Township, and City of Philadelphia) to identify and evaluate roadway reconfiguration alternatives, including a "road diet" treatment. The goal of the study was to identify safer facilities for all users including pedestrians, bicyclists, and transit users, maintain travel flow, and reduce aggressive driving and speeding. The study included alternatives identification and evaluation, safety evaluation, conceptual layout schematics, planning-level costs, funding strategies, and public outreach. A comprehensive public outreach program was developed for the project that included an online website, an online survey and engagement

tools, several public meetings/presentations, key stakeholder briefings, and collaboration with the project steering committee.

Nutt Road Corridor Study | *Phoenixville Borough, Chester County*

Provided transportation planning and engineering services for the evaluation of the western section of Nutt Road (S.R. 0023) between Paradise Street and Bridge Street (S.R. 0113). Services included data collection, capacity analyses, traffic forecasts, traffic control warrants, and identification of capital improvement alternatives.

Malvern Borough-wide Multi-Modal Transportation Study | *Borough of Malvern, Chester County*

This study evaluated multi-modal opportunities for pedestrians, bicyclists, transit users and motorists. Public involvement included project task force collaboration, a public workshop, and an online community survey. The study included an evaluation of existing conditions, identification of multi-modal opportunities and policies, traffic calming, pedestrian/bicycle enhancements and opportunities for improved parking with planning level costs, and implementation plan with specific action items, priorities, and potential funding sources.

Gateway Multi-Modal Transportation Study | *Tredyffrin Township, Chester County*

This study evaluated multi-modal opportunities for pedestrians, bicyclists, and motorists in the area of the Gateway Shopping Center. The goal was to provide multi-modal links between the local middle school, shopping center, offices, residential neighborhoods, and the Chester County Trail. The study included public outreach, development multi-modal recommendations and policies, development of conceptual improvement plans depicting sidewalk connections, engineering opinions of costs, and an implementation plan with potential funding sources.

Presentations & Publications

- ***Innovative Tools for Transportation Planning*** **|** Mid-Colonial Section Institute of Transportation Engineers Annual Meeting – Spring 2021
- ***How to Create a Walkable & Bike-Friendly Community*** **|** Pennsylvania State Association of Township Supervisors (PSATS) – April 2016
- ***Crowdsourcing Meets Transportation Planning*** | Institute of Transportation Engineers Mid-Atlantic Session (MASITE) – Fall 2015
- ***Accommodating Pedestrians & Bicyclists in our Suburbs*** | Institute of Transportation Engineers (ITE) District 2 Annual Meeting – Spring 2015
- ***Doing More with Less: The Overbrook Farms Neighborhood Transportation Study*** | ITE District 2 Annual Meeting (2011), MASITE Annual Meeting (2011), and PSATS (2012)
- Yurick, John J. and Gehman Jeffrey D., ***Traffic Generation Trends of Today's Discount Clubs***, New England Chronicle of The New England Section of the Institute of Transportation Engineers, Volume 51, Issue 3, 2011ge 1

CARSON PARR

AIA | LEED AP BD+C | WELL AP | NCARB

Partner, RLPS Architects

PROFESSIONAL PROFILE

Carson Parr is a Partner at RLPS Architects and has been with the firm since 2010. He oversees a wide range of senior living master planning and design projects and is responsible for coordinating multidisciplinary teams and guiding projects through the planning and design phases into construction and occupancy.

Mr. Parr has extensive experience coordinating early planning and complex project phasing with client and consultant teams. He works closely with clients to translate design objectives into innovative solutions while addressing project budgets, schedules, and accessibility guidelines. His attention to detail and collaborative approach with multidisciplinary professionals and community partners facilitate an efficient process and viable solutions tailored to each community campus.

EDUCATION

Pennsylvania State University

- Master of Architecture: Community and Urban Design
- Bachelor of Architecture

PROFESSIONAL CREDENTIALS

- AIA - American Institute of Architects
- LEED AP BD+C - LEED Accredited Professional, Building Design + Construction
- WELL AP - WELL Accredited Professional
- NCARB - National Council of Architectural Registration Boards

PROFESSIONAL AFFILIATIONS AND LEADERSHIP

- Member, American Institute of Architects
- Past President, AIA Central Pennsylvania Chapter
- Co-Chair, Central Pennsylvania Architects Foundation Architecture Scholarship Fund
- Participant, The Pennsylvania State University architectural student mentoring program

HONORS AND RECOGNITION

Penn State Alumni Association Alumni Achievement Award | 2021

Michele S. Welch, RLA

Title:	Project Manager, RGS Associates, LLC.
Education:	Bachelor of Science in Landscape Architecture Pennsylvania State University Historic Preservation Certificate Bucks County Community College
Professional Registration:	Registered Landscape Architect – Commonwealth of Pennsylvania
Professional Affiliations:	American Planning Association Member Spring Ford Area Historical Society Member Pennsylvania State University Lifetime Alumni Member

Ms. Welch has been a landscape architect with RGS Associates; (formerly Glackin Thomas Panzak, Inc.) since 2014. She has a wide range of experience in various aspects of the land planning process as well as landscape design. At RGS Associates, she is responsible for managing the preparation of landscape and lighting plans, conducting zoning analysis for site planning projects, producing base maps using GIS data, writing technical reports and creating graphics and renderings, coordinating with township staff and presenting at township meetings.

Prior to joining RGS Associates, she amassed skills as a land planner at The Martin Architectural Group and Barton Partners. Her work at these firms focused on Residential Community Design, Traditional Neighborhood Design, Multi-Family Residential Communities, and Mixed-Use Developments. She also worked with the National Parks Service as a Cultural Landscape Inventory Specialist, surveying, researching, writing reports and documenting cultural landscapes throughout the Intermountain Region. She has a strong appreciation for the historical and cultural aspects of a project that create a sense of identity and place.

Ms. Welch's professional experience includes a wide variety of private and public sector work. She is responsible for land planning and landscape architecture designs for large-scale residential and institutional planning projects. In addition, she provides testimony before municipal boards and commissions at public meetings. Her project experience includes landscape architectural designs for corporate offices; educational institutions, retirement communities, and residential and commercial developments. For much of this work, Ms. Welch actively participates in multi-disciplinary teams from the conceptual design phase of the project through construction administration.

WAVERLY SENIOR SERVICES
452 South Roberts Road, Bryn Mawr
APPEAL NO. 3275

EXHIBITS

A – 1	Aerial
A – 2	Existing Condition Plan
A – 3	Site Plan
A – 4	Site Plan Rendering
A – 5	Existing Landscape Analysis
A – 6	Aerial Photo
A – 7	Preliminary Traffic Assessment
A – 8	Radnor Township Comprehensive Plan Excerpts
A – 9	Curriculum Vitae of Marc Heil, Vice President of Campus Development for Waverly Senior Services
A – 10	Curriculum Vitae of Christopher Puzinas, PE
A – 11	Curriculum Vitae of John J. Yurick, PE, PTOE, PTP
A – 12	Curriculum Vitae of Carson Parr, AIA, LEED AP BD+C, WELL AP
A – 13	Curriculum Vitae of Michele Welch, RLA