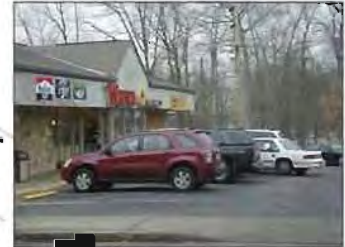


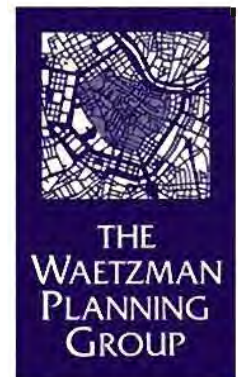
# North Wales Borough Transit Oriented Development/Redevelopment Plan For "Wawa Triangle"



Prepared by:  
THE WAETZMAN PLANNING GROUP

In Association with:  
McMahon Associates, Inc.  
TRIAD Associates

June 24, 2008



North Wales Borough  
**Transit Oriented Development/Redevelopment Plan  
For "Wawa Triangle"**

This project was funded by a Transportation and Community Development Initiative (TCDI) grant provided by the Delaware Valley Regional Planning Commission

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Approved by North Wales Borough Council on June 24, 2008

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Douglas Ross

### North Wales Borough Council

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Christine Schiele (Ward 1)

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Stephi Bowers, Horizon Financial

Susan Patton, North Wales Borough Manager, Committee Liaison

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## **Executive Summary**

This transit district plan was undertaken by the Borough of North Wales with funding assistance through the Transportation and Community Development Initiative (TCDI) program, funded through the Delaware Valley Regional Planning Commission. The plan area encompasses the SEPTA train station and surrounding parking and extends from the station east to the intersection of Walnut and Beaver Streets. The area is bordered on the south by Walnut St. and on the north by Beaver St. and also includes two parcels which are part of North Wales Borough, but are located on the northern side of Beaver St., along the SEPTA tracks. The study area lies within North Wales Borough, but is bordered along Beaver St. by Upper Gwynedd Township. A post office and a large Merck office complex are located on the northern side of Beaver Street, in Upper Gwynedd Township, adjacent to the study area.

The Waetzman Planning Group (WPG) was hired as a consultant to the Borough to undertake the plan, together with two sub-consultants, McMahon Associates, Inc. and TRIAD Associates. McMahon was responsible for developing and evaluating vehicular and pedestrian safety improvements within the study area, as well as parking improvements and TRIAD performed a market analysis to determine viable uses for the study area. Although the Borough had recently achieved a victory when it convinced SEPTA not to tear down the historic rail station building, the building is in need of repair and is currently vacant. The Borough is continuing to work with SEPTA to ensure the rehabilitation of the building and to find a new use for the part of the station building not being used for ticket sales.

A TCDI Steering Committee helped to guide the plan. It was comprised of representatives of the Borough Planning Commission, and the business community, with the Borough manager as staff liaison. Early in the plan, a stakeholder's meeting was held which included: study area business/property owners, adjacent property owners, the North Wales Borough Business Alliance, SEPTA, PECO, and Upper Gwynedd Township. Feedback from this meeting was also used to guide the direction of the plan.

Issues, goals, and objectives were developed for seven areas of concern: land use in the study area, connectivity of the study area to the main business district, the train station's relation to the study area, train station rehabilitation and amenities, pedestrian circulation, traffic issues, and parking.

The market analysis, performed by TRIAD Associates, concluded that there is a market in the Borough for small specialty stores to serve Borough residents, as well as transit riders on their way to and from the rail station. These uses include: florists, specialty food stores, convenience foods, shoe stores, and gift shops. At the station itself, there is potential for small limited hour operations such as news stands, florists, coffee stands, book and magazine kiosks, shoe shine and repair shops, and small produce stands. The study also found that there is a market for rental apartments and condominium units in the area to provide affordable housing options which may be attractive to young professionals as well as senior citizens. The study also found that professional office space is a good fit for the area.

A parking and traffic circulation analysis concluded that parking in the study area is very restricted. In addition, traffic circulation recommendations included maintaining two way traffic on Beaver and Walnut Streets; utilizing a pedestrian activated all-red phase at the

intersection of Beaver and Walnut Streets (after the planned installation of a traffic signal); and utilizing traffic calming measures (textured crosswalks, curb bulb-outs and radar speed signs) where needed. In addition to these recommendations, McMahon reviewed road reconfiguration recommendations which came out during the development of the final plan of the area and concurred with these recommendations.

Based on the information provided by the sub-consultants and input from the Steering Committee and stakeholders, WPG developed four concept plans for the study area. One of the concept plans is called a "by-right plan" and shows development that could occur using current zoning regulations on parcels that are currently or are soon to become available. The other concepts show development that could occur if all of the land in the study area was to become available for redevelopment. These designs assume a change in zoning to allow reduced parking and mixed use buildings typical of a TOD area.

A 'hybrid plan' for the area was ultimately developed based on input received on the concept plans. The hybrid plan represents a blueprint for the Borough to use to direct development in the study area as parcels become available. The hybrid plan contains some features from each of the concept plans, as well as some new features. The completed hybrid plan shows two, two-story buildings (Buildings 4 & 5) with retail on the first floor and offices above along 6<sup>th</sup> St.; three, two-story buildings (Buildings 1, 2, & 3) with retail on the first floor and residential above along Walnut St; a one-story retail building (Building 6) on the south side of Beaver St. and a two-story retail/office building (Building 7) on the other side of Beaver St., along with additional SEPTA satellite parking. In total, 36,870 square feet of retail space, 16,800 square feet of office space, and 27 dwelling units are proposed. A key feature for all of the buildings is that they are located close to the street, with parking to the rear. This encourages pedestrian usage and maintains a street presence, similar to the building placement in the main portion of the business district south of the study area, along Walnut Street and along Main Street.

In order to implement this redevelopment plan for the "Wawa Triangle," there are certain tools the Borough can utilize to initiate redevelopment by private developers. The first, critical steps includes revised zoning, possibly as the creation of a new overlay district, and a feasibility study for a parking deck at the SEPTA lot adjacent to Sixth Street, also proposed as part of the hybrid plan. There are also potential funding sources through the state and county (both grants and loans) that are available to assist in the redevelopment of the "Wawa Triangle."

## Chapter 1

## Introduction

North Wales is a small borough with a population of a little over 3,000 persons and an area covering just over one half square mile. Although the land the Borough sits on can be traced back to a land grant from William Penn dated 1702, the area was mainly farmland until the North Penn Railroad extended a line from Philadelphia and built a station in the mid 1850's. The station is now a highly utilized stop on SEPTA's R5 line. Like many older communities located along transit lines, the economic development opportunities available due to its location on the rail line have not been maximized. The station is near to but not part of the main business district and is surrounded by uses which do not attract riders who otherwise might linger and spend money in the Borough. In addition, there is inadequate parking in and around the station. The purpose of this plan is to examine ways for the Borough to capitalize on its location and address some of the problems that exist in the train station area related to pass-through traffic, lack of parking, poor pedestrian access from some directions, and incompatible land uses.

The Delaware Valley Regional Planning Commission (DVRPC) has created its Transportation and Community Development Initiative (TCDI) grant program to assist communities interested in capitalizing on their location on major transportation routes. DVRPC defines Transit Oriented Development (TOD) as development that is mixed use, pedestrian friendly, and promotes transit ridership. The TOD area is defined as the area located within a ¼ to ½ mile radius of the train station, a comfortable walking distance. Since North Wales is an older community with sidewalks and an interconnecting street grid, it could benefit greatly if the station area was easily accessible on foot from all directions and if the station area was surrounded by attractive uses. Such TOD's have been shown to increase transit ridership in the community as well as to attract business dollars from transit riders from outside of the community who park at the railroad station.



*R5 Station building and platform (prior to current improvements).*

The Waetzman Planning Group was contracted by North Wales Borough to create a Transit Oriented

Development/Redevelopment plan for its station area. The area included in this plan is the area extending from the North Wales train station east to the Borough border at the intersection of Walnut and Beaver streets. The area extends from Walnut to Beaver Street and includes a small portion of the Borough on the northern side of Beaver St. The area can be seen in Figure 1.

The station area has been dubbed the "Wawa Triangle" which includes the station area and a mixed use area to its east and north characterized by uncoordinated development with some inappropriate land uses and underutilized parcels. A Wawa convenience store is located at the apex of the



triangle, bounded by the station, Walnut and Beaver Streets. As shown in Table 2 in Chapter 3, the Study Area consists of approximately 6.9 acres.

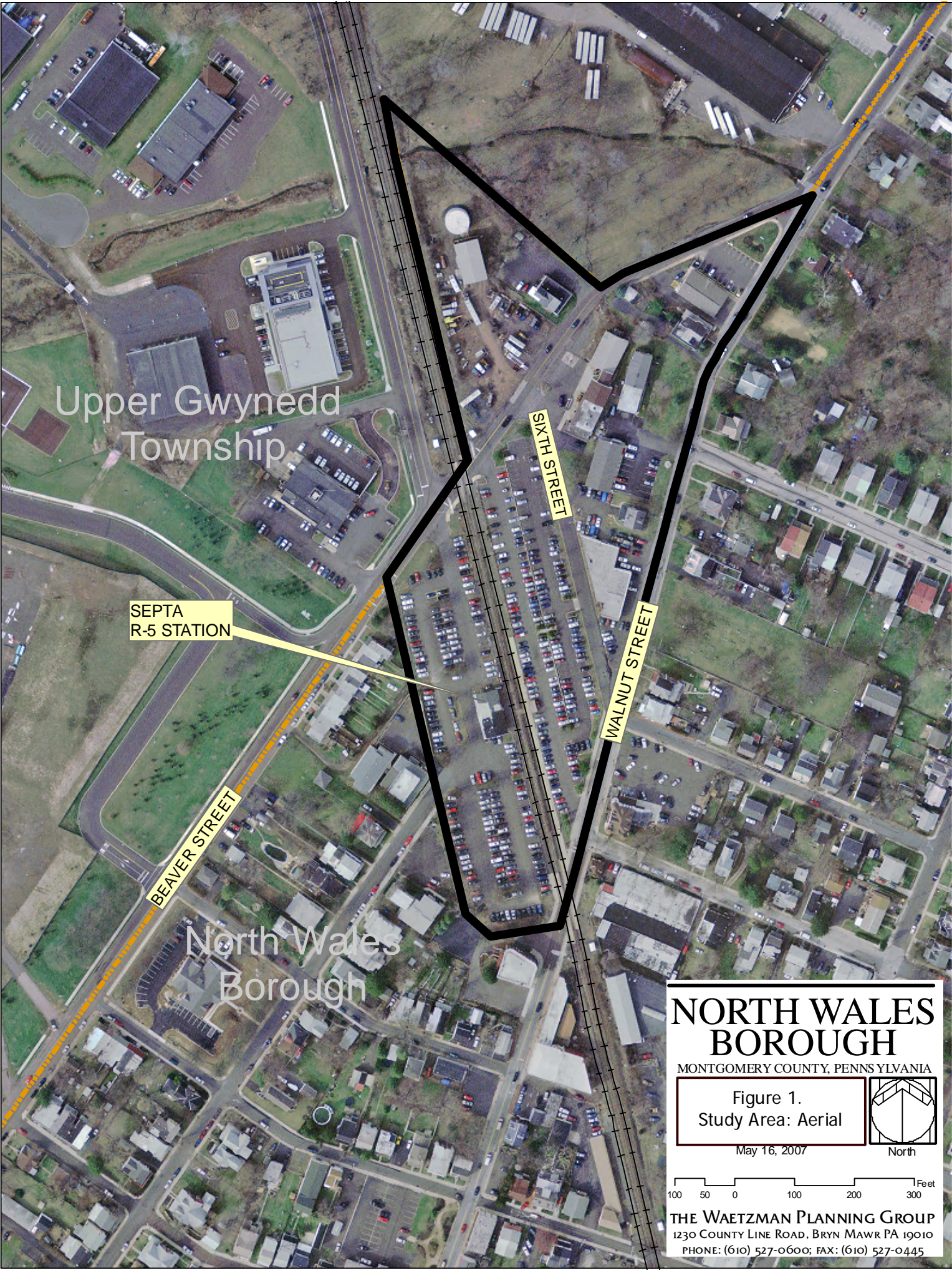
Further study of this area was based on recommendations from the Borough's Comprehensive Plan, the 2003 Revitalization Study, prepared under the Montgomery County revitalization program guidelines, and planning efforts as part of this plan. The Revitalization plan specifically states that the Borough should "Develop a Master Plan for the 'Wawa Triangle' with an emphasis on additional retail and office uses; show land available for in-fill development; recommend streetscape treatment for all road frontages to unify this area. Work with local realtors to obtain retailers and office uses to redevelop if space becomes available. Seek input and cooperation of Upper Gwynedd Township." A 1998 Comprehensive Plan Update identified the importance of redeveloping this study area as well, stating "The North Wales train station should be evaluated with regard to improving the potential of providing business opportunity in or near the station area and, secondly, continuing to improve the character and quality of the environment in and around the station area."

The plan addresses a number of issues including: assessing the market feasibility of various uses for the area, how to best establish the station area as a connection to the main business district, creating a synergy between the station and the rest of the study area, improving pedestrian circulation throughout the area, creating a traffic calmed environment without impeding through traffic, and improving train station amenities. The plan evaluates aspects of the surrounding area and recommends specific types of uses and businesses that are compatible for commuters in addition to local residents.

The Waetzman Planning Group collaborated with McMahon Associates and TRIAD Associates to produce this plan. McMahon provided a traffic, pedestrian and parking study; while TRIAD produced a market analysis.

Eighty percent of the cost of this Plan was funded by a grant from the Transportation and Community Development Initiative program (TCDI). This program is funded through the Delaware Valley Regional Planning Commission (DVRPC). As described by DVRPC, the TCDI program is intended to assist in reversing the trends of disinvestment and decline in many of the region's core cities and first generation suburbs by:

1. Supporting local planning projects that will lead to more residential, employment or retail opportunities;
2. Improving the overall character and quality of life within these communities to retain and attract business and residents, which will help to reduce the pressure for further sprawl and expansion into the growing suburbs;
3. Enhancing and utilizing the existing transportation infrastructure capacity in these areas to reduce the demands on the region's transportation network; and
4. Reducing congestion and improving the transportation system's efficiency.



Upper Gwynedd  
Township

SEPTA  
R-5 STATION

BEAVER STREET

SIXTH STREET

WALNUT STREET

North Wales  
Borough

# NORTH WALES BOROUGH

MONTGOMERY COUNTY, PENNSYLVANIA

Figure 1.  
Study Area: Aerial



May 16, 2007

North



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## Chapter 2 Plan Process and Public Participation

The process of this TCDI plan included continued involvement by the Steering Committee and key stakeholders. A TCDI Steering Committee, made up of representatives including the mayor, Borough council, the Borough manager and representatives of the Borough Planning Commission, and the business community, with the Borough manager as staff liaison, helped to guide the plan. In addition, key stakeholders involved throughout this planning process included study area business/property owners, adjacent property owners, the North Wales Borough Business Alliance, SEPTA, CSX, PECO, the post office, Merck, Fitzpatrick Container, Upper Gwynedd Township, transit riders and potential developer(s) for the PECO site. This process enabled an outcome that is not only based on research and theory, but on the desires and needs of the community. A timeline of the meetings and description of the process that was followed can be found below. Meeting agendas and their minutes can be found in Appendix A. A more detailed discussion of the public participation portion of this plan is also described below.

<b>Date</b>	<b>Meeting</b>	<b>Description</b>
May 22, 2007	Kick-off Meeting, Steering Committee	Introduction, review of goals and objectives, identify stakeholders, review current study area conditions
July 9, 2007	Stakeholder Meeting	Plan overview, discussion with stakeholders regarding issues, concerns, and priorities
December 11, 2007	Steering Committee	Discuss various concept plans and by-right plan
March 11, 2008	Status Meeting, Borough Council	Review Plan, nature of 'hybrid' redevelopment plan
May 20, 2008	Meeting with Julie Slavet, District Director for Congresswoman Allyson Schwartz	Discuss Plan and potential funding sources for implementation.
June 10, 2008	Final review of plan, Borough Council	Final review of Plan, concurred with Plan by consensus
June 19, 2008	Meeting with Carmen S. Italia, Jr of Montgomery County Industrial Development Corp.	Discuss Plan and potential funding sources for implementation
June 24, 2008	To approve plan, Borough Council	Formally approve Plan

The following list is the process which was followed to complete the TCDI plan. The process began with the TCDI application in March 2007 and ended with this report in June of 2008.

1. Application for grant, DVRPC/approval of grant
2. Researched land uses and conditions in the study area
3. Developed a list of Issues, Goals and Objectives with the Steering Committee
4. Conducted site visit; prepared photographic inventory and land use inventory
5. Traffic/parking analysis (prepared by McMahon Associates, Inc.)
6. Market Analysis (prepared by TRIAD Associates)
7. Developed Concept Plans
8. Developed Hybrid Plan based on concept plans and Steering Committee input
9. Presented Hybrid Plan to Steering Committee, followed by Borough Council
10. Prepared Final Report

As indicated in the last section of this report titled "Recommendations and Action plan," additional steps will be required to implement this plan.

## Chapter 3

## Existing Study Area Conditions

The study area is currently zoned CR Commercial – Retail. Current land uses are listed in Table 2. A map of existing land uses can be seen in Figure 2. Many of the parcels are being used for residential purposes which is a nonconforming use. The rest of the land uses are retail, automotive and general commercial uses permitted by zoning. Many of the existing uses are not the types of uses which would encourage train riders to venture beyond the station area. DVRPC defines transit adjacent development as development that is physically near transit, but fails to fully capitalize on its proximity. With the exception of the Wawa, the current uses in the area are transit adjacent, rather than transit oriented.



*The Wawa convenience store at the eastern end of the study area.*



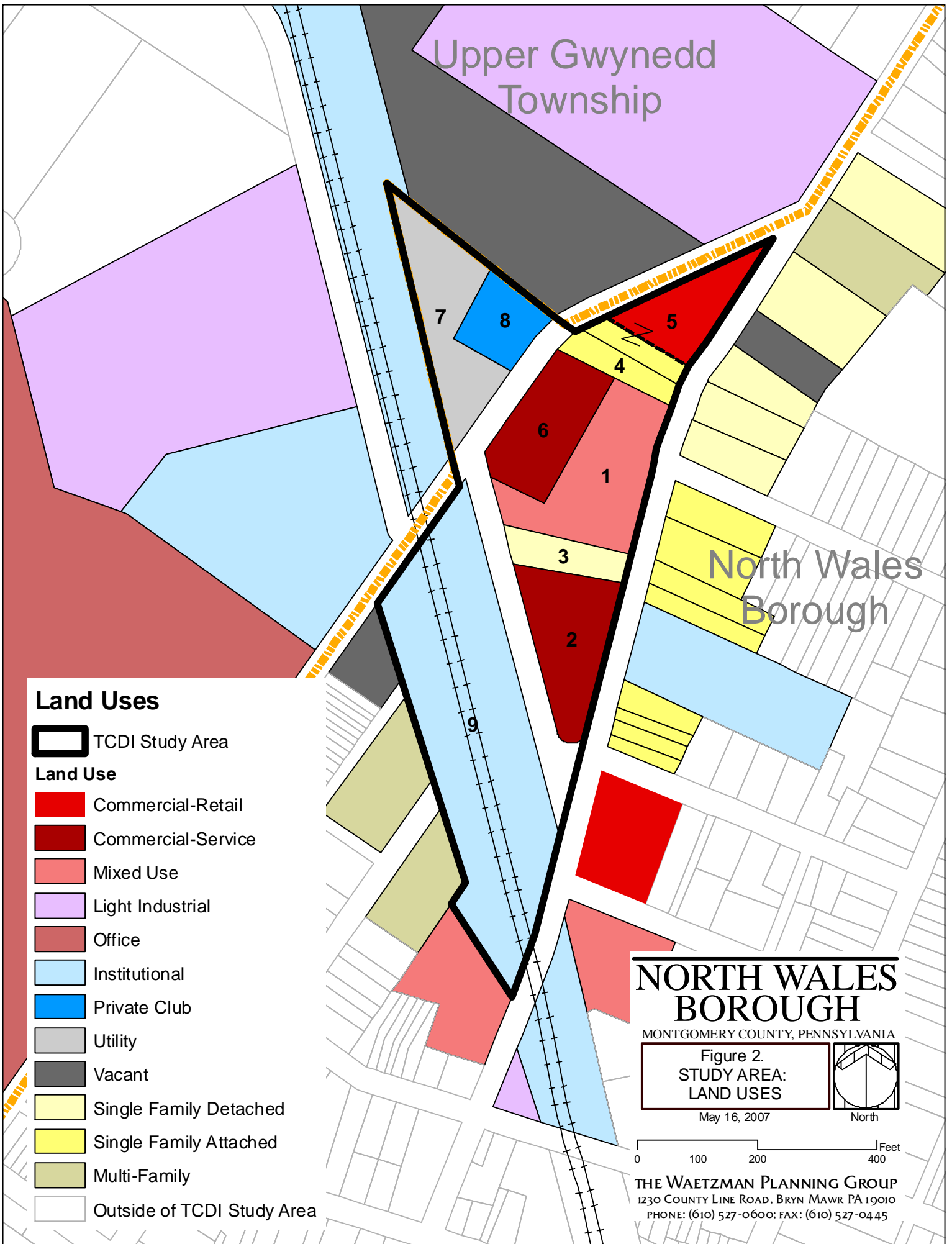
*Auto repair facility at the intersection of Walnut and Sixth Streets, one of the automotive uses in the study area.*

Existing pedestrian conditions in the study area are poor. With the exception of the Wawa convenience store at the intersection of Walnut and Beaver Streets, there are no sidewalks in the study area. It is unsafe to walk from the station to the Wawa, due to busy traffic on Walnut St. and the lack of sidewalks and crosswalks. There is a post office across Beaver St. from the rail station (see Table 3, Adjacent Property Uses), but there is no crosswalk across Beaver. There are also no crosswalks on Walnut connecting the station to the residential area of the Borough that lies south of Walnut Street.

Existing parking conditions can be viewed on Figure 10, in Chapter 8. On-street parking and private parking areas were both inventoried (please refer to Chapter 6 for inventory).

The station area consists of an historic station building on the inbound side of the tracks, a glassed in shelter on the outbound side and a board walkway for riders to cross from on

side to the other. The area along the tracks is paved with blacktop that is in poor condition. SEPTA has agreed to renovate the station building, which is now vacant, but has not yet secured funding to do so. SEPTA is in the process of installing raised platforms at the station which will allow easy access for handicapped riders. As part of this process the station platforms will be repaved and handicapped ramps will be added. The Borough is interested in leasing a portion of the station from SEPTA and then subleasing it to a tenant willing to operate a transit friendly use, but this will have to wait until the station has been renovated.



Upper Gwynedd Township

North Wales Borough

**Land Uses**

TCDI Study Area

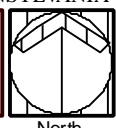
**Land Use**

- Commercial-Retail
- Commercial-Service
- Mixed Use
- Light Industrial
- Office
- Institutional
- Private Club
- Utility
- Vacant
- Single Family Detached
- Single Family Attached
- Multi-Family
- Outside of TCDI Study Area

**NORTH WALES BOROUGH**

MONTGOMERY COUNTY, PENNSYLVANIA

Figure 2.  
STUDY AREA:  
LAND USES



May 16, 2007

North

0 100 200 400 Feet

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**Table 2. North Wales TCDI Study Area Land Uses**

<b>Map Number</b>	<b>Property Address</b>	<b>Property Owner</b>	<b>Current Use</b>	<b>Lot Size</b>	<b>Parcel Number</b>
<b>1</b>	700 E. Walnut St.	Earl & Deborah Wampole	Apartments, Warehouse, Retail	37,200 SF	140004500004
<b>2</b>	610 E. Walnut St.	Ellis & Susan Delp	Auto Repair & Garage	15,000 SF	140004492003
<b>3</b>	620 E. Walnut St.	Douglas & Joy Klein	Residential (single- family)	7,500 SF	140004496008
<b>4</b>	706 E. Walnut St.	Thomas & Elizabeth Fredericks	Residential (single - family attached)	9,534 SF	140004508005
<b>5</b>	708 E. Walnut St.	Walnut Investment Group, Philadelphia	Retail-Wawa, Half of above residential (single-family attached) is on this parcel	34,500 SF	140004504009
<b>6</b>	510 E. Beaver St.	Edward Walker	Repair Shop or Garage	24,600 SF	140000088006
<b>7</b>	510 Beaver St.	PECO	Utility	1.214 Acres	140000092002
<b>8</b>	49 Beaver St.	My Place Club	Clubs & Fraternal Organizations	12,040 SF	140000096007
<b>9</b>	E. Walnut St.	SEPTA	SEPTA Station & Parking	2.44 Acres	140002796007 140004484002



**Table 3. Land Uses Adjacent to North Wales TCDI Study Area**

<b>Property Address</b>	<b>Land Use</b>
415 School Street	Multi- Family (Quadraplex)
428 School St.	Multi-Family (Apartments)
401 E. Walnut	Warehouse
402 E. Walnut	Single-Family Attached Residential
414 E. Walnut	Hair Salon, Apts.
5001 Walnut St.	Restaurant
116 S. Fifth St.	Warehouse/Manufacturing
601 E. Walnut	Single-Family Attached Residential
603 E. Walnut	Single-Family Attached Residential
605 E. Walnut	Single-Family Attached Residential
607 E. Walnut	Single-Family Attached Residential
617 E. Walnut	Single-Family Attached Residential
619 E. Walnut	Single-Family Attached Residential
623 E. Walnut	Single-Family Attached Residential
625 E. Walnut	Single-Family Attached Residential
701 E. Walnut	Single-Family Detached Residential
703 E. Walnut	Single-Family Detached Residential
705 E. Walnut St.	Single-Family Detached Residential
E. Walnut St.	Vacant
715 E. Walnut St.	Single-Family Detached Residential
717E. Walnut. St.	Multi-Family (Quadraplex)
120 Beaver St., Upper Gwynedd	Merck & Co, Inc., Office
Beaver St., Upper Gwynedd	U.S. Postal Service, Institutional
North Wales Rd., Upper Gwynedd	Fitzpatrick Container, Warehouse

## **Chapter 4 Issues, Goals and Objectives**

The issues, goals and objectives for this plan were shaped by the Steering Committee and through input from interested community members and stakeholders.

Several issues were identified by the Committee to address in the Study Area. They include the following:

- Heavy through traffic
- Uncoordinated land use pattern
- Insufficient pedestrian accommodations
- Dominance of the SEPTA train station
- Access management
- Lack of connectivity to central business district

By identifying the above mentioned issues, the "team" was able to identify seven goals with corresponding objectives to help address these issues.

### **GOAL #1 DETERMINE THE BEST LAND USE MIX FOR THE STUDY AREA**

#### **Objectives**

- A. Assess the market feasibility of alternative land use scenarios.
- B. Choose the most desirable and marketable scenario.
- C. Suggest zoning changes to encourage desired land uses.

### **GOAL #2 ESTABLISH THIS AREA AS AN "EXTENSION" OF THE CENTRAL BUSINESS DISTRICT.**

#### **Objectives**

- A. Provide uses which will encourage patrons to go beyond the train station area.
- B. Extend the use of similar streetscape amenities to this area.
- C. Encourage involvement of current and future businesses in the North Wales Borough Business Alliance.

### **GOAL #3 CREATE MORE SYNERGY BETWEEN THE TRAIN STATION AND THE REMAINDER OF THE STUDY AREA.**

#### **Objectives**

- A. Provide opportunities for transit riders to engage in other activities at either end of their trip.
- B. Provide clear and safe connections between the station and other uses in the study area.
- C. Explore alternative uses for the station area in non-peak times.

**GOAL #4**

**IMPROVE PEDESTRIAN CIRCULATION THROUGHOUT THE STUDY AREA.**

**Objectives:**

- A. Provide sidewalks where they are lacking, including to the train station from other parts of the study area.
- B. Upgrade existing sidewalks and cross walks.
- C. Add new cross walks where needed.
- D. Provide adequate pedestrian-scaled lighting.



*Area along Walnut Street which lacks sidewalks.*

**GOAL #5**

**CREATE A TRAFFIC ENVIRONMENT THAT SUPPORTS THROUGH MOVEMENT OF VEHICLES WHILE RECOGNIZING THE NEED TO ACCOMMODATE PEDESTRIANS AND ENCOURAGE COMMERCE.**

**Objectives:**

- A. Provide for a traffic calmed environment without sacrificing efficiency of through movements.
- B. Ensure coordinated traffic movement between the train station and remainder of the study area.
- C. Modify traffic patterns as necessary, to implement overall vision for the study area.

**GOAL #6**

**ENSURE ADEQUATE PARKING FOR THE PLANNED USES IN THE STUDY AREA.**

**Objectives:**

- A. Review parking standards in the Borough's zoning ordinance and recommend appropriate change.
- B. Explore options for shared parking and for off-peak use of the train station parking areas.
- C. Review opportunities for expanding on-street parking.

**GOAL #7**

**IMPROVE TRAIN STATION AMENITIES.**

**Objectives:**

- A. Work with SEPTA to ensure rehabilitation of station building.
- B. Work with SEPTA to find a new use for station building.
- C. Augment amenities in the train station area as necessary (benches, shelters, bicycle parking, landscaping, etc.).
- D. Improve SEPTA Bus shelters.

## **Chapter 5**

## **Market Analysis**

### **Introduction**

North Wales Borough is located in a rapidly growing area of north central Montgomery County and is served by the SEPTA Regional Rail Line linking Doylestown, Lansdale, and Philadelphia. Because North Wales is a settled community and one for the most part, that has expanded to its corporate limits, there are limited opportunities to promote new development and expand the municipal economy, however, opportunities abound to apply "Smart Growth Principles" by promoting the adaptive reuse and redevelopment of strategically located properties.

The purpose of this market analysis is to examine some of the ways that the Borough might promote economic growth. The analysis examines this issue from two perspectives. The first focuses on the area in the immediate vicinity of the SEPTA Regional Rail Station. The second takes a broader look at the Borough as a whole.

### **Methodology**

There were four factors that were examined to determine the types of businesses that might be most appropriate for the Borough. They include demographic figures, current trends, purchasing characteristics of the population, and types of uses that might capitalize on the existence of the rail station – in other words, Transit Oriented Development. Where a number of these factors intersect, the propensity for this type of commercial development in the Borough is deemed worthy of additional analysis.

### **Challenges and Opportunities**

There are a number of challenges facing the development of a sizeable retail base within close proximity to the SEPTA Regional Rail Line. They are:

- **Current Development Patterns.** Most of the area immediately surrounding the rail station is made up of small, compact neighborhoods. These stable neighborhoods have a sense of place and identity. The exception to this is the area west of the rail line, which is the location of the Merck Campus, the Post Office facility, and some of the larger commercial and industrial uses.
- **Potential for Land Use Conflicts.** There is already competition for available land in this area among the various commercial, industrial and residential land uses. Much of the competition is for parking. While the Rail Station has more than 200 spaces for commuters, the parking lot is often completely full and there seems to be overflow into surrounding neighborhoods. An increase in commercial use in the immediate vicinity of the train station will heighten this competition for space, without the addition of adequate, new parking opportunities.
- **Street Patterns.** Currently the street patterns do not promote an efficient circulation of traffic. Streets are narrow. Turning movements in and out of the rail station are difficult in places and there are few locations where traffic could potentially pull over

to take advantage of existing and/or new businesses. Posted speeds are low and typical for neighborhoods such as this.

There are also some significant assets and opportunities, however.

- The location of Merck adjacent to the SEPTA line is significant. This large, regional employer has the ability to draw commuters to the rail station and patrons to any new, retail and service businesses in the study area.
- The rail station itself is a tremendous asset. The historic 1870 station is being preserved and will be renovated inside. High platforms are being constructed at both in and out-bound tracks and will enhance train connections. With these improvements, the station will likely draw some additional ridership and be a cornerstone for the future of this area.
- There also exists some potential for redevelopment in certain corners of the target area where lands and buildings are currently underutilized.
- In addition, the character of the Borough as a compact and walkable community is seen as an asset. New development should be promoted that is compatible in size, scale, and historic character with the current community, while at the same time incorporating contemporary pedestrian, vehicular, and shopper/commuter amenities.

To get a better sense of the ways these challenges and opportunities might be addressed, the following pages examine some of the key demographic trends occurring in the Borough.

## **Overview of North Wales Borough**

### Population Trends/Income

The Borough is densely developed, particularly around the SEPTA train station and the Borough Center. Between 1990 and 2007, The Borough experienced a modest decline in municipal population, from 3,802 to 3,350 persons. Between 2007 and 2012, the Borough is expected to show very modest growth to approximately 3,382 persons.

Median incomes in the Borough increased during this period. From 1990 to 2007, median household income increased from \$38,917 to \$72,066, and per capita income rose from \$16,340 to \$ 35,835 an increase of 119%.

When these forecasts are calculated for 2012, the Borough can expect an increase in median household income of 16% over 2007 levels to \$83,775. While this is significant, it is slower than the region. Median household incomes within a 3 mile radius of North Wales are anticipated to grow at a rate of 27% and 26% within a five mile radius.

These increases in median incomes outside the Borough limits coupled with the Borough's relative lack of land for development and redevelopment, place it in a competitive market disadvantage with its larger municipal neighbors. Therein lies the need for the Borough to explore those market niches that it may be able to exploit in order to retain and expand its municipal economy.

### Age of the Population

The population of the Borough is becoming increasingly middle aged. Between 1990 and 2000, the Borough lost more than 500 residents under the age of 35. It gained almost 150 people between the ages of 35 and 64 and then lost population in the senior aged group, over 65 years.

From the perspective of someone marketing to the residents of North Wales, the middle aged group is usually the segment of the population with the highest incomes. The Borough is no exception. Median household incomes for the 35-64 aged group ranged between \$58,575 and \$70,179. This was appreciably higher than the \$52,000 median for the 25-34 age range and the \$20,360 - \$36,373 median income range for those households 65 years and older.

The trend lines, however, point to a slightly different picture. By 2012, the highest median incomes are expected to be in those households aged 25-34, with incomes exceeding \$100,000. This is the only age group where median incomes are expected to exceed this figure. This demographic has significant implications for marketing and economic development.

### Housing Characteristics

As was noted in the overview of strengths and challenges, the neighborhoods in North Wales Borough are some of the community's best assets. This is demonstrated by the municipal housing data.

Housing construction is anticipated to increase through the period 2012 from an estimated 1,340 units in 2007 to 1,358 units. Owner occupancy rates are expected to remain stable at approximately 70% of all units. This is a very good figure and demonstrates considerable viability and stability in the housing stock. Only 2.3% of the housing units were vacant in 2000. That figure is expected to increase very slightly to 2.4% in 2012. This is another good sign that the housing market is very healthy and can support additional retail and service opportunities.

### Economic Growth and Retail Trends

2007 estimates of the Borough's economic characteristics showed the largest number of businesses in the service sector of the economy. The largest number of persons, however, was employed in retail trade. Table 4 illustrates this breakdown.

**Table 4. Breakdown of Establishments and Employment**

<b>ECONOMIC SECTOR</b>	<b>NUMBER OF ESTABLISHMENTS</b>	<b>NUMBER OF EMPLOYEES</b>
Agriculture & Mining	2	3
Construction	17	74
Manufacturing	15	169
Transportation	1	4
Communication	0	0
Utilities	1	36
Wholesale Trade	6	23
Retail Trade	24	387
Finance, Insurance, R.E.	19	41
Services	75	232
Government	3	72
Other	6	0
<b>Total</b>	<b>169</b>	<b>1,041</b>

This is a very significant number of establishments and a sizeable employment base in a community of just over 3,300 persons.

The purchasing power of local residents was also considerable. Estimates for 2007 showed median disposable household income at \$52,501. There were 88 households in the Borough with disposable incomes in excess of \$150,000.

Table 5 illustrates how gross, disposable income in the Borough is being spent. As can be seen from this table, the largest percentage of income was spent on housing/shelter, with transportation and food/beverages placing second and third respectively.

**Table 5. Pattern of Disposable Income Expenditure**

<b>MUNICIPAL SPENDING CHARACTERISTIC</b>	<b>% OF DISPOSABLE INCOME</b>
<b>Food/Beverages</b>	<b>12.9</b>
• Food at Home	7.1
• Food Away from Home	4.9
• Alcoholic Beverages	0.9
<b>Housing</b>	<b>28.9</b>
• Shelter	22.7
• Utilities, Fuel, Public Services	6.2
<b>Household Operations</b>	<b>6.4</b>
• Supplies	1.1
• Furnishings and Equipment	3.2
• Other	2.1
<b>Apparel and Services</b>	<b>3.7</b>
<b>Transportation</b>	<b>15.2</b>
<b>Travel</b>	<b>2.8</b>
<b>Health Care</b>	<b>5.4</b>
<b>Entertainment and Recreation</b>	<b>4.9</b>
<b>Personal Care</b>	<b>1.2</b>
<b>Education</b>	<b>2.0</b>
Other Miscellaneous Expenditures	<b>16.6</b>
<b>TOTAL EXPENDITURES</b>	<b>100.0</b>

Compared to national expenditures North Wales' residents spent more money on all goods and services in all sectors. Expenditures were more than 25% higher than national averages in the following sectors:

- Food Away from Home
- Alcoholic Beverages
- Housing
- Household Operations
- Travel
- Entertainment and Recreation
- Personal Care
- Education

This pattern also provides guidance on the types of retail and service establishments that may be good fits for the North Wales Study area and the community at large.

### Demographic Implications

The implications of the demographic trends are significant. These trends paint the picture of a community with a stable population, a good housing stock, and increasing affluence. While there is not a discernable trend toward a significantly younger or older median age, there is a trend toward younger people – probably professional, white collar workers – being the wealthiest consumer segment of the population.

Like most communities across the country, the local economy is shifting from manufacturing to one with a retail and service oriented base. This is evident from Table 1, which indicates that 59% of the local economic base is comprised of retail and service businesses. A similar percentage of total Borough employment is working in these sectors.

Finally, North Wales is a community that spends more money across the board than the average community in the United States. That is because average salaries are higher and there is more disposable income to spend. The result is that there is significant potential in the retail and service sectors of the economy for new facilities and establishments to meet the local demand in the Borough.

### **Alternative Land Uses**

The following pages examine the current market and assess the purchasing patterns of the local community. These patterns will then be compared to some of the observations from the demographic analysis and the typical Transportation Oriented Development patterns to make some judgments about the most likely businesses that would be successful in the Study Area.

#### Market Analysis

The demographic analysis presented a representation on the types of goods and services for which people are spending their disposable income. Figures 1 and 2 illustrate a concept



known as "leakage," which indicates where people are spending this income. These figures offer a visual representation of the extent to which people are venturing outside of the immediate market area for a variety of goods and services.

Figure 3 illustrates spending patterns within the Borough of North Wales. As can be seen from this figure, with the exception of grocery stores, general merchandise stores, used merchandise, vending machines, and pubs, most of the spending power of the community is drifting outside of the community.

**Figure 3**  
**Spending and Leakage within the**  
**North Wales Borough**

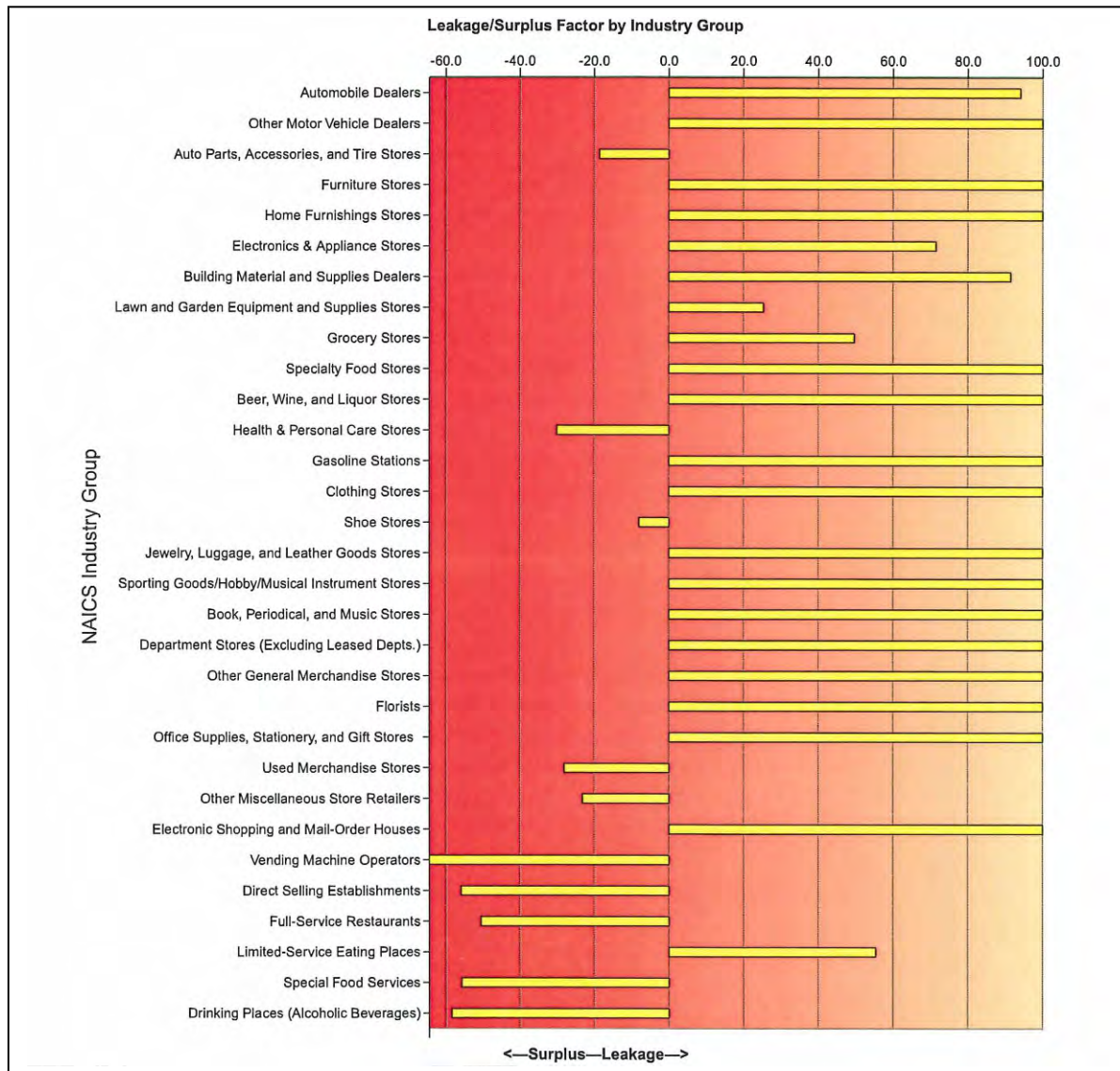


Figure 4 illustrates the same information using the 3 mile radius. As can be seen from this figure, there is still consumer demand or limited local services in the following sectors.

- Automobile and Motor Vehicle Dealers
- Furniture
- Home Furnishings
- Electronics and Appliances
- Building Materials
- Groceries

*Transit Oriented Development/Redevelopment Plan for "Wawa Triangle"*

- Specialty Foods
- Beer, Wine, and Liquor
- Florists
- Vending Machine Sales
- Direct Sales
- Full Service Restaurants
- Limited Service Eating and Drinking Establishments
- Special Food Services
- Drinking Establishments

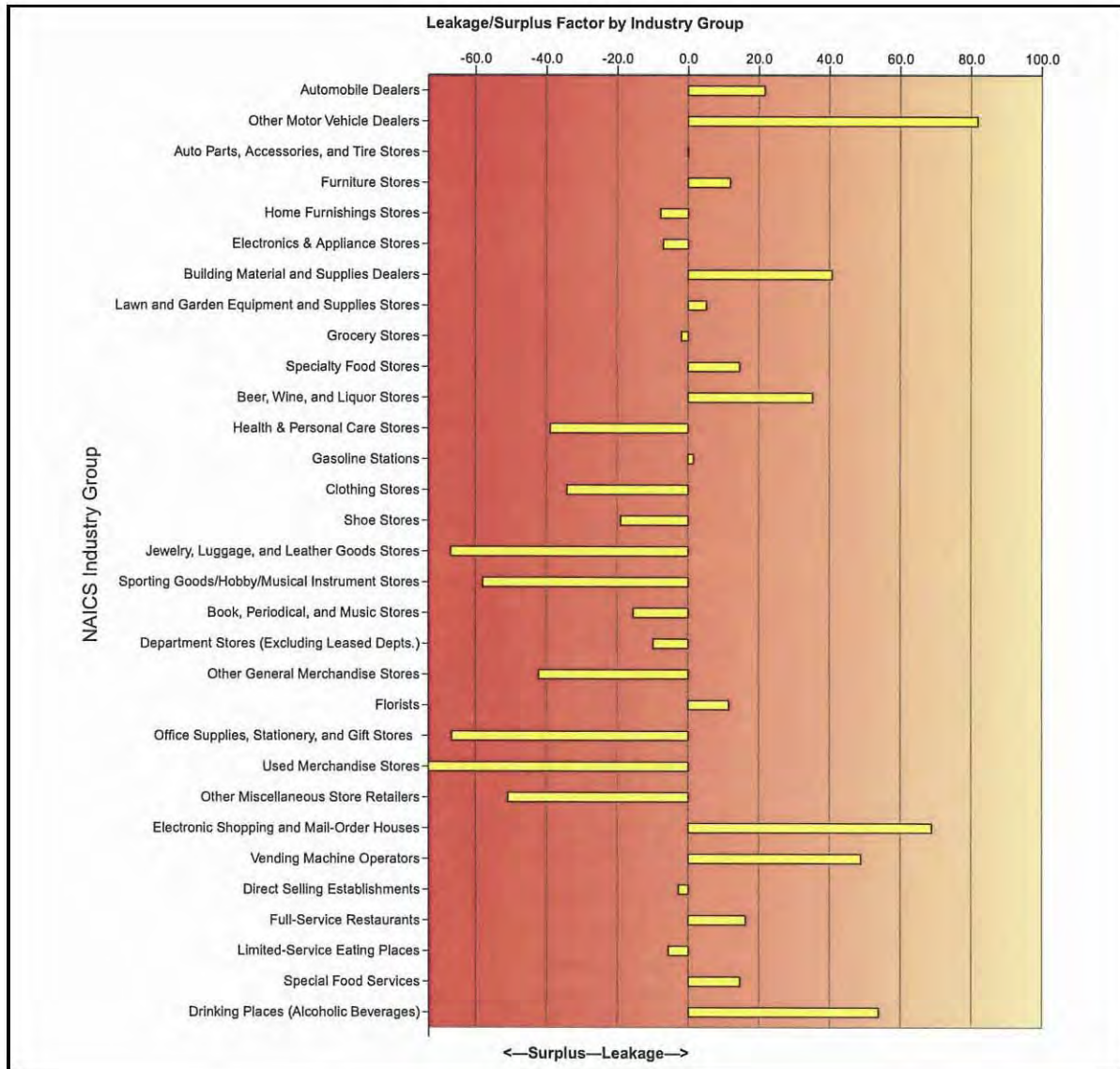
When comparing Figures 3 and 4, the following observations and assumptions can be made.

New Automobile, Motor Vehicle Dealerships, and Building Supplies are not a good fit for the Borough since they demand considerable space. They are definitely not practical uses for the study area given the additional constraints of the mass transit line, difficult traffic movements and street patterns.

The area of home furnishings, including electronics and appliances is a sector that may have potential. While the national trend in these areas is toward Big Box retailers, there may be a specialty niche where an entrepreneur can find fertile ground in the Borough. The exceptionally high consumer spending patterns in these sectors also hold promise for an investor. Lawn and Garden supplies might also be a possibility.

The demand for groceries is being met within the immediate vicinity of the Borough, but the population beyond the Borough limits is traveling further for groceries than people living in the Borough. Again, given the consumer trend toward Big Box Super Markets, there is probably not much demand for a new grocery store in the area. However, there may be potential for stores that sell flowers, ethnic foods, specialty delis, and other lines of unique foods, personal care, and specialized merchandise.

**Figure 4.**  
**Spending and Leakage within the**  
**Three Mile Radius of North Wales Borough**



### Transit Oriented Development Services

Transit Oriented Development is development that has a direct connection to the types of services generally needed by commuters. There is certainly a large residential component to this need. Retail and consumer needs tend to be oriented toward convenience goods.

Research of T.O.D. projects in the Delaware Valley Regional Planning Commission's service area, the PATCO service area and other locations across the Country points to some very specialized types of establishments that are typical of Transit Oriented Development Nodes. These include:

- Shoe Shine and Shoe Repair Stores
- ATM/Convenience Banking
- Dry Cleaners
- Prepared Convenience Foods
- Coffee Shops
- News, Magazine Stores
- Video and DVD Stores
- Card Stores
- Gift Shops
- Florists
- Bakeries
- Barber and Beauty Shops
- Day Care Facilities
- Photo Shops
- Copy Stores
- Fresh Produce Stores

These are all uses that specialize in convenience goods and it is easy to understand the reasons that commuters might have to frequent such businesses. The key to successful transit oriented retail is to be able to capture the patron before he/she gets in the car to drive home, or gets on the train to go to work. That means there needs to be safe and very convenient pedestrian access to these establishments. If this cannot be provided, it is unlikely that commuter traffic will provide a large boost to business. In the case of North Wales, this means providing these opportunities for business within the station complex itself, or immediately adjacent to it.

### Housing and Professional Uses in T.O.D. Areas

In order for residential and professional uses to be integrated into a Transit-oriented development strategy, the uses need to be convenient to the transit connection and targeted at consumer markets that use transit and are comfortable with convenience shopping within walking distance of their workplace or residence. Such profiles include:

- Young Professionals
- Single People
- Senior Citizens

North Wales Borough has a high concentration of existing single family attached dwellings in proximity to the existing railroad station. There is very limited space where new residential development at any significant scale can be located.

Trends in the housing market for the Borough indicate virtually no growth in the share of rental housing in the community, and very little opportunity for home ownership in the "under \$200,000 market." Rental occupancy, as a percentage of total unit occupancy is anticipated to remain at approximately 28% over the coming five year period. By 2012, only 6.4% of all owner-occupied housing in the Borough will be valued under \$200,000. That compares with 84.4% of units valued in that price range in 2000!

This dramatic shift in the value and cost of owner-occupied units and the limited change in the rental market imply that there may be opportunities to provide condominium units as part of a project that might rehabilitate older industrial or commercial buildings or new, upscale rental housing that is aimed at the same young professional and single person markets. Reuse of second floors for rental units could also help to sustain the commercial and retail uses that exist in the vicinity of the rail station or that might be proposed for development.

Professional office space can also be provided through limited infill of existing space and as part of whatever unused space may exist in current retail and commercial facilities. As noted earlier, there is not much room outside of the land at the Merck Complex to develop new office and professional uses at any meaningful scale, so such development would also need to occur as part of a reuse or redevelopment of existing commercial and industrial property.

### Market Analysis Conclusions

In drawing conclusions about the study area and the potential for new business throughout the Borough, the demographic characteristics, trend data, consumer purchasing patterns, and transit-oriented development patterns have been compared and analyzed. This comparison points to the following actions and directions.

1. Current Land Uses and Existing Development Patterns in the immediate vicinity of the Railroad Station constrain the amount of new commercial development possible. In order to avoid land use and traffic problems, there would have to be relocation and redevelopment of certain uses. The station complex itself would have to be reconfigured in order to provide retail or consumer space. This of course, would mean reducing available parking which is probably not a viable option. There can be small, very specialized and potentially limited-hour operations at the station complex and its immediate environs that might be

viable such as news stands, florists, coffee stands, book and magazine kiosks, shoe shine and repair shops, and small produce stands.

2. Outside of the Station Complex, there are limited locations in the study area for new commercial development. Such development, however, can be larger and more oriented to vehicular traffic. They can also include sites that might be targeted for reuse or redevelopment. These uses have the potential to capture some of the transit traffic if the businesses happen to be on a person's route to or from home and are sufficiently easy to access. Such uses might include:

- Florists
- Specialty Food Stores
- Convenience Foods
- Shoe Stores
- Gift Shops

Demand for these uses is not met, or just barely met, within the 3 mile market area. These uses can capture those commuters who have a definitive need on any given day for such commodities, but will also capture the resident market of the Borough where choices within the 3 mile radius of the municipality are limited. The high propensity of Borough residents to spend on various prepared food and beverage purchases outside of the home also point to a good likelihood that these businesses with the proper management and plan could find an appropriate market niche in the study area.

3. In the Borough as a whole, the opportunities are more diverse. The table on the following page illustrates those areas where consumer purchases are 25% or higher than national averages and those retail and service sectors where there is leakage in sales beyond the 3 mile market radius.

As seen by this table, there are a sampling of stores and services that are both reflective of pent-up demand in the market and supply goods and services for which there is greater than average demand by North Wales' residents.

**Table 6. Purchasing Patterns and 3 Mile Market Leakage Comparison**

<b>CONSUMER SECTOR</b>	<b>GREATER THAN 25% NATIONAL AVERAGE</b>	<b>LEAKAGE INDICATES POTENTIAL</b>
------------------------	--	------------------------------------

**Food Away from Home**

- |                            |     |     |
|----------------------------|-----|-----|
| • Delis                    | Yes | Yes |
| • Prepared Foods           | Yes | Yes |
| • Ethnic Foods             | Yes | Yes |
| • Beverages/Pubs           | Yes | Yes |
| • Full Service Restaurants | No  | Yes |

**Household Goods**

- |                    |     |     |
|--------------------|-----|-----|
| • Furniture        | Yes | Yes |
| • Home Furnishings | Yes | Yes |
| • Electronics      | Yes | Yes |
| • Appliances       | Yes | Yes |

**Travel**

Yes	Yes
-----	-----

**Entertainment and Recreation**

- |                    |     |    |
|--------------------|-----|----|
| • Sports Equipment | Yes | No |
| • Music Stores     | Yes | No |

**Specialty Merchandise**

- |                              |     |     |
|------------------------------|-----|-----|
| • Florists                   | Yes | Yes |
| • Book Stores                | Yes | No  |
| • Office Supply and Services | Yes | No  |



## Chapter 6

## Traffic and Parking Analysis

### Introduction

As part of the Borough's on-going effort to revitalize the Borough, a parking evaluation and traffic circulation review of North Wales Borough's downtown section was undertaken in order to determine if changes in traffic patterns in this area could result in additional on-street parking spaces.

There are two study areas for this evaluation. The primary study area included the area that was bounded by Beaver Street, Walnut Street, and Fourth Street, also including the triangular area to the north of Beaver Street, adjacent to the SEPTA train tracks. The primary study area is essentially the same as the study area for the redevelopment plan. A secondary area included the area between Beaver Street and Walnut Street and between Main Street and Fourth Street.

### Parking Evaluation

There is little on-street parking currently permitted throughout the primary study area. Parking on both Beaver Street and Walnut Street is prohibited on the east side of the train tracks. In addition to the considerable parking spaces provided in the SEPTA train lot, which is located in the immediate area of the train tracks, and which by observation is full during many periods of the day, some small parking lots exist, but they are private lots for businesses located in the area.

To determine the availability of parking within this primary study area, McMahon conducted parking counts at various times throughout the day at some of the private lots in this area of the Borough, given the prohibition of on-street parking throughout this area, to determine the adequacy of the existing parking supply for the area. This program included both counting the number of parked vehicles in the area, as well as estimating the total existing parking supply in the area. The results are summarized in Table 7 below:

Parking Lot	Estimated Supply	Parking Demand (11 AM)	Parking Demand (2 PM)
Wawa	17	10	7
Tuscany Tile and Stone	12	4	4

Additionally, in order to determine the parking availability in the secondary study area given the limited parking supply in the primary area, McMahon also evaluated the parking availability of some existing private parking lots in the secondary study area. This is summarized in **Table 8** below.

Parking Lot	Estimated Supply	Parking Demand (11 AM)	Parking Demand (2 PM)
Society Page and Physiotherapy & apartments	41	6	4
North Wales Running Co.	5	3	1
Laundromat	12	4	4

While the private parking areas in both the primary and secondary study areas appeared to have adequate capacity, it was made clear by resident comments provided during the project process that it is common for SEPTA customers to try to park in these private lots given the typical capacity conditions of the SEPTA parking lot. The only thing keeping the SEPTA customers from these private lots is diligence from the business owners.

As a result, McMahon also evaluated the parking supply of the on-street parking supply in the secondary study area to again determine if drivers were parking in the secondary study area given the limited parking in the primary study area. In the area to the west of the train station, which primarily makes up the secondary study area, on-street parking is generally permitted on one side of each road by permit only between 6:00 AM and 6:00 PM. No parking is permitted throughout Walnut Street, and parking on Main Street does not require a permit, but has a 30-minute time limit. The results of this evaluation are summarized in **Table 9** below:

Roadway Segment	Estimated Supply	Parking Demand (11 AM)	Parking Demand (2 PM)
Beaver St, between 4 <sup>th</sup> and railroad station	18	9	10
Beaver St, between 3 <sup>rd</sup> and 4 <sup>th</sup>	0	0	0
Beaver St, between 2 <sup>nd</sup> and 3 <sup>rd</sup>	8	2	1
Beaver St, between Main and 2nd	2	0	0
School St, between 4 <sup>th</sup> and Beaver St	14	0	1
School St, between 3 <sup>rd</sup> and 4 <sup>th</sup>	6	2	2
School St, between 2 <sup>nd</sup> and 3 <sup>rd</sup>	8	1	2
School St, between Main and 2 <sup>nd</sup>	9	2	4
Main St, between Walnut St and School St	12	1	1
Main St, between School St and Beaver St	6	0	0
2 <sup>nd</sup> St, between Walnut St and School St	10	5	3
2 <sup>nd</sup> St, between School St and Beaver St	5	3	3
3 <sup>rd</sup> St, between Walnut St and School St	3	1	0
3 <sup>rd</sup> St, between School St and Beaver St	7	2	1
4 <sup>th</sup> St, between Walnut St and School St	9	4	5
4 <sup>th</sup> St, between School St and Beaver St	7	2	2
<b>Total</b>	<b>124</b>	<b>34</b>	<b>35</b>

In summary, very little on-street parking currently exists in the primary study area to the east of the SEPTA train station due to the parking restrictions on Beaver Street and Walnut Street. Some small private parking lots serve the needs of the businesses in the area, and appear to be underutilized throughout the day, but since they are privately owned, likely could not be counted on to accommodate additional parking from other properties. Additionally, based on resident comments, these private lots must be monitored or they will be utilized by SEPTA customers, who currently make up the biggest demand in the area with the limited parking supply available in the SEPTA train station lot.

There appeared to be adequate on-street parking in the secondary study area to accommodate the existing demand. While a detailed evaluation of the train station parking lot was not conducted, it is clear that it is typically at capacity conditions. However, there did not appear to be any overflow of this station parking or other parking from the primary study area to the secondary area of the Borough. This finding could be due primarily to the parking restrictions in the secondary area, which restrict on-street parking from 6:00 AM to 6:00 PM to permit-parking only.

### **Traffic Circulation**

Related to the traffic circulation in the area, based on our evaluation in conjunction with this study, as well as our detailed Borough-wide evaluation in 1999, McMahon believes that the overall circulation pattern, which includes restrictions on many roads to one-way travel, with two-way travel permitted on Beaver Street, Walnut Street, and School Street, is generally adequate to accommodate traffic circulation in the area. Based on our evaluation, and to address particular issues raised throughout the study, McMahon offer the following recommendations:

- **Maintain two-way traffic flow on Walnut Street and Beaver Street** – Beaver Street currently serves as a release valve for Walnut Street. It particularly helps traffic traveling westbound on Walnut Street desiring to turn north onto Main Street without forcing them to utilize the signal at Main Street and Walnut Street, which has only limited operational capacity due to the development adjacent to the intersection. By forcing all traffic to utilize Walnut Street, additional delay would be created along Walnut Street, particularly at its intersection with Main Street.
- **Main Street and Walnut Street Intersection** – As stated above, there is only limited operational capacity at the intersection of Walnut Street and Main Street due to the development that abuts the intersection, as well as the on-street parking that is permitted on parts of Main Street. McMahon realizes the Borough's concerns about losing any of the limited on-street parking in this part of the Borough. However, in order to improve traffic flow in the Borough, particularly along Main Street, McMahon would recommend that the Council consider revising the pavement striping on Main Street at Walnut Street to create a separate northbound left-turn lane, to mirror the existing southbound left-turn lane. This would require the elimination of the currently permitted on-street parking on the western side of

Main Street, for a distance of approximately 200 feet. Parking could still be permitted on the eastern side of Main Street.

- **Beaver Street and Walnut Street Intersection** – McMahon is aware of plans to install a traffic light at this intersection. Consistent with our past study, it is recommended that any signalization of this intersection include the provision of a pedestrian-activated, all-red phase for pedestrians to cross the intersection. This recommendation is made to accommodate the large number of pedestrians that pass through this intersection due to its close proximity to the North Wales train station, in conjunction with the high volume of vehicle turning movements at the intersection, particularly vehicles traveling westbound on Walnut Street turning right onto Beaver Street.
- **Traffic Calming Measures** – Traffic calming measures are available to the Borough to address specific concerns regarding traffic cut-through volumes and speeds through the Borough neighborhoods. While these should be addressed globally, instead of individually, to address specific complaints that may be raised by residents, below is a listing of some measures that may be appropriate for this section of the Borough at some point on the future:
  - *Textured Crosswalks* — These measures, similar to those installed along Main Street, include stamped asphalt, to both give a textured look and feel, to make it clear where pedestrians should cross roadways. These textured crosswalks also assist in identifying to drivers that pedestrian activity may occur in the area. They should be considered in future redevelopment plans to accommodate pedestrian activity in the area, specifically for pedestrians crossing major roadways such as Walnut Street.
  - *Curb bulb outs* –A curb bulb out would include an extension of an existing sidewalk area either at an intersection or at a mid-block cross walk. These measures could be installed in conjunction with textured crosswalks to reduce the area that pedestrians need to cross when crossing a roadway. They can also serve as a barrier around permitted on-street parking.
  - *Radar Speed Signs* – These speed limit signs include a radar device to clearly display to drivers the actual speed they are driving. They can be permanent or temporary. While the locations of these should be carefully placed so as to not impact nearby residents from any glare, they can be beneficial in areas of high speeds or near schools. Consideration could be given to the installation of such devices along Beaver Street, given the width of the roadway, which can lead to higher travel speeds.

## **Improvement Plan Review**

In conjunction with the planned redevelopment of the area, McMahon coordinated with the project team to evaluate various improvement alternatives. Some of the major issues that were raised through this process are

- **Beaver Street Realignment** – This includes a realignment of the Beaver Street intersection with Walnut Street further to the west, allowing for an intersection closer to 90 degrees. This realignment should improve the operation of the intersection by forcing vehicles to slow as they turn. Because of the existing angle of the intersection, vehicles making the movement from eastbound Walnut Street to Beaver Street do not have to slow down significantly. The realignment would make the intersection a more typical intersection that would be easier for pedestrians to cross based on the expected slower speeds of vehicles traveling through the intersection.
- **Railroad Street Modification** – Railroad Street, also known as the 6th Street extension, currently connects Walnut Street and Beaver Street on the east side of the railroad. This road currently allows for travel in both directions, with parking prohibited on either side. Various uses of this roadway segment, which presently experiences relatively low traffic volumes, were proposed in conjunction with the redevelopment. It is recommended that this roadway be restricted to one-way northbound travel only. Two-way travel on this roadway segment is not pertinent to the traffic circulation in the area considering the roadway network in the area. This one-way restriction, along with textured crosswalks at appropriate locations, would improve pedestrian access between the proposed redevelopment site and areas to the west, including the train station. It is also recommended that angled parking be provided along this segment, to increase available parking in the area.
- **Parking Deck** – In conjunction with the redevelopment, there was consideration of providing structured parking in the area to increase the overall parking supply, and subsequently the developable space in the area. McMahon has no objections to the provision of structured parking to create additional development space if that is desired by the Borough. McMahon cautions the Borough that structured parking is significantly more costly than on-street parking and the excess cost of such parking must be considered.

## **Chapter 7. Concept Plans for the Study Area**

Based on the information provided by the sub-consultants and input from the Steering Committee and stakeholders, WPG developed several concept plans for the study area. These plans were presented to a meeting of the Steering Committee on December 11, 2007, for their feedback.

Four different design concepts were presented at the meeting. One of the concept plans is called a "by-right plan" and shows development that could occur using current zoning regulations on parcels that are currently or are soon to become available. The other concepts show development that could occur if all of the land in the study area was to become available for redevelopment. These designs assume a change in zoning to allow reduced parking and mixed use buildings typical of a TOD area. The design concepts are summarized below, followed by a description of "by-right" plan. (These plans are shown in Figures 5 thru 8.)

### **Concept 1**

This concept contains a mix of retail and residential/retail uses (retail on the first floor and one floor of residential above). One small office/residential building (two stories) is included directly across from the train station parking. All of the proposed concepts include converting a portion of the existing rail station to restaurant use; the market analysis suggested a coffee shop or convenience food shop to cater to rail passengers. Parking on both the portion of the site between Walnut and Beaver Streets and on the opposite side of Beaver Street is behind the buildings in order to make the retail uses convenient to pedestrians and provide a streetscape typical of the rest of the Borough's business district. All of the proposed buildings face sidewalks and crosswalks are included across Sixth Street, Walnut Street and Beaver Street.

Traffic patterns remain the same for this concept except for the intersection of Walnut and Beaver Streets. This intersection has been reconfigured to provide a safer intersection than the one that currently exists. By moving the intersection slightly west, a small portion of land above the intersection can be used as an entrance/focal point for the Borough with landscaping and an identification sign.

### **Concept 1A**

This concept is the same as Concept 1 except that it includes the addition of a parking deck over part of the existing SEPTA parking lot. Currently there are two lots, one at a lower level than the other. This concept suggests raising the level of the parking lot nearest to Sixth Street and extending it partially over the lower lot which is the lot adjacent to the tracks. The expanded parking allows two additional office/retail buildings to be added to this plan on the outbound side (See Figures 10 and 11. in Chapter 8.)

### **Concept 2**

This concept includes more residential uses, particularly along Walnut Street. Since the portion of Walnut Street across from the study area is predominantly residential, this

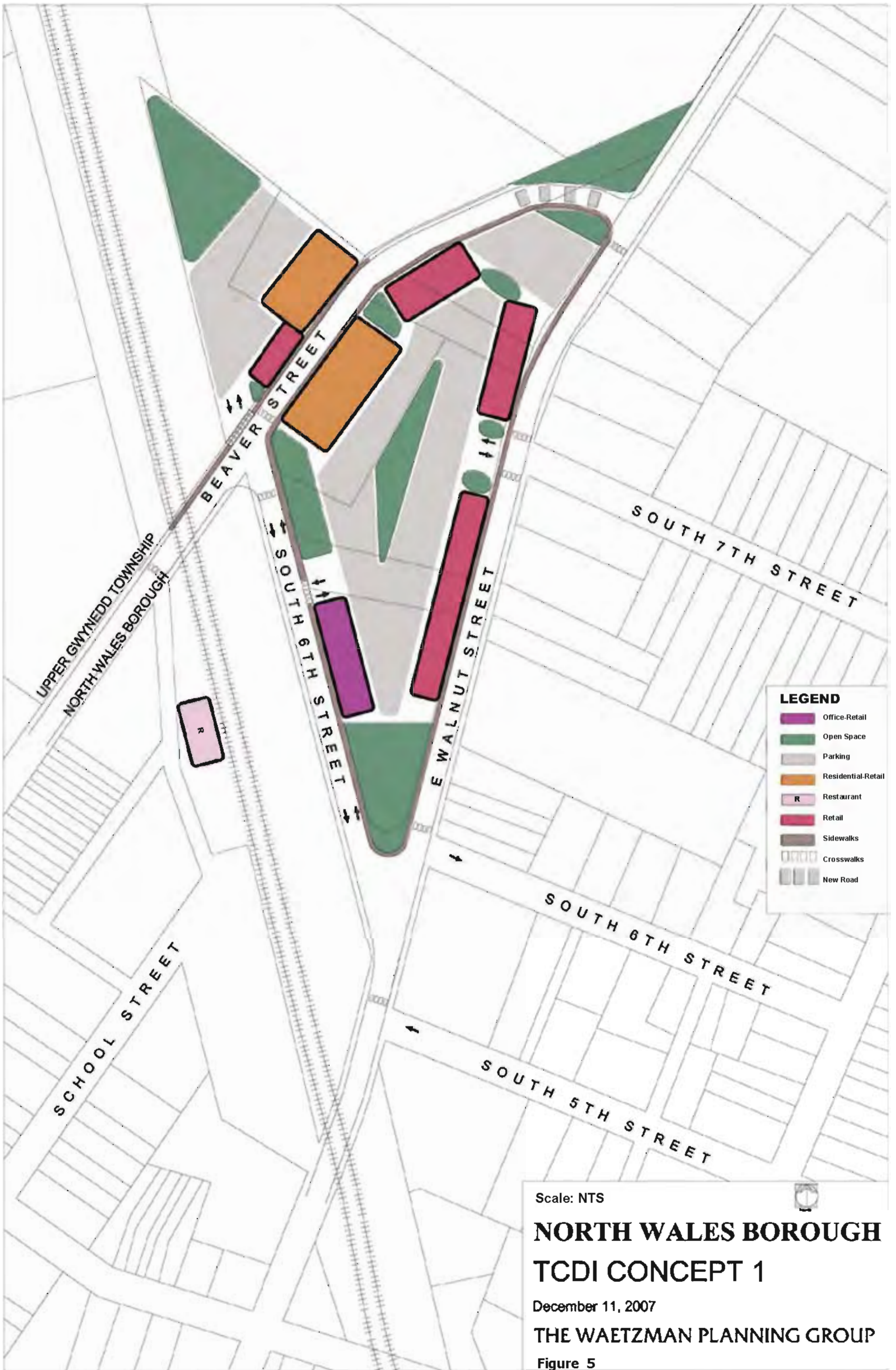
plan proposes to put multifamily residential across from the existing residential uses and to place the office and retail uses along Sixth Street and Beaver Street. In this plan Wawa remains and the intersection of Beaver and Walnut Streets is realigned above it. Because some of the Wawa parking will be taken by the realigned intersection, more parking has been added behind the Wawa.

This plan also places parking behind the buildings allowing pedestrians to easily access the buildings from the sidewalk. The realigned Beaver and Walnut Street intersection will still allow a small green area that can be a focal point for the Borough containing a sign and landscaping.

This plan proposes to make Sixth Street one-way northbound between Walnut and Beaver Streets. The conversion to one-way allows angled parking to be added to the east side of the street, in front of the retail/office buildings.

### **By-Right Plan**

The final plan is the by-right plan. This plan shows new development on two parcels on opposite sides of Beaver Street. The parcel on the western side of Beaver street is currently owned by PECO and is currently being leased by SEPTA for satellite parking during the construction for the station area improvements previously described. The other parcel currently has a fuel oil company, repair shop and garage (no longer in active use), and is expected by the Borough to be coming onto the market in the near future. This plan has one office/retail building on the side closest to the station and small retail and office buildings on the parcel across the street. Parking is still located behind the buildings. This plan assumes that zoning is not changed and uses the parking requirements applicable to the existing "CR" zoning district.



**LEGEND**

	Office-Retail
	Open Space
	Parking
	Residential-Retail
	Restaurant
	Retail
	Sidewalks
	Crosswalks
	New Road

Scale: NTS

**NORTH WALES BOROUGH  
TCDI CONCEPT 1**

December 11, 2007

THE WAETZMAN PLANNING GROUP

Figure 5



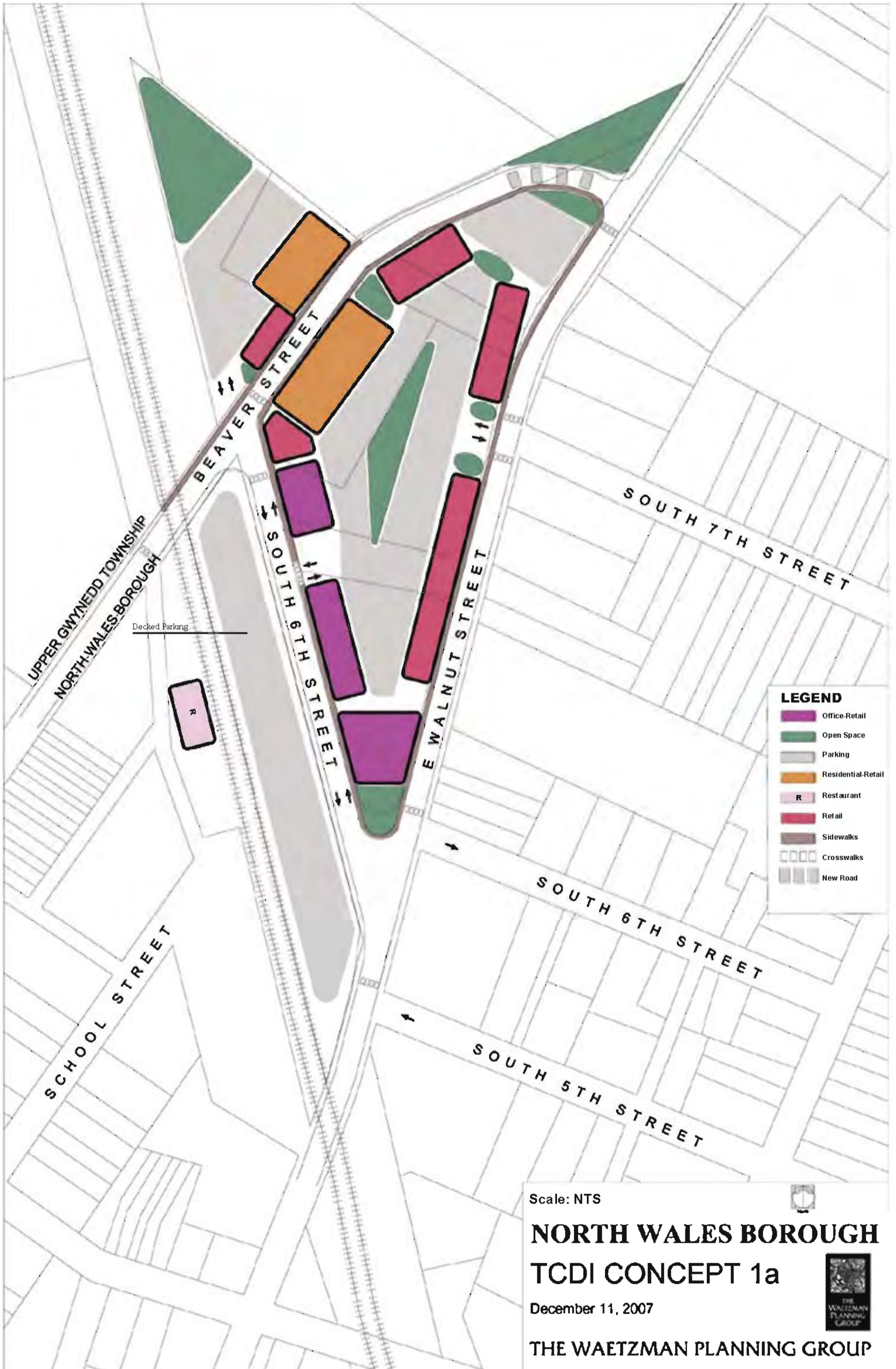


Figure 6

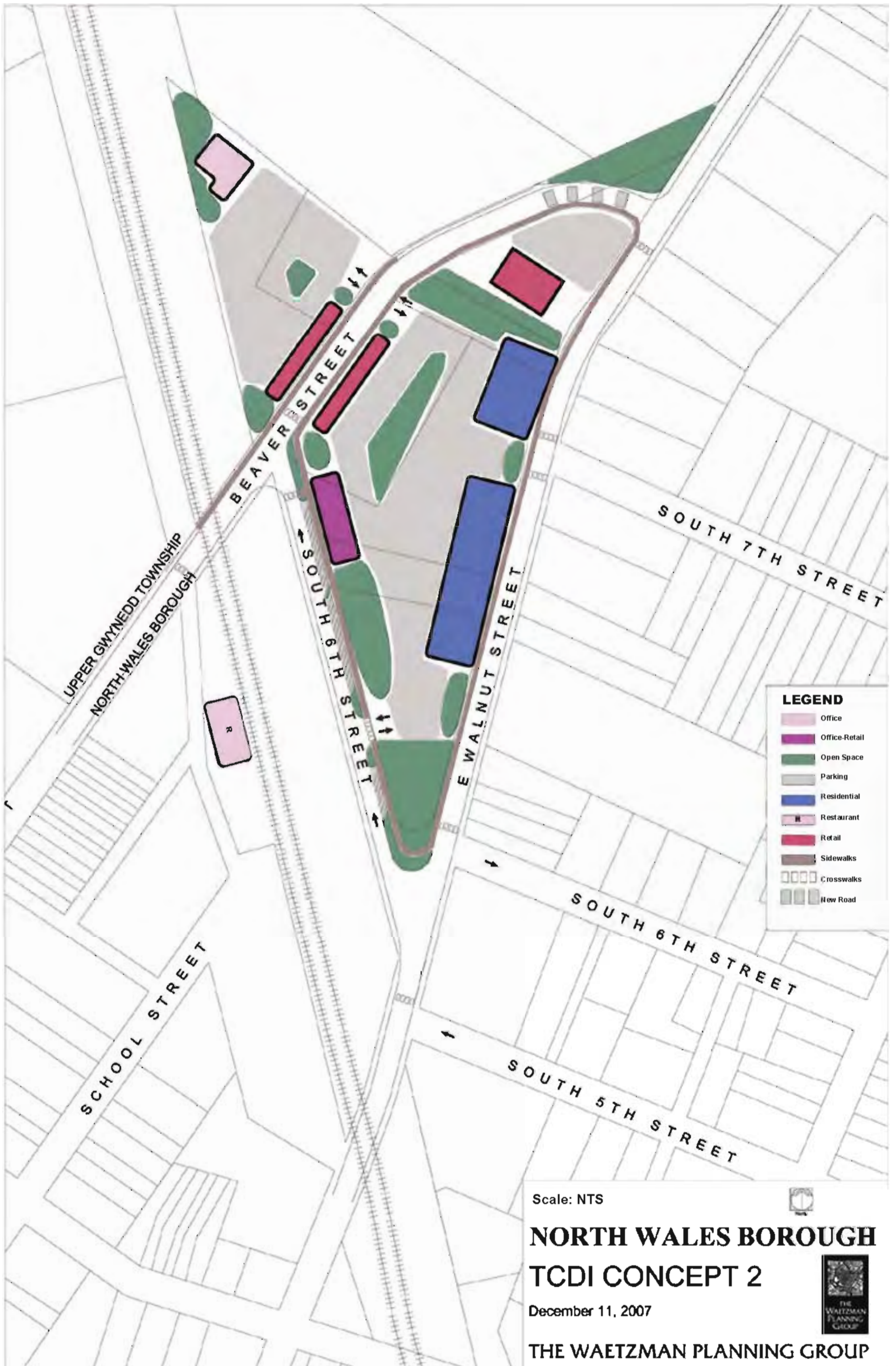


Figure 7

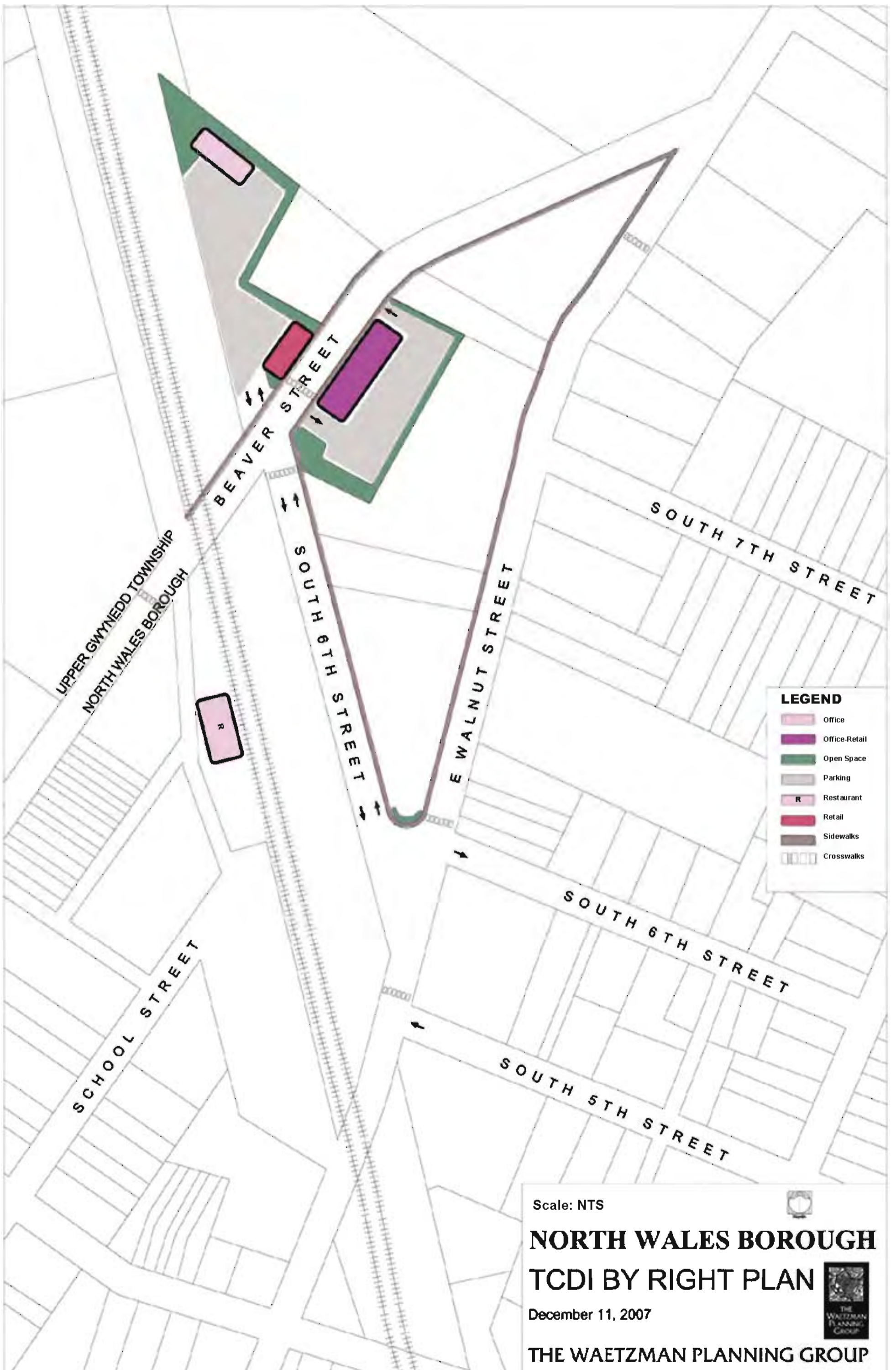


Figure 8

## **Chapter 8.**

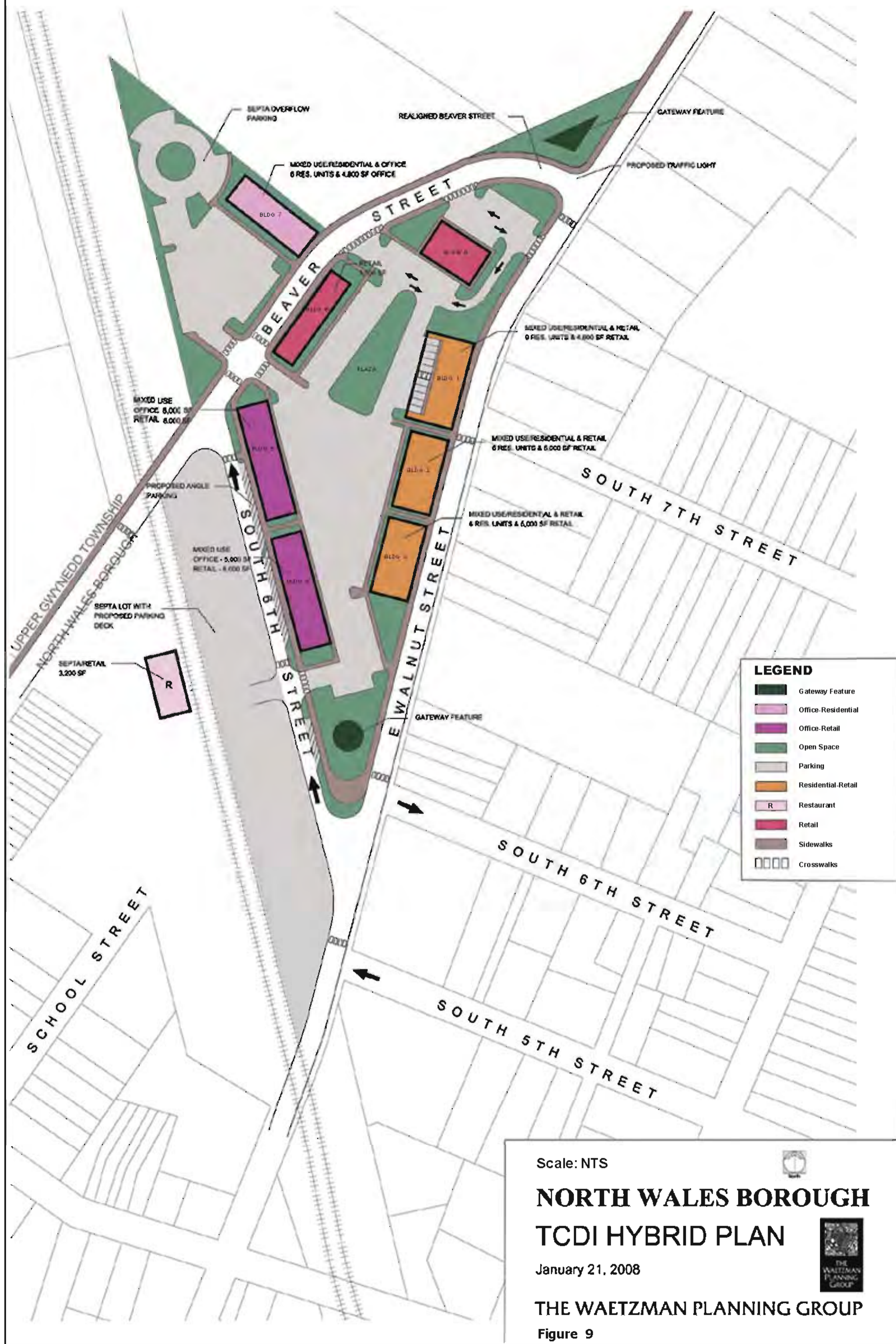
## **The Hybrid Plan**

A 'hybrid plan' for the area was ultimately developed based on input received on the concept plans discussed in Chapter 7. The hybrid plan (Figure 9) represents a blueprint for the Borough to use to direct development in the study area as parcels become available. It is important to keep in mind that the intent of this hybrid plan is to provide a long-range *vision* for the Wawa Triangle without a specific timeline. It is not a static plan, but it is expected that this plan will evolve over time and will be "tweaked" along the way. Arrangements of the buildings and other components can be manipulated and re-use of existing buildings could be considered, as long as the intent and overall integrity of the plan are preserved.

### **Description of the Hybrid Plan**

The hybrid plan contains some features from each of the four concept plans, as well as some new features added in response to suggestions from the Committee. The Committee felt strongly that it wanted the end result of this plan to be a plan for the redevelopment of the entire study area and not just a by-right plan focused on the development that is possible now. The Committee recognized that development may come in stages, but hopes that this plan will serve as a guide to the type of development that should occur for the site as a whole. The Committee liked the idea of mixed uses and felt that the inclusion of some new apartment style units would be a good addition to the area where the housing is now predominantly older single family and single family attached residential. The Committee also felt that the Wawa is a good fit for the area, but that it should not be expanded and should be reoriented so that there is an entrance on the side facing the new development. Another key feature of the plan is the conversion of a major portion of the train station building into a retail use.

The completed hybrid plan shows two, two-story buildings (Buildings 4 & 5) with retail on the first floor and offices above along 6<sup>th</sup> St.; three, two-story buildings (Buildings 1, 2, & 3) with retail on the first floor and residential above along Walnut St; a one-story retail building (Building 6) on the east side of Beaver St. and a two-story retail/office building (Building 7) on the other side of Beaver St., along with additional SEPTA satellite parking (see parking discussion below). Building 1 has some parking underneath resulting in a smaller retail space. A key feature for all of these buildings is that they are located close to the street, with parking to the rear. This encourages pedestrian usage and maintains a street presence, similar to the building placement in the main portion of the business district south of the study area, along Walnut Street and along Main Street.



**LEGEND**

	Gateway Feature
	Office-Residential
	Office-Retail
	Open Space
	Parking
	Residential-Retail
	Restaurant
	Retail
	Sidewalks
	Crosswalks

Scale: NTS

**NORTH WALES BOROUGH**

**TCDI HYBRID PLAN**

January 21, 2008

**THE WAETZMAN PLANNING GROUP**

Figure 9

A summary of the uses in the hybrid plan is as follows:

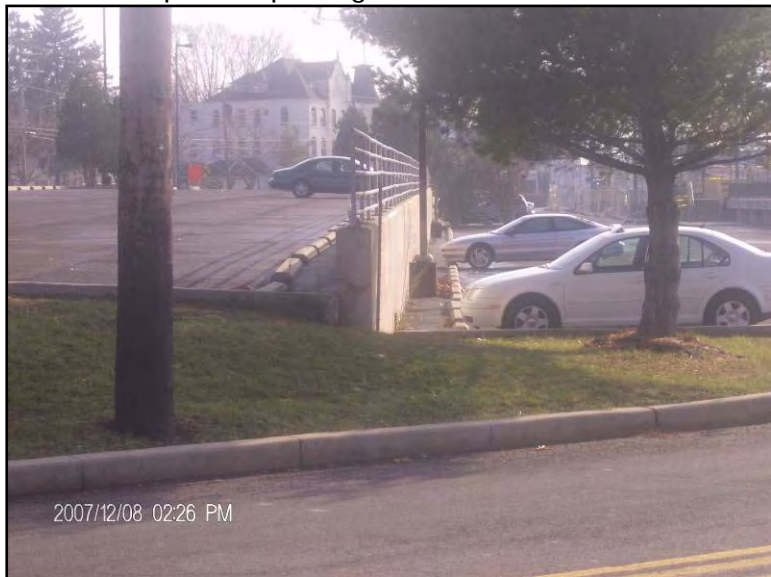
<b>Retail Uses</b>		<b>36,870 Square Feet</b>
New Retail	30,500 SF	
Wawa Store	3,170 SF	
Train Station	3,200 SF	
<b>Offices</b>		<b>16,800 Square Feet</b>
<b>Residential</b>		<b>27 Dwelling Units</b>

Two major traffic improvements have been incorporated into the hybrid plan. Three options for traffic improvements within the study area were considered. After consultations with the Committee, Options 1 and 2 were selected and Option 3 was dismissed. The first is converting 6<sup>th</sup> St. into a one-way street between Walnut St. and Beaver St. to allow for additional (angled) parking along one side of 6<sup>th</sup> St. The second traffic improvement is the realignment of Beaver and Walnut Streets in order to allow a safer intersection, with Beaver Street intersecting Walnut Street at a right angle. This realignment is shown above the Wawa. The realignment also frees up land to provide space for a gateway feature, envisioned to include a Borough identification sign, some hardscape design and landscaping above the realigned intersection of Beaver and Walnut Streets. McMahon Associates concurred with these two traffic improvements.

The Wawa is shown with parking and entrances on both sides. In order to make the area more pedestrian friendly, all of the buildings are connected by sidewalks, and crosswalks are included across Walnut, Beaver, and 6<sup>th</sup> Streets. The existing railroad station is anticipated to contain a use such as a coffee shop and magazine/news stand to service rail passengers and other patrons.

### Parking

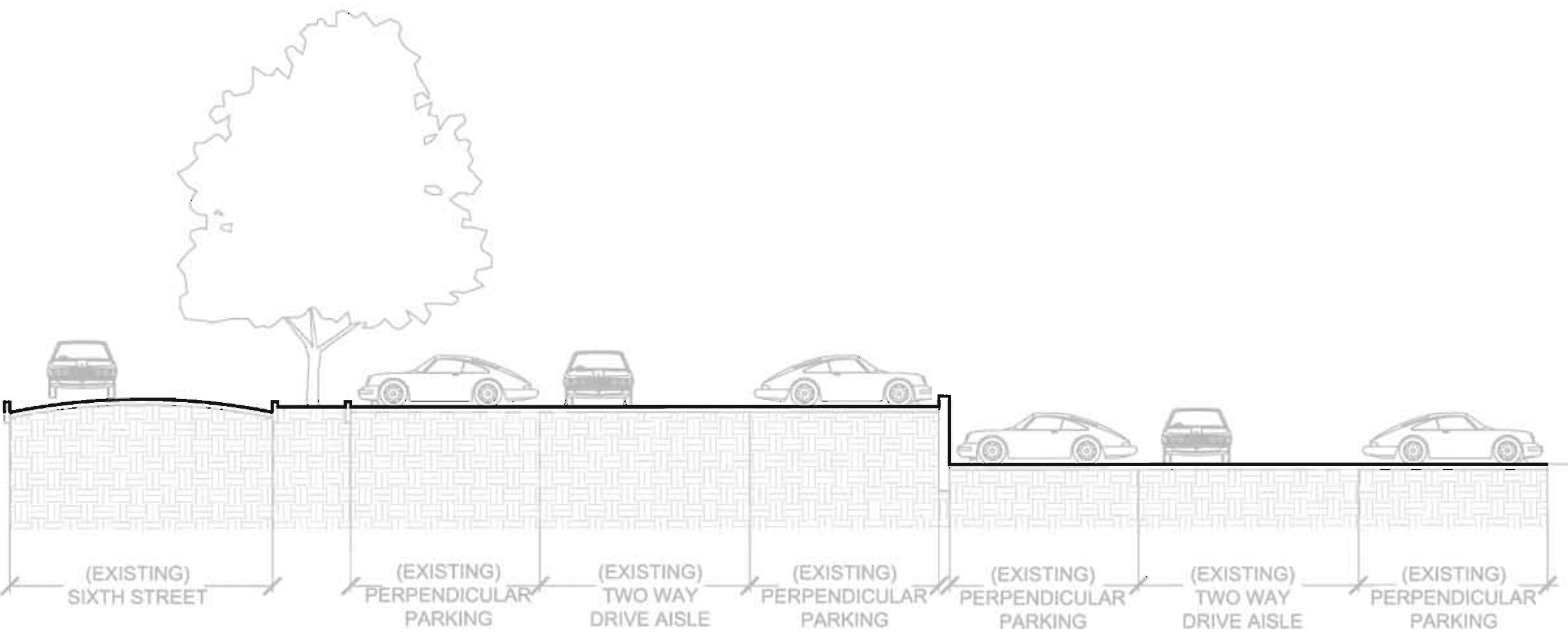
A key feature of the hybrid plan is an expanded parking deck on the station side of 6<sup>th</sup> Street which would provide more SEPTA parking as well as additional parking for the expanded development of the study area. Based upon a preliminary analysis, this appears to be feasible from the standpoint of existing grades, but a more thorough engineering analysis would be required (and is beyond the scope of this plan). Figures 10 and 11 consist of two cross-sections, the first indicating existing



Existing parking where decking is proposed.

conditions and the second showing how the parking deck would be configured. The parking deck configuration allows for an additional row of parking, with an aisle and then parallel parking closest to the railroad tracks. This configuration was required due to space constraints resulting from the handicapped ramps that are currently being constructed along both sides of the tracks.

Some members of the Committee felt a parking deck could allow for more green space in the proposed new development and consequently, the hybrid plan shows a green common area in the center of the site. The plan also shows the area for a gateway feature at the eastern end of the study area (current intersection area of Beaver and Walnut Streets), and a landscaping and amenity area at the intersection of Walnut and 6<sup>th</sup> Streets.



**Existing SEPTA Parking Lot Section**

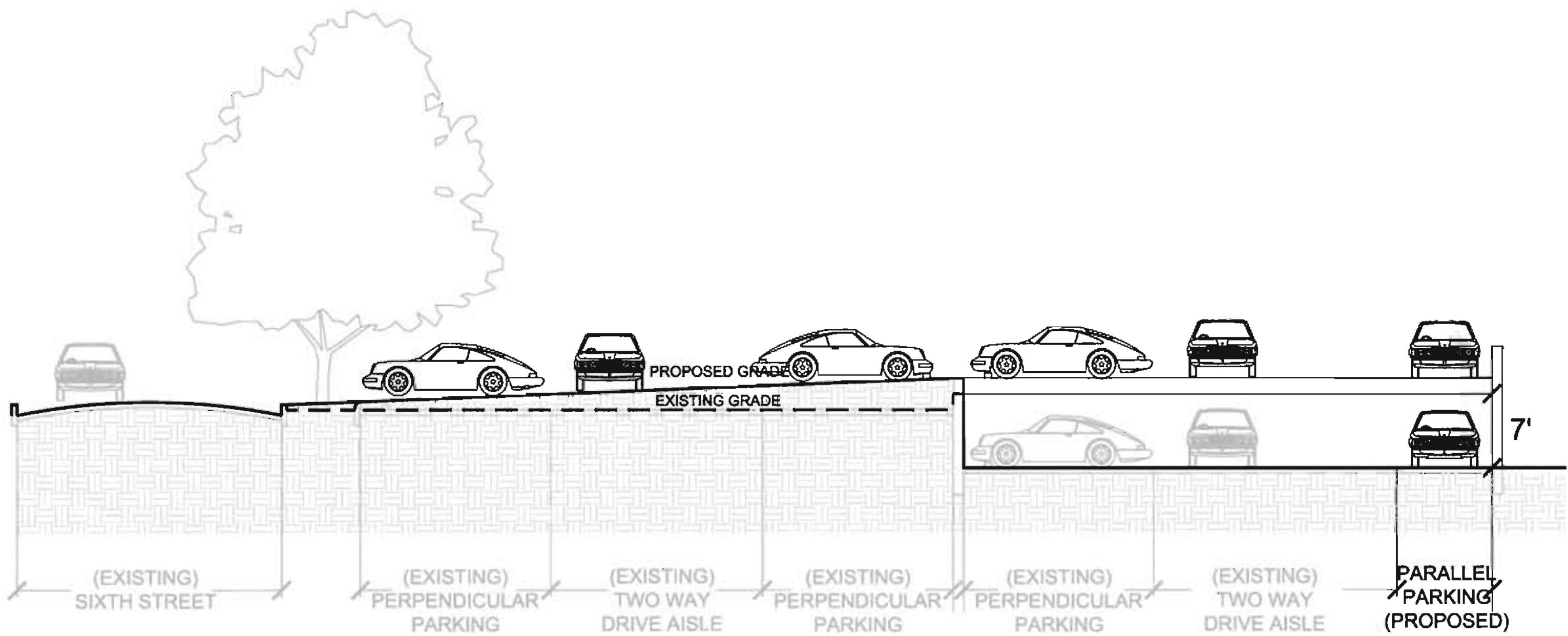
North Wales TCDI Study Area  
 Borough of North Wales, Montgomery County, Pennsylvania  
 11 December 2007

PREPARED FOR: NORTH WALES TCDI

Scale: NTS

**Figure 10**





## Proposed SEPTA Parking Lot Elevation

North Wales TCDI Study Area  
 Borough of North Wales, Montgomery County, Pennsylvania  
 11 December 2007

PREPARED FOR: NORTH WALES TCDI

Scale: NTS

Figure 11

The following parking chart shows the amount of parking required for all of the uses and the amount of parking provided. [The Transit-Oriented Development (TOD) parking standards used for the plan are 3 spaces/1,000 Square Feet of floor area for nonresidential uses, and 1 space/unit for each residential unit plus 1 space for each 15 residential units for guest parking.]

**Table 10. Parking Chart**

Lot	Required (Using TOD Parking Standards)	Provided
West of Beaver St.	21	57
Wawa Triangle	164	112
Proposed Septa Deck		60
Angled 6th Street Parking		31
<b>Total</b>	<b>185</b>	<b>260</b>

With or without the addition of the parking deck, there would be ample parking, assuming that parking on the west side of Beaver Street will be "shared" for some uses on the east side. If the Borough prefers to make the development in the triangle area (between Beaver and Walnut Streets) self-sufficient from a parking standpoint, there would be a small parking deficit unless the deck is constructed. Whether or not there is sharing considered for the parking west of Beaver Street, there would be some surplus parking there for use by SEPTA. If the deck is not built and the west side of Beaver Street is going to function independently from the triangle area, some of the green plaza will need to be converted to parking. Alternatively, some buildings might need to be reduced in size.

In addition to the hybrid plan, images of redevelopment concepts were compiled in a photographic presentation (Figure 12) to exemplify the vision of what this TOD area could look like.



Mixed Use Building Facades



Mixed Use Building Facades



Mixed Use Building Facades



One-Story Building Facades



Knee Wall at Parking Lot



Knee Wall at Parking Lot



One-Story Building Facades



Arcade to Train Station

## Images of Redevelopment Concepts

North Wales TCDI Study Area  
Borough of North Wales, Montgomery County, Pennsylvania  
11 December 2007

**Figure 12**

## **Chapter 9. Recommendations and Action Plan**

### **Implementation**

In order to implement this redevelopment plan for the "Wawa Triangle," there are certain tools the Borough can utilize to initiate redevelopment by private developers. The following list includes some options and opportunities for implementation that may be available to the Borough.

Zoning Amendment. The Borough may either alter the existing CR Zoning District or create a TOD Overlay District. Whether an amendment or an Overlay District, the following requirements should be considered:

- Add residential on the second story as a permitted use
- Change front yard setback requirements
- Reduce parking requirements to take into consideration the proximity of this development to mass transit; therefore the parking requirements should be reduced
- Amend permitted uses so as to exclude inappropriate uses such as automotive, wholesale, drive-thru's, service stations, etc. In addition, there should be allowances for a mix of uses.
- Area and yard requirements should be revised to allow for smaller scale, mixed uses
- Certain public amenities should be required
- Landscaping standards should be added

When the zoning amendment is drafted, the Borough may want to consider applying some or all of the new requirements to appropriate areas outside of the study area.

Parking Deck Feasibility Study. A feasibility and engineering study for the recommended parking deck would need to be undertaken. Although conceptually this has been proposed and designed, an in-depth engineering study must be prepared to determine the technical feasibility of the deck; in addition construction documents would need to be prepared, assuming feasibility is confirmed.

Business Outreach. The Borough should continue to work with SEPTA in trying to obtain a lease for the train station building so that the Borough can attract and provide opportunity for businesses as identified in the market study. The market study states that to draw commuters into the area, convenience goods such as shoe shine and repair stores, ATM/convenience banking, dry cleaners, coffee shops, etc. should be located within the station complex or immediately adjacent to it.

In addition the Borough should work with the North Wales Borough Business Alliance to outreach to appropriate businesses as identified in the market analysis. To draw local residents into this area, the market analysis states that the Borough should attract goods and services businesses such as home furnishings, and lawn and garden supplies in addition to florists, ethnic/unique food stores, specialty delis and personal care shops.

Traffic Improvements. The Traffic Analysis concluded there were two improvements that could be implemented as part of the redevelopment of the Wawa Triangle. The first would be the Beaver Street Realignment, which involves a realignment of the Beaver Street intersection with Walnut Street further to the south/west, allowing for an intersection closer to 90 degrees. This realignment should improve the operation of the intersection by forcing vehicles to slow as they turn. The realignment would make the intersection a more typical intersection that would be easier for pedestrians to cross based on the expected slower speeds of vehicles traveling through the intersection.

In addition, a Sixth Street modification is also recommended. Sixth Street currently connects Walnut Street and Beaver Street on the east side of the railroad. This road currently allows for travel in both directions, with parking prohibited on either side. Various uses of this roadway segment, which presently experiences relatively low traffic volumes, were proposed in conjunction with the redevelopment. It is recommended that this roadway be restricted to one-way northbound travel only. Two-way travel on this roadway segment is not pertinent to the traffic circulation in the area considering the roadway network in the area. This one-way restriction, along with textured crosswalks at appropriate locations, would improve pedestrian access between the proposed redevelopment site and areas to the west. This change would also allow angled parking to be provided along this segment adjacent to the new development proposed, to increase available parking in the area.

Both of these traffic improvements are shown on the attached hybrid plan.

Community Development Corporation (CDC) A CDC is a tax exempt organization comprised of business and community leaders that guides the revitalization of downtown areas. The CDC representation is comprised of a Board of Directors, including both Borough officials and business owners. A CDC can be involved in a variety of activities including economic development, education, and real estate development. Several local communities, for example Horsham Township, Montgomery Township, and Souderton-Telford Main Streets, have established CDC's for similar purposes. The Borough may wish to contact them for more information regarding this implementation option.

Financial Assistance through the Montgomery County Redevelopment Authority. If the Borough feels that assistance to the private market becomes necessary to implement the vision and plan for this area, the Borough could initiate a meeting with the Montgomery County Redevelopment Authority and begin the process of obtaining assistance through this agency. Assuming the Authority concurs that the Borough has a valid plan for the "Wawa Triangle," the County Redevelopment Authority could be utilized to provide assistance in obtaining County and State loans and/or grants to implement the plan. The Redevelopment Authority has the ability to manage below market rate financing packages to ensure economically viable redevelopment and reuse projects. The Authority can also issue tax-exempt bonds for capital projects for qualifying redevelopment areas.

In addition, the Redevelopment Authority would have the capacity to acquire, purchase, sell, lease or dispose of real estate for private redevelopment for eligible areas.

There are some specific actions necessary under Pennsylvania Law that would need to be taken by the Borough and Redevelopment Authority before the Redevelopment Authority could undertake such activities; the feasibility of undertaking these should be discussed with the Redevelopment Authority if the Borough wishes to pursue this option.

### **Funding Options**

In order to implement most of the above-mentioned recommendations, the Borough will need to acquire funding from various sources. The following list includes potential funding opportunities. The table in Appendix B provides more details regarding these sources and eligible activities.

- Community Development Transportation Lending Services Corporation (Community Transportation Association of America) - Loans awarded to nonprofit transit providers, public agencies, local and state governments and community organizations to promote better transportation options. Transportation Lending Services is a financial institution certified by the Community Development Financial Institution Fund of the United States Department of the Treasury.
- Home Town Streets (PennDOT) – A variety of streetscape improvements that are vital to reestablishing downtown and commercial centers. Projects may include sidewalk improvements, planters, benches, street lighting, pedestrian crossings, transit bus shelters, traffic calming, bicycle amenities, kiosks, signage and other visual elements.
- Liquid Fuels Tax Program (PennDOT) – Provides funds for any road related activity.
- Pennsylvania Infrastructure Bank (PennDOT) – Low-interest loans for the design, engineering, right-of-way and repair, reconstruction and construction of public highways, bridges, public and private airports and railroads and public transportation systems.
- Montgomery County Revitalization Program (Montgomery County Planning Commission) – The goal of this program is to invest in and stabilize older boroughs and townships in Montgomery County. Based on the Borough's revitalization plan, grants can be obtained to undertake certain activities identified in the redevelopment plan for the Wawa Triangle.
- Pennsylvania Redevelopment Capital Assistance Program (Commonwealth of Pennsylvania, Office of the Budget) - A Commonwealth grant program administered by the Office of the Budget for the acquisition and construction of regional economic, cultural, civic, and historical improvement projects.
- Business in Our Sites (DCED) – To empower communities to attract businesses by helping them build an inventory of ready sites; grants or loans are provided for under this program.
- Community Revitalization Program (DCED) – Provides grant funds to support local initiatives that promote community stability and quality of life. Uses include construction or rehabilitation of infrastructure, building rehabilitation, acquisition and demolition of structures/land, revitalization or construction of community facilities, purchase or upgrade of machinery and equipment, planning of community assets, public safety, crime prevention, recreation, and training
- Elm Street Program (DCED) – Provides grants for planning, technical assistance and physical improvements to residential and mixed use areas in proximity to central business districts.

- Growing Greener II (DCED) – Provides redevelopment grants to municipalities and nonprofits to help community's downtown redevelopment effort, focusing on the improvement of downtown sites and buildings.
- Housing and Redevelopment Assistance (DCED) - Provides state-funded grants for community revitalization and economic development activities at the local level. The program assists the community in becoming competitive for business retention, expansion and attraction.
- Infrastructure Development Program (DCED) – For specific infrastructure improvements necessary to complement eligible capital investments by private development.
- Land Use Planning and Technical Assistance Program (DCED) – For the purpose of developing and strengthening community planning and management capabilities. This program provides grants for comprehensive plans, planning studies, and development of land use regulations (ie zoning).
- Local Municipal Resources and Development Program (DCED) – Provides grants to municipalities for improving the quality of life within the community.
- Urban Development Program (DCED) – Provides grants to promote and encourage the prosperous development of Pennsylvania business.

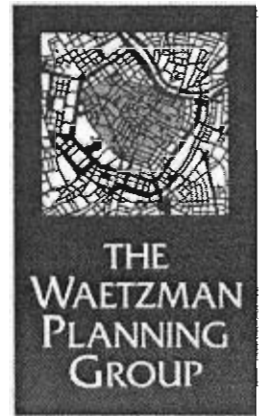
Funding sources and priorities continually change. Therefore, the preceding list and details in Appendix B should be considered as a general guide; the Borough should verify specific funding availability prior to the submission of any grant or loan application.

**Appendix A. Meeting Agendas and Minutes**



**North Wales Borough  
Transit Oriented Development/Redevelopment Plan  
for “Wawa Triangle”**

**Kick-Off Meeting of TCDI\* Review Committee  
May 22, 2007**



**Agenda**

- Introduction of Consultant Team
  
- Purpose of Study
  - Scope of Work
  - Review Draft Goals and Objectives
  - Process
  - Timeframe
  
- Current Conditions of Study Area Properties
  
- Identification of Stakeholders
  - Business/Property Owners
  - North Wales Borough Business Alliance
  - SEPTA
  - Post Office
  - Transit Riders
  - Merck
  - Others?
  
- Questions/Comments
  
- Next Steps/Meeting Dates
  - Invite Stakeholders to Next Meeting?

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Toll Free  
(800) 669-5202

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\* Transportation and Community Development Initiative

**North Wales Borough**  
**Transportation and Community Development Initiative**  
***Kick-Off Meeting of TCDI Review Committee***  
**May 22, 2007**  
**7:00 – 8:45 PM**  
**Minutes**

Attendees:

Charles Guttenplan  
Mark Tarlecki  
Greta Martin Washington  
Harry J. Finlayson  
Sue Patton – Borough Manager  
Jocelyn Tenney – President, North Wales Borough Council

Charles Guttenplan opened the meeting by introducing the *Transportation and Community Development Initiative* [TCDI] purpose and plan. A TCDI grant was awarded to the North Wales Borough for the redevelopment of transportation facilities and investment within the Borough. The awarded TCDI grant of \$40,000 is expected to be matched by \$10,000 of *in-kind* services by North Wales Borough.

Consultants working of the Redevelopment Plan are The Waetzman Planning Group of Bryn Mawr, PA, McMann Associates of Fort Washington, PA, and Triad Associates headquartered in Dresher, PA. Project manager and contact person for The Waetzman Planning Group is Charles Guttenplan, Ken O'Brien with McMann Associates and Michael Zumpiro with Triad Associates. Traffic Study and Land Use regarding street parking will be conducted by McMann Associates and the marketing considerations and components for the Plan's ultimate use will be completed by Triad Associates.

Charles Guttenplan distributed and discussed with the TCDI Committee members a written outline from The Waetzman Planning Group regarding the purpose of the study, the current conditions of the study area properties and the identification of stakeholders that may be involved in the Redevelopment Plan. Charles Guttenplan noted that some of the stakeholders may include:

- Business/Property Owners
- North Wales Borough Business Alliance
- SEPTA
- Upper Gwynedd U.S. Post Office
- SEPTA Transit Riders
- Merck Pharmaceuticals
- Others: PECO, CSX, Fitzpatrick Container, Lamb Foundation and McKeever's Tavern

Charles Guttenplan also distributed and discussed with TCDI Committee members the Issues, Goals, and Objectives for the *Transit Oriented Development/Redevelopment Plan* for the "Wawa Triangle." Some of the issues to be addressed in the Study Area included:

- ✓ Heavy through traffic
- ✓ Uncoordinated land use pattern
- ✓ Insufficient pedestrian accommodations
- ✓ Dominance of the SEPTA train station
- ✓ Access management
- ✓ Lack of connectivity to central business district

The goals and objectives of the *Transit Oriented Development/Redevelopment Plan* were noted as:

1. Determine the best land use mix for the study area
2. Establish this area as an "extension" of the central business district
3. Create more synergy between the train station and the remainder of the study area
4. Improve pedestrian circulation throughout the study area
5. Create a traffic environment that supports through movement of vehicles while recognizing the need to accommodate pedestrians and encourage commerce
6. Ensure adequate parking for the planned uses in the study area
7. Improve train station amenities.

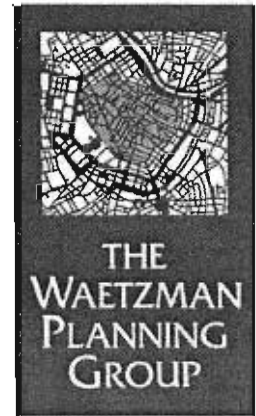
Charles Guttenplan requested that TCDI Committee members review in more detail and respond to the plans' goals and objectives by emailing Sue Patton, Borough Manager or Charles Guttenplan at The Waetzman Planning Group.

The meeting adjourned at 8:45 PM and the next scheduled TCDI Committee Meeting is scheduled for July 09, 2007 @ 7:00 PM in order to ascertain feedback from selected Stakeholders in the Survey Area who have been invited to the meeting.

**North Wales Borough  
Transit Oriented Development/Redevelopment Plan  
for “Wawa Triangle”**

**TCDI\* Review Committee Meeting  
With Stakeholders**

**July 9, 2007  
7 P.M.**



**Agenda**

- Introductions
- Study Overview
  - Scope of Work
  - Draft Goals and Objectives (*Handout*)
  - Process
  - Timeframe
- Discussions with Stakeholders
  - Issues/Concerns
  - Priorities
- Questions/Comments
- Next Steps

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[wpg@waetzmanplanning.com](mailto:wpg@waetzmanplanning.com)

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\* Transportation and Community Development Initiative (Grant covering 80% of Study cost)

**North Wales Borough**  
**Transportation and Community Development Initiative**  
**Meeting of TCDI Review Committee**  
**July 09, 2007**  
**7:00 – 8:20 PM**  
**Minutes**

TCDI Committee Members in Attendance:

- Greta Martin Washington
- Harry J. Finlayson
- Sue Patton – Borough Manager
- Debbie Bell

Planning Consultants:

- Charles Guttenplan [*Waetzman Planning Group*, Bryn Mawr, PA]
- Ellen Reynolds [*Waetzman Planning Group*, Bryn Mawr, PA]
- Ken O'Brien [*McMann Associates*, Fort Washington, PA]
- Stephi Bowers [*Willow Financial Bank*, Maple Glen, PA]
- David Fogel [Transit Enhancement Program, SEPTA]
- Michael Dawkins [Transit Enhancement Program, SEPTA]

Sue Patton opened the meeting by introducing the TCDI Members and Planning Consultants. Sue asked Charles Guttenplan to further discuss the Redevelopment Plan/Study to the interested audience participants of which there were 32 community members and other interested stakeholders. Topics that Charles Guttenplan discussed and highlighted included:

- ✓ Current Uses on the Wawa Triangle properties
- ✓ Best *land use mix* for the future development to provide for a more cohesive business district usage
- ✓ Triad Associates – [headquartered in Dresher, PA] - what uses make sense in the North Wales Borough
- ✓ Traffic/Parking Issues in the North Wales Borough such as vehicular and pedestrian access to the Wawa Triangle area

Ken O'Brien of McMann Associates then discussed traffic patterns, street usages and parking issues. Alternative plans are to be considered, reviewed, and the best plans presented to the North Wales Borough Council in the Fall 2007.

David Fogel and Michael Dawkins, SEPTA, working in conjunction with the Transit Enhancement Program discussed Americans With Disabilities Act accommodations at the North Wales

Railroad Station. They suggested that interested planners can reference upgrades that have been completed at area locales such as the Melrose Park, Fort Washington and Overbrook Railroad Stations.

At this point in the meeting, Charles Guttenplan asked audience participants for their views and feedback regarding the Redevelopment and Transit Plan. Charles Guttenplan also gave possible examples of improvements such as street lighting, pedestrian access, and traffic concerns of speeding on the Borough streets and *traffic calming features* utilized in other locales.

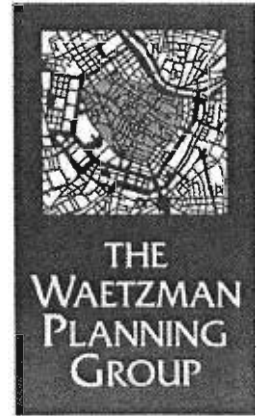
Audience concerns and feedback included:

- ✓ Traffic on Main Street in North Wales Borough
- ✓ Walnut Street is a Speedway including SEPTA busses exceeding the 25 MPH posted speed limit
- ✓ Eminent Domain – will this option be utilized in the Planning Development?
- ✓ Proposed Land Uses in the North Wales Borough
- ✓ Earl Wampole – resident of North Wales Borough on the issues of curbing and the history of the Wawa Triangle and the subsequent traffic patterns
- ✓ Al Tenney - resident of North Wales Borough questioned the traffic signal proposal at Beaver Street
- ✓ Ken O'Brien/Sue Patton/Len Perrone commented on Beaver Street Traffic signal – in final stages of discussion with Fitzpatrick Container Industry and Wawa
- ✓ North Wales Post Office and access via Wissahickon Avenue we discussed by Len Perrone, Upper Gwynedd Borough Manager
- ✓ SEPTA bus stop location – busses stopping near the Railroad Tracks thus backing traffic onto the Railroad Tracks at times
- ✓ Questions about electronic traffic MPH warning signs and the resulting traffic problems
- ✓ Earl Wampole – pavements on Walnut Street are in poor shape and not handicap accessible. He noted that ambulances have been summoned because of recent pedestrian accidents caused by uneven sidewalks
- ✓ Doug Sailor – resident of North Wales Borough – noted the possible changing of Beaver to Walnut Street to 6<sup>th</sup> Street as being one-way traffic
- ✓ Use of the Philadelphia Electric Company [PECO] property as a possible Skateboard Park
- ✓ Possibly increasing the MPH on North Wales Road from 10<sup>th</sup> Street to Hancock Road to read a consistent 40 MPH
- ✓ Restaurant/Café in the North Wales RR Train Station – is it a possibility?
- ✓ Notion that the North Wales Borough Railroad Train Station may help promote the history of the North Wales Borough and the Train Station with information provided in a museum-type setup. A multi-use of museum and refreshments.

Charles Guttenplan noted in closing that the final presentation of the **Transportation and Community Development Plan** is scheduled to be made to a North Wales Borough Council Meeting in the latter part of 2007.

**North Wales Borough  
Transit Oriented Development/Redevelopment Plan  
for “Wawa Triangle”**

**Meeting of TCDI\* Review Committee  
Dec. 11, 2007**



**Agenda**

- **Summary of Market Analysis – TRIAD Assocs.**
- **Summary of Transportation and Circulation Study – McMahon Assocs.**
- **Overview of Concept Plans**
- **Discussion of Options**
  - *Septa Parking ( Satellite Lot, Parking Deck)*
  - *Mix of Uses (Retail, Office, Residential)*
  - *Traffic Circulation*
  - *Septa Station*
- **Determination of concept to pursue**
- **Discussion/Questions/Next Steps**

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\* Transportation and Community Development Initiative

## Summary of Discussion - North Wales TCDI Meeting December 11<sup>th</sup>, 2007

- Discussion of need for zoning changes to promote development. Charlie stated that our report would point out the need for certain changes, but actual implementation would be up to the Borough to pursue later. Charlie also mentioned that there would be general recommendations for design guidelines for this area (again, actual guidelines would be an implementation activity for post-study phase).
- In response to Ken's remarks there was some discussion about types of crosswalks. Agreed that they need not have different texture, but also need to have a clear visual demarcation. He also discussed bulb-outs(?) to shorten pedestrian crossing areas at certain crosswalks.
- Where the realigned Beaver Street is shown, it was determined that there would probably be a right turn cut-off lane(term?) for traffic traveling south on North Wales Road that wishes to proceed southbound on Beaver Street.
- Positive response to the idea of a partial parking deck. Would like to know how many additional spaces this would provide and the approximate cost.
- Liked the idea of mixed uses, especially retail with residential above.
- Discussed the idea of phased development as parcels become available. How do we want to address this? This should be discussed in implementation section.
- Discussed the fact that the report will contain a list of potential funding sources for (at least some of) the implementation activities that will be listed, recognizing that funding sources and dollar allocations change all the time.
- Wawa will stay in its current location and street will cut through above; do not want Wawa to expand and put in a gas station. Will have to add some parking for Wawa to compensate for what will be lost and suggest a "re-orientation" of the building so that entries face parking areas.
- Can we have more pedestrian areas and separate parking?
- Desire to make some joint use of PECO parcel to include SEPTA parking/link to train station. This area could also probably include some residential use since the abutting portion of Fitzpatrick Container Corp. will remain open space due to the presence of the stream/floodplain (even though it is technically part of an industrial parcel).



Mayor Ross  
Austin Armstrong  
Justin Jewell  
Margaret Michie  
Wendy McClure

Daniel H. O'Connell  
Christine Schiele  
Mark Tarlecki  
Jocelyn Tenney  
William VanSant

BOROUGH OF NORTH WALES  
300 SCHOOL STREET  
NORTH WALES, PENNSYLVANIA 19454

MEETING: March 11, 2008

TIME: 7:00 P.M., D.S.T.

PUBLIC COMMENT WILL BE LIMITED TO ONE MINUTE FOR EACH  
PERSON PER TOPIC

CALL TO ORDER AND ROLL CALL

PLEDGE TO THE FLAG

ITEM #1 Public Comment

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ITEM #2 TCDI Study / Review of Hybrid Plan

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ITEM #3 Skateboarding / Tennis Courts

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ITEM #4 Survey

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ITEM #5 Resolution Adopting County Revitalization Plan

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ITEM #6 CDBG Application (2009)

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ITEM #7 Encumbrance Report

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ITEM #8 Solicitor Comment

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ITEM #9 Council / Mayor / Manager Comment

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**ADJOURNMENT**

Monthly Meeting Information / Borough Boards & Commissions

HARB	2 <sup>nd</sup> Monday of each month
Zoning Hearing Board	1 <sup>st</sup> Monday of each month /when needed
Planning Commission	Scheduled as needed
NorGwyn Pool Commission	2 <sup>nd</sup> Thursday of month
Park & Recreation Board	2 <sup>nd</sup> Thursday of month
History Commission	3 <sup>rd</sup> Wednesday of month
Shade Tree Commission	3 <sup>rd</sup> Thursday of month

Above meetings begin at 7 PM in the Municipal Building

North Wales Water Auth.	2 <sup>nd</sup> & 4 <sup>th</sup> Wednesday of month
	6 PM / NWWA, 200 W. Walnut Street

Note: The North Wales Borough Planning Commission will meet on March 31 to review and assess the Borough's Revitalization Plan. The meeting will begin at 7 PM.

BOROUGH OF NORTH WALES  
300 SCHOOL STREET  
NORTH WALES, PENNSYLVANIA 19454

MEETING:            March 11, 2008            7:00 P.M.,D.S.T.

ROLL CALL:	Austin Armstrong	Present
	Justin Jewell	Present
	Margaret Michie	Present
	Wendy McClure	Present
	Daniel H. O'Connell	Present
	Christine Schiele	Present
	Mark Tarlecki	Present
	Jocelyn Tenney	Present
	William VanSant	Present

President Tarlecki called the meeting to order at 7:10 and announced the Council held an executive session prior to the public meeting to discuss matters of litigation. Roll call found nine Council members present. Also in attendance were Solicitor David Truelove, Mayor Douglas Ross and Borough Manager Susan Patton.

President Tarlecki noted items #3 and #4 would be reversed on the agenda.

Public comment

Andrew Berenson, 439 Washington Avenue addressed Council asking if the Borough had a public access channel, to which President Tarlecki responded we do have committee that will be looking into that along with updating the web site.

TCDI Study / Review of Hybrid Plan

President Tarlecki commented we have representatives of Waetzman Planning Group who are here to make presentation.

Charles Guttenplan, Waetzman Planning Group introduced Ellen Reynolds of his firm, Ken O'Brien of McMahon Associates who was the traffic engineer on the project and Mike Zumpnio and Stephen Kehs of Triad Associates who assessed the marketability of the plan.

Mr. Guttenplan reviewed the plan presented to the Council and audience noting they tried to take a comprehensive look at the area which is comprised of a 6 acre parcel. Triad Associates looked at the marketing conditions and McMahon looked at parking and traffic issues and essentially updated previous traffic study to improve this area and Waetzman looked at whole area and pulling together.

BOROUGH OF NORTH WALES  
COUNCIL MEETING MARCH 11, 2008  
Page Two

Mr. Zumpino, Triad Associates, commented their job was to look at market conditions and have better sense of where competing demands are and consider potential for the railroad station.

Steve Kehs, Triad Associates, noted what they looked at to determine marketing opportunities and found strong commercial and retail base which indicates there are people coming from outside the area to make purchases. Tried to identify where people work outside the Borough. Typical around railroads are retail stores and housing for young singles and senior citizens. Concluded there is marking for small specialized retail but would require parking rearrangement that is being proposed.

Ken O'Brien, McMahon & Associates, commented they worked on evaluation of parking and traffic circulation. Focused ease of the railroad tracks to see how existing parking is and there is generally little parking on east side. There are some private lots so we don't see them as being counted. Looking to the west of the railroad believe there is adequate parking throughout the day. Looking at Beaver and Walnut Streets, they should remain two-way streets. Beaver serves as somewhat of a release valve for Walnut going to and from Main Street.

Mr. Guttenplan reviewed hybrid plan which came about as result of committee meetings and this is plan they are recommending. Committee felt strongly we should do plan for entire area and think it is important to understand this will not be implemented overnight but this is the goal we are trying to achieve. There is realignment of Beaver Street and making Sixth Street between Beaver and Walnut one-way with angle parking. Noted mixed uses and parking ratio which is 3 spaces per 1,000 sf. Of retail and 1 space for every residential unit. Also proposing double decking portion of SEPTA lot. If that turns out not to be feasible still very close in parking needs. Also provides gateway entering the Borough. It is mixed use area and it is conceivable that people might live over their businesses. One of the things in the final report will be zoning since one conclusion is that CR district will have to be changed. It is good district but allows for uses that would not be appropriate for this particular development type.

Mr. O'Brien commented he is in favor of the realignment of Beaver. Vehicles will have to slow down to make turn onto Beaver. Also agree with the re-striping of Sixth Street to allow one-way north bound. Don't anticipate that would be problem since it is not heavily traveled and then put in angle parking.

Mr. Guttenplan noted plan anticipated re-use of train station and WAWA parking will become little differently oriented but that use like all other uses have two fronts, one on the street and one on the parking lot.

Member VanSant commented see advantage of Beaver realignment that thru traffic coming from Walnut with the current plan they can head off to Main. That could cause some congestion.

BOROUGH OF NORTH WALES  
COUNCIL MEETING MARCH 11, 2008  
Page Three

Mr. O'Brien commented this is just concept, may have to go back to accommodate what happens in the area with development.

Member O'Connell commented it didn't seem like there was enough parking for residential, to which Ellen Reynolds, Waetzman Planning Group, responded it is 1 space per unit plus 1 additional space for guests.

Member Armstrong commented he really liked the concept of have two fronts and keeping the Walnut Street side from becoming a backside of the building.

Mr. Guttenplan agreed and any zoning would also have to address some architectural standards so that we make sure we are looking at buildings that have two fronts.

Member Armstrong questioned exit for the SEPTA lot with the parking deck how that would affect circulation, to which Mr. O'Brien responded that would have to be looked at as the plan goes forward.

President Tarlecki questioned what type of zoning would be needed, to which Mr. Guttenplan responded it would have to be transit oriented district.

Mayor Ross noted his concern is with traffic and how it affects Main Street, to which Mr. Guttenplan responded Mr. O'Brien did review outside the study area but asked him not to get into that tonight.

Member Armstrong questioned if he is developer what does this plan give him, to which Mr. Guttenplan responded have good transit oriented development with built-in demand could be in good position to develop. One thing that is important is the amount of ridership that comes in and out of the station. There is lot of volume.

Mr. Zumpino commented you have given developer some basic strategies to start with.

Member McClure commented we also would like to get developer with like mind. There is good opportunity here.

Mr. Berenson, Washington Avenue questioned if the historic status of the station was taken into consideration, to which Mr. Guttenplan responded we did and anticipate building would be renovated.

Herb Thomas, Tenth Street, commented plan is bringing more traffic in and people who live on Walnut can't get out now. Traffic light will back traffic up. Borough owns the Hess Park and that should be incorporated into parking area. There is lot more looking into to do.

BOROUGH OF NORTH WALES  
COUNCIL MEETING MARCH 11, 2008  
Page Four

Al Tenney, E. Walnut Street, commented Upper Gwynedd Township is pretty far along with their traffic signal and questioned if they were aware of plan, to which Mr. Guttenplan responded their Manager attended stakeholder meeting and they are aware of what we are doing.

Drew Michie, S. Sixth Street, questioned if he is coming into the train station and parking lot is filled what's keeping him from using the other spaces.

Mr. Guttenplan commented think it is going to be an enforcement issue from the group of businesses there. There will have to be some signage and enforcement.

Member Schiele commented plan is preliminary and at least now we have a vision. If we don't have something in place and apply for grants it is difficult to get them. This way we look like we are prepared.

Mr. Guttenplan agreed, almost any grant application is going to say show us your plan.

Member O'Connell questioned if the WAWA building will stay in the same place, to which Mr. Guttenplan responded it would, just realign parking lot area.

President Tarlecki questioned how Mr. Guttenplan would like Council to proceed on this, to which Mr. Guttenplan responded purpose tonight was to get feedback and now they will be putting plan document together and will be coming back between now and May/early June.

Survey

Mrs. Patton reviewed survey contents.

President Tarlecki questioned how Borough that did send out survey did it, to which Mrs. Patton responded they sent it out by bulk mail and it wasn't coded in any way. Just went to their residents.

Member Jewell suggested question "how do residents get local news about Borough".

Member Schiele commented she thought it was little lengthy and we also need to define goal of survey.

Member O'Connell questioned why the other Borough sent out survey, to which Mrs. Patton responded they felt it was at point in time where they should get feedback from residents on Borough services, activities, resources to see how they were doing. Kind of like a report card.

Member Michie commented she didn't think we needed to know how people travel.

BOROUGH OF NORTH WALES  
COUNCIL MEETING MARCH 11, 2008  
Page Five

Member Van Sant commented we should do some sort of tabulation and felt survey may show us a trend that may be going on in targeted area. Will give us good indication of what our residents are looking for.

Member Tenney commented it is possible this format could be reformatted to shorten. Agree we should do some sort of analysis and maybe it would be better to have something in the corner that lets us know it is original that we sent out.

Member Schiele commented she didn't like where people had to write answers, people don't want to take time to do that. Some of the things listed like garbage collection, because we don't collect garbage. Don't think it is in our best interest to show negativity.

Mayor Ross noted we are asking for people's perception of things, just be careful about how we word it.

Member Jewell commented one of the reasons he brought this up was to get broader sense and one thing is perception of things in the Borough and think we need to know that.

Member VanSant commented he would like to see under each subject that we have one single line to make comment if people want to.

Member Schiele noted her agreement with that but didn't agree with question where they have to write paragraph or something like that.

Member Michie noted she had asked for something from each department, what would they like to see in survey.

Mrs. Patton noted she made request and didn't get any feedback.

Member Michie commented she would like to have three from each Department.

Member Schiele commented she thought tabulation is key and it shouldn't be Council.

Discussed tabulation methods which could possibly include interns from Community College or Tech School and suggestion was made that possibly some of our citizens committees.

Discussed time period for putting out and getting back with consensus that if we can't get survey out by May we should put off until fall.

Andrew Berenson, Washington Ave., suggested defining downtown area if that is not done.

BOROUGH OF NORTH WALES  
COUNCIL MEETING MARCH 11, 2008  
Page Six

Al Tenney, E. Walnut suggested it might be helpful to at least have street address when survey comes back

President Tarlecki asked Council members to get suggestions, comments in to Mrs. Patton and would like to look for some king of vote on March 25<sup>th</sup>.

Skateboarding / Tennis Courts

Solicitor Truelove reviewed research done by his office which was distributed to Council, asking everyone to look at this and discuss at another meeting. There are various skateboarding ordinances all over the Country and it is matter of preference. Concern is that since this discussion began, the Tennis court has suffered vandalism and that can be enforced by the Borough. Think overall concern is what do you want the Borough to do about skateboarding, inline skating, etc.

Mayor Ross noted there are some really good suggestions in research and think we all share comments about vandalism and it needs to stop. Believe this Council has been very open minded and if there is going to be something positive in the future, the vandalism has to stop.

Member O'Connell commented we also want to send message that existing laws are being broken.

Resolution Adopting County Revitalization Plan

Mrs. Patton noted the Borough did adopt the County Vision Plan back in 2003 or 2004 which was a tool for municipalities to use and also then enabled us to apply for grants with a 10% match versus the 20% match. It made sense to adopt the County Vision Plan because we were more or less mirroring their plan. Thought we had also adopted the County revitalization Plan but cannot find any record of doing so. Therefore, would like the Council to adopted the County Revitalization Plan. The County Plan was put together afer months of work and the objectives of the Plan are listed in the resolution everyone received.

President Tarlecki asked everyone to review resolution and we could act on it on March 25.

Mayor Ross thought we should have something to look at. Mrs. Patton noted the Plan is on the County Planning Commission's website and will put books in closet for those that want to review.

Member Tenney noted the County did contact municipalities and there were meetings and there was input from the municipalities to the plan.



BOROUGH OF NORTH WALES  
COUNCIL MEETING MARCH 11, 2008  
Page Seven

Member O'Connell noted the 10% is not the only benefit, the Plan itself is something positive for the County.

CDBG Application (2009)

President Tarlecki noted this is proposed grant for 5<sup>th</sup> and 2<sup>nd</sup> streets project. Grant request would be for \$203,550 and there are engineering fees at 24,900. Would be applying and budgeting for next year. If we don't get full amount the Borough would be responsible for the different.

Mrs. Patton noted the bid can also be split with one of the streets being an alternate. Would ask Engineer's recommendation on which should be alternate.

Member Schiele commented on manhole coming off at Main and Beaver.

Mrs. Patton responded that is sanitary and the Authority is responsible for that and correction of that is part of their goal.

In response to question from Member O'Connell, Mrs. Patton noted the new inlets on Fifth would connect into system being installed this year that goes under RR tracks to tie in Sixth Street and the existing inlets at Fifth Street.

Member Schiele questioned how this will work with the sewers, to which Mrs. Patton responded the Authority will be done and out of there by the time we get there next year.

Al Tenney, E. Walnut Street and member of Authority Board informed the Council that E. Walnut street paving would be done as soon as possible. Hold up has been asphalt plants not being open. Stormdrainage system is working because it used to peg meter at the Treatment Plant and this time it did not.

Encumbrance Report

Mrs. Patton commented on encumbrance report and distributed tonight copies of bank recs for each fund for January. This is one of the forms Member Schiele had. Another was an investment breakout. We only have one CD at this time and the rest of the funds are invested in a Public Fund Money Market account. In previous memo to Council she outlined investment of the 2,000,000. Will do some information sheet for next month. The other form was a day by day deposit and disbursement sheet. This would be something we would use in the office so we keep track of what is in the bank to pay bills and payroll. We don't set up in spread sheet, have a set of books we keep.

BOROUGH OF NORTH WALES  
COUNCIL MEETING MARCH 11, 2008  
Page Eight

Member VanSant noted there were Boroughs at the PSAB conference, which was really good, who had some forms that showed deposits and expenditures for a month, which is what he had in mind.

Member McClure questioned what it is that the encumbrance report doesn't give you.

Member Schiele commented the encumbrance report is good but doesn't give us balance in the bank at the end of the month.

Member VanSant commented just a snapshot would be enough, show what deposits and expenditures have been made during the month and the balance at the end of the month.

President Tarlecki commented it sounds like we are getting somewhere and he will get together with Mrs. Patton about this.

Council agreed bank recs on quarterly basis would be sufficient.

Solicitor Comment

Solicitor Truelove commented on access channel noting we do have contract and we have talked about this and he will look into possibility of amending current agreement to include the channel. Understand there are start-up costs such as computer and TV's and know there is committee assigned to look into this and he would be happy to work with them.

Will not be at the next meeting, will be out of town but his associate Ms. Growney will be in attendance.

Council / Mayor / Manager Comment

Member Schiele commented on benefits through DVHIT and had concern because of the contract with police. Want to be sure they agree.

Solicitor Truelove noted he would send letter to the Union requesting something in writing that they agree with changing to AETNA through DVHIT.

Member Schiele commented in the future maybe we could look into if an employee's spouse is employed elsewhere and has insurance that person is not covered by the Borough and the Borough employee is given a dollar figure for that person not being covered.

Solicitor Truelove commented this is certainly something we can look into.

BOROUGH OF NORTH WALES  
COUNCIL MEETING MARCH 11, 2008  
Page Nine

Member McClure noted the Park & Rec Board will be hosting Tree Tenders in April in Weingartner Park. They will conduct classes and we will also get a free tree for Weingartner Park. Also have speaker coming to their meeting to talk about the Liberty Bell Trail.

Member Tenney commented the North Wales Library is hosting an open house at their new building on April 5<sup>th</sup> and the Borough Association dinner meeting is March 27 in Narberth. The speaker will be someone from Treevitalize. Also putting together group that will be meeting with State legislators, just don't want them to forget we have issues.

Member Armstrong noted major Main Streets Conference is being held in Philadelphia, if anyone is interested.

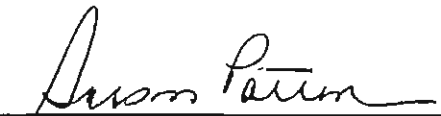
Member Schiele noted on May 13 there will be speaker at the Lansdale Park & Recreation Building who will be talking about our town's history. They are looking for people to tell stories about the past.

President Tarlecki noted he would be sending letters to the department heads inviting them to the April 8 meeting. Would also like to schedule educational session for Council. This is not a meeting but an educational session to learn little about how things operate. Also going to ask the Mayor to talk to the Chief about getting in for tour and Mrs. Patton can contact Mr. Costella to make arrangements for tour of Public Works facility.

Mrs. Patton noted correspondence from PSAB regarding SB596 to pull police pension assets in the State system which means the Borough would have no control over the pension fund but still responsible for administering it. Also talk of eliminating Act 205 funding which is our State Aid we use toward the Borough's municipal obligation to the uniform and non-uniform funds. Asked Council to read and would like to put resolution on action agenda in support of PSAB's efforts to get this Bill defeated.

There being no further business, the meeting adjourned at 9:28 p.m.

ATTEST:

  
\_\_\_\_\_  
Susan Patton, Secretary

Mayor Ross  
Austin Armstrong  
Justin Jewell  
Margaret Michie  
Wendy McClure

Daniel H. O'Connell  
Christine Schiele  
Mark Tarlecki  
Jocelyn Tenney  
William VanSant

BOROUGH OF NORTH WALES  
300 SCHOOL STREET  
NORTH WALES, PENNSYLVANIA 19454

MEETING: June 10, 2008

TIME: 7:00 P.M., D.S.T.

CALL TO ORDER AND ROLL CALL

PLEDGE TO THE FLAG

ITEM #1 TCDI / Presentation of Final Plan

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ITEM #2 Public Comment

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ITEM #3 John Meade / Green Building Design

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ITEM #4 Certificate of Appropriateness / 119 Shearer Street

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ITEM #5 Sewer / Sewerage Ordinance Amendments

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ITEM #6 Registration of Deeds / Ordinance Amendment

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ITEM #7 Resignation from HARB

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ITEM #8 Line Item Transfers

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ITEM #9 Task Force committee Reports

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ITEM #10 Solicitor / Council / Mayor / Manager Comment

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**ADJOURNMENT**

Monthly Meeting Information / Borough Boards & Commissions

HARB	2 <sup>nd</sup> Monday of each month
Zoning Hearing Board	1 <sup>st</sup> Monday of each month /when needed
Planning Commission	Scheduled as needed
NorGwyn Pool Commission	2 <sup>nd</sup> Thursday of month
Park & Recreation Board	2 <sup>nd</sup> Thursday of month
History Commission	3 <sup>rd</sup> Wednesday of month
Shade Tree Commission	3 <sup>rd</sup> Thursday of month

Above meetings begin at 7 PM in the Municipal Building

North Wales Water Auth.	2 <sup>nd</sup> & 4 <sup>th</sup> Wednesday of month
	6 PM / NWWA, 200 W. Walnut Street

BOROUGH OF NORTH WALES  
300 SCHOOL STREET  
NORTH WALES, PENNSYLVANIA 19454

MEETING: June 10, 2008 7:00 PM, DST

ROLL CALL:	Austin Armstrong	Present
	Justin Jewell	Absent
	Margaret Michie	Present
	Wendy McClure	Present
	Daniel H. O'Connell	Present
	Christine Schiele	Present
	Mark Tarlecki	Present
	Jocelyn Tenney	Present
	William VanSant	Present

President Tarlecki called the meeting to order at 7:00 PM. Roll call found eight Council members present, one absent, i.e. Justin Jewell. Also in attendance were Solicitor David Truelove, Mayor Douglas Ross and Borough Manager Susan Patton.

President Tarlecki commented the Council would meet in executive session following the meeting for matter of personnel and litigation. Also going to move #4 up to #2 since the applicant to the HARB is present and won't have to stay for the entire meeting.

TCDI / Presentation of Final Plan

Charlie Guttenplan, Waetzman Planning Group addressed the Council and audience commenting he is here to wrap up this study and complete it before the grant expires. Looking for consensus on the plan tonight. Reviewed summary of report, noting they went into little more detail and explained what is in the entire report. Reviewed topics included in TCDI hybrid plan and attempted to address number of things defined in the study. Ken O'Brian, McMahon Associates, is here tonight because of one component which is traffic. Also did marketing study which Triad completed, however, didn't think it necessary for them to come tonight. Reviewed market study which is developed around a transit oriented plan. Looked at secondary business area to the main business area along Main Street. Reviewed summary of uses in the hybrid plan which consist of retail uses, offices and residential. Most are mixed uses. All but one of the buildings is intended to be two story. One building facing Walnut Street has parking under building. Plan is not meant to be achieved tomorrow or next year, nor not exactly the way we look at it. Understand it will be tweaked over time, but want to meet the intent of the Plan. We looked at the greatest scheme possible. Keep traffic improvements incorporated into the plan. One was Beaver and Walnut Street connection and anticipation is that traffic signal will be at this intersection. Ken O'Brien proposes an all pedestrian traffic signal. Reviewed parking and showed concept of parking deck for SEPTA. Dimensions were based on land development plant SEPTA is working on there now. Changing Sixth Street from two-way to one-way from Walnut to Beaver. Even if the deck were not feasible there would be adequate parking. Recommending some zoning

BOROUGH OF NORTH WALES  
COUNCIL MEETING JUNE 10, 2008  
Page Two

changes that can either be an overlay to the exiting CR district or a new district. Second story uses as retail are not recognized in zoning. Setbacks are not conducive to the kind of plan we are talking about. Second recommendation is to have engineering and feasibility study done for the parking deck. Reviewed business outreach section noting Montgomery County has an Economic and Work Force Development department that the Borough could contact and envision a good working relationship with them. Another possibility talked about was establishing a redevelopment authority for the Borough. However, in checking with the County a municipality cannot form a redevelopment authority if they have under 10,000 population. But the County will work with us and that section will be modified in the report. Reviewed possible funding sources.

President Tarlecki asked if modifications can be done in time for the June 24<sup>th</sup> meeting, to which Mr. Guttenplan responded they could.

President Tarlecki noted we had residents concerned about connection at Beaver and Walnut and turning radius of trucks getting into Fitzpatrick Container and also parking area from WaWA.

Mr. Guttenplan explained this is not engineered plan, this is conceptual plan. Certainly Beaver and all the driveways would have to meet requirements of trucks. Idea for rearrangement is to slow traffic down. The one-way street pattern does not compromise overall traffic flow in this general part of the Borough. In terms of street being shifted, they did not shift anything.

Member McClure asked about underground parking, to which Mr. Guttenplan responded there is not underground parking proposed. There is parking under one building but it is ground level.

Member VanSant questioned what other advantages would be for the deck parking, to which Mr. Guttenplan responded SEPTA parking is always crowded but it would give us little bit of freedom if traffic gets congested. Gives little bit of margin for safety and provides more SEPTA parking.

Member Michie noted people do park as far up as Church Street for the station.

Member O'Connell commented think it is good plan in general. Interested in implementation. In the report are the specific zoning sections listed that would be amended, to which Mr. Guttenplan responded not specifically by section just talk about what should be looked at.

Member O'Connell questioned would you extend zoning to the other side of Walnut Street so that this concept can be applied to private property, to which Mr. Guttenplan responded maybe overlay would work, will take a look at it.

BOROUGH OF NORTH WALES  
COUNCIL MEETING JUNE 10, 2008  
Page Three

Member Armstrong questioned if Mr. Guttenplan was aware of station where SEPTA has gone with deck parking on any of its lots, to which Mr. Guttenplan responded he is not. They considered but don't know where they have one. It is expensive but thought it should be in plan so that if there is opportunity to do it should put it in the plan.

Mrs. Patton noted she has talked with SEPTA and they are willing to look at deck. From a cost standpoint it is prohibitive but with grants may be able to do something.

Andrew Berenson, Washington Ave., commented this is basically long term plan and understand what you will be adopting will be used as tool for development. Think that language should be included. There isn't enough parking and saying certain spaces will be dedicated to SEPTA riders. In the morning by 7 all spaces are gone and doesn't think Borough should waste money looking at this. Most come before any business would be open and come back after they close.

President Tarlecki commented this development is not just for the riders of SEPTA. It is for people who live in the surrounding municipalities. Idea is to attract people to come into North Wales. Understand it might be pipe dream we certainly know this isn't going to happen next week. It might be 5, 10, 15 or more year plan. Appreciate comments but want us to be optimistic about this.

Member Schiele commented if money was no object and slate was clean that would be fine, but that is not what we have. There may be other ways we can change or alter some of the uses. This is transit oriented and have to look at that. Everyone in the community will benefit but need to address SEPTA as well.

Mike Fellmuth, Borough Business Alliance, commented more people in the Borough means more dollars spent.

Mr. Guttenplan commented the Borough cannot form a redevelopment authority but can work through the County's.

Mr. Fellmuth noted the Business Alliance has been discussing a redevelopment authority, to which Mr. Guttenplan responded the Business Alliance can do that as a private group.

Member O'Connell commented going back to the zoning concept of overlay, would like if possible to re-write to include overlay concept.

Mr. Guttenplan noted he had planned on that.

Earl Wampole, E. Walnut Street commented he is the biggest stakeholder in the TCDI area and safety is concern with buildings going out to the road because fire apparatus can't get into second



BOROUGH OF NORTH WALES  
COUNCIL MEETING JUNE 10, 2008  
Page Four

floor area and closeness of the buildings there is no protection between them. Also zoning says you have to have 1300 sf for rental apartment.

President Tarlecki commented, again these are just goals.

Mr. Wampole noted these lots will be full with SEPTA customers early in the morning.

President Tarlecki questioned what additional parking we have in this area, to which Mr. Guttenplan responded there are 200 spaces besides deck area. Other thing it is development of mixed uses so that there will be certain cars come during the day but don't stay.

Member Michie commented she thought this plan was wonderful and moving back toward walkable community. There are lots of opportunities for families to come here.

Member Tenney commented the Borough Association had speaker from Montgomery County Development Corporation and talked with him about the need for assistance and he promised to work with boroughs.

Mr. O'Brien commented on SEPTA's use of the parking spaces, noting the Borough can do something about that. You have permit parking now and could use parking meters. There are ways the Borough can try to reduce SEPTA's riders from parking there.

Member Armstrong commented it seems like lot of these things have to do with implementation. Some can be addressed during zoning discussion and how we implement parking. Think these are important but don't thing that should get in the way of the vision.

Mr. Guttenplan noted he is looking for consensus of Council to proceed with changes discussed tonight and have plan for adoption at the Council meeting June 24, 2008.

Consensus of Council was for Mr. Guttenplan to proceed.

Certificate of Appropriateness // 119 Shearer Street

President Tarlecki noted applicant is looking for consensus that CofA will be issued so she can proceed.

Charlie Guttenplan, Chairman of HARB, noted they met with the applicant last night and provided recommendation with couple conditions that were acceptable to the applicant. Think in the effort of moving this along would be nice to give consensus. There aren't any major issues.

Member O'Connell commented the HARB is advisory and it is Council approval that is required.

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COUNCIL MEETING JUNE 10, 2008  
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All of these suggestions are just that, there is no requirement to follow.

Desiree Ramon, property owner, commented she wanted windows to pretty much fit existing conditions.

Member O'Connell questioned if Ms. Ramon agreed with recommendations, to which Ms. Ramon responded there is no major requirement and she didn't feel compelled to accept.

Mr. Guttenplan commented the HARB explains the process to each application that comes before them.

Consensus of Council was to place on June 24, 2008 agenda for action.

Public Comment

Andrew Berenson, Washington Ave., commented he thought public comment should come before presentation. Asked status on survey, to which Mrs. Patton responded the President wrote his message and now just have to insert and send to printer.

Member Schiele commented she knows Council had approved final verbage but asked if Council members could see final copy.

Mrs. Patton noted she would provide one for everyone.

Earl Wampole, E. Walnut Street, commented he sees the slow down signs on Main Street and asked about line painting along the impressed concrete since it is required by PennDot.

Mrs. Patton noted she understands from PennDot it is required for new construction.

Ms. Schiele commented since we have textured crosswalk they have to be outlined with 4" strip. We need to accentuate the crosswalks. There was motion to have this done.

Member Michie commented the traffic task force was looking at this as traffic calming method.

Member Tenney commented we are already having different ideas and have traffic calming committee and would like to see something done as whole report.

Following further discussion, Mrs. Patton noted she would make arrangements to have lines painted.

Jack Lynch, owner of property where Fitzpatrick Container is located addressed Council noting

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COUNCIL MEETING JUNE 10, 2008  
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he had called the Manager after hearing about TCDI study and she has kept him in the loop. Have 2-1/2 years left on the lease and think what Council is doing is great as he has a passion for North Wales Borough. He could sell land but decided after developer contacted him he is going to talk to Upper Gwynedd about the vision he has for his property. What he wants to do he feels the Borough will benefit from.

Jon Meade / Green Building Design

Member Tarlecki commented Mr. Meade is going to also make presentation to the School Board and asked Mr. Meade to make his presentation.

Mr. Meade commented he is talking about renovating the North Wales Elementary School to a LEED certified building. There are three levels of green building: basic, silver, gold and platinum. Been talking with the Library about their renovations and they are going to be in the silver or gold. Reviewed different elements, which increases value of building and reviewed various savings. Want to circulate petition but wanted to see where Council is on subject. Would like to see his young son go to healthy building. Gave information from Green Building Council on benefits.

Member O'Connell noted there is way of taking ground water and making your own heat.

Mr. Meade commented there is. Actually can generate one site.

Member Michie questioned if absenteeism in schools is health related, to which Mr. Meade responded there was study done which didn't break down reasons but would think it would have something to do with health.

Ms. Schiele commented she has seen what Mr. Meade is talking about and school districts in general are discussing this.

Mr. Meade noted there is website that has information on green building and there are lot of things the Borough can do just with redevelopment plans talked about tonight that is great opportunity. Left publication on Clearview Elementary School that shows savings.

Mike Fellmuth commented he also helps Fire Company manage their rental properties and questioned what time frame for recouping costs to convert would be.

Mr. Meade noted it is dropping because of the cost of oil, don't know exactly.

Member Michie noted in the Clearview Elementary School publication says savings were realized in 9 years and that was in 2004.

Following further discussion, Donna Mengel asked if there could be public forum on this topic.

Mr. Meade noted he would be glad to look into something like that.

Sewer / Sewerage Ordinance Amendments

Solicitor Truelove commented changes have been covered. Important concern was indemnification and language has been included to indemnify the Borough. At this time it would be appropriate to have a consensus to advertise.

Mr. Schiele questioned if indemnification language was sent to the Authority and they agreed, to which Solicitor Truelove responded that language is what came back from their solicitor, it is actually his language.

Member O'Connell commented he is concerned about 171.8 where Borough authorizes the Authority to enter properties. If you refuse to allow the Authority or Borough to enter that is prima facie. Agree if you have evidence of violation but could cause property owner to lose constitutional rights.

Solicitor Truelove commented the way he reads it, it is not absolute proof but enough to cause search warrant. Means there is enough evidence to go forward. Otherwise it might be cumbersome process and maybe affect people's health and safety. We can look at that some more. Haven't really done research on search warrants.

Member Schiele commented entitling Borough to serve warrants and we don't have that authority, to which Solicitor Truelove commented in administrative capacity we did.

Ms. Schiele commented it says Borough to issue and we don't issue search warrants, to which Solicitor Truelove commented he would look at that.

Ms. Schiele commented in the last part under 171-17 doesn't that imply we are allowing the Authority to operate? Don't like word "undertaking".

Solicitor Truelove noted the Authority does own the plant and system but it is under Borough ordinances because the Authority doesn't have that authority to enact ordinances. But will look at that as well.

Member O'Connell commented section 171-12 addresses same thing with similar language.

Solicitor Truelove noted we can correlate 12 and 8. Will try to get email out to everyone with changes.

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Registration of Deeds / Ordinance Amendment

Mrs. Patton noted in light of State Legislation prohibiting municipalities requiring Counties to reject a deed for registration that has not been recorded with the municipality first, we should as housekeeping measure amend our current ordinance to reflect that change.

Also in Section 166-3 the Borough does not provide forms, therefore, would like to just change word "shall" to "may" where it refers to forms. Section 166-4 and 166-6 which refer to the County requiring a deed to be registered with the municipality first are deleted.

Member Schiele commented this was lobbied by deed companies and it is really a disappointment to see it went through. If people circumvent Borough what recourse are we going to have. Suggested something requiring registering of deed with Borough within 60 days from date we receive change report.

Member O'Connell questioned how everyone would know that.

Mrs. Patton commented when we implemented this we sent it out to realtors and realtor associations in Bucks and Montgomery Counties.

Member Schiele questioned if we added something that they had 60 days to register with the Borough would we be violating what the State says, to which Mr. Truelove responded he would look into that.

Mrs. Patton noted she would have something for the next meeting.

Resignation from HARB

President Tarlecki noted resignation of Mr. Pugliese from the HARB which can be accepted at the next meeting. Mr. Pugliese served in the capacity of Realtor on the Board, therefore, we are looking for another realtor for this seat.

Member Schiele commented she would like to have resident if possible.

Line Item Transfer

Mrs. Patton noted when the budget was adopted the amount in line item 410-420 should have been \$900. Instead \$9,000 was carried over, therefore, going to request line item transfer to correct the police budget. Additionally found our new officer, Officer Sepulveda has an associates degree in police work and is therefore entitled to \$400 under the police contract. Would like to transfer \$400 from 420 to 174 which is educational incentive and then \$7,700 from 420 to 100 which is contingency fund which we haven't been able to do for a number of years.

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Member Schiele commented when we did proposed budget it is what numbers say and there is change came that reserve fund was to be lessened. If you go back in the reserve that transfer should be lessened by \$1400. Our approved and adopted budget was showing \$8100. That should be taken back into revenues. Would be opposed to contingency fund. Also, how was Officer Sepulveda missed on his application form.

Mayor Ross commented he would look into that, he should have declared it. Everyone on Council got copies.

Mrs. Patton noted she would bring back transfer to next meeting.

Task Force Committee Reports

Member Tenney reported she and Member VanSant have been working on update to website and will be giving the Manager memo to send out to various advisory boards requesting they review what is on the site and give us a write up on what they do. Member VanSant is putting together a mock-up to send to PSAB.

President Tarlecki noted July 8 was originally the time for this work to be completed but if someone needs extension let him know.

Member Tenney commented they are working to see if some of the material to bring over would be worth saving.

Member VanSant commented web update is requiring lot of work and we deal through email which takes little longer.

Member Schiele noted the Technology Task Force is meeting next week with the Chief and his administrator. Biggest goal was records that involved infrastructure of the Borough. Been looking into costs. Also have list and will have list for the Manager and we will be meeting with her again. Implementation would need extension of time.

President Tarlecki asked extension request be put in writing and indicate what additional time is needed.

President Tarlecki commented on local access channel noting Verizon is just coming in and we have opportunities for access and there are advertising opportunities.

Solicitor / Council / Mayor / Manager Comment

Member Tenney commented she would appreciate it when she disagrees with rest of Council that she is not shortened. Also have number of people who have come here from different blocks

BOROUGH OF NORTH WALES  
COUNCIL MEETING JUNE 10, 2008  
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who have indicated they need assistance with traffic. Would like to see entire plan with all those spots included. Asking for overall plan.

Member Michie commented painting of crosswalks was discussed but you are right about all over town. Every corner of this Borough people don't want traffic there. Bottom line is there needs to be a traffic engineer to study what is feasible.

Wendy McClure reminded everyone that June 13<sup>th</sup> is movie night in Weingartner Park and the Library will having an ice cream social.

Member Schiele asked if Audit had been sent to DCED, to which Mrs. Patton responded audit is complete and the auditor is waiting for legal letters.

Member Armstrong commented in TCDI study and plan that serves to attract development and interest and just having that plan takes us a step closer to implementation.

Mayor Ross noted there is Emergency Management meeting on June 26 at 6:30 p.m. Also have letter from the Chief that all officers have qualified at the gun range. On the 4<sup>th</sup> of July will be having a parade.

Member Tenney asked how qualification works, to which Mayor Ross responded the Chief and Officer Hammerstone are trained and certified to administer qualifying.

Mrs. Patton noted information sent to Council on a new copier. The current copier has served well but it getting worn out and it is hard to get parts. Looking at the Lanier which copies, scans, faxes, black/white copies and color. Reviewed costs.

Member VanSant commented he thinks there has to be reduction in paperwork.

Member Schiele commented on maintenance costs per year. If we do average 60,000 copies how much is going to our printers. Major reports that come from software that may increase it some.

Member Tenney questioned when Technology task force would make recommendation, what time frame are we talking since the current copier is not in best of shape.

Member Schiele commented she knows they haven't gotten back with the Manager but now that it is in front of them will make priority to meet with the Manager. Software/hardware Member Armstrong is the expert.

Mrs. Patton noted we received request for handicap parking space and will put this on the next agenda . Have informed the applicant of the meeting and her daughter, who is also her caregiver will attend.

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COUNCIL MEETING JUNE 10, 2008  
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Mrs. Patton noted she previously gave Council information on giving the unmarked police vehicle to the Fire Marshal and selling his current vehicle. Have gotten a cost of \$490 to transfer the light bar and radios to the unmarked and will put on agenda to authorize sale. Feel we can get at least \$800 for the car. It is in good mechanical condition.

There being no further business, the meeting adjourned at 9:30 p.m.

ATTEST:

  
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Susan Patton, Secretary



Mayor Ross  
Austin Armstrong  
Justin Jewell  
Margaret Michie  
Wendy McClure

Daniel H. O'Connell  
Christine Schiele  
Mark Tarlecki  
Jocelyn Tenney  
William VanSant

BOROUGH OF NORTH WALES  
300 SCHOOL STREET  
NORTH WALES, PENNSYLVANIA 19454

MEETING: June 24, 2008

TIME: 7:00 P.M., D.S.T.

WELCOME - Visitors are most welcome at Borough Council meetings. In order for a resident to receive formal Council action on any matters he/she must make arrangements to appear on the agenda. To be placed on the agenda a letter must be submitted to the Borough Manager containing the subject matter and a brief description of the item before 12:00 noon eight (8) days preceding the meeting. Other matters can be handled by requesting recognition by the President under "Public Comment"

Audience members will be afforded the opportunity to comment on agenda items after Council has completed their questions and discussion.

CALL TO ORDER AND ROLL CALL

PLEDGE TO THE FLAG

ITEM #1 Public Comment

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ITEM #2 Minutes: 5/27 - 6/10/08

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ITEM #3 Request for Handicap Parking Space

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ITEM #4 Certificate of Appropriateness / 119 Shearer St.

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ITEM #5 Accept Resignation of Bill Pugliese from HARB

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ITEM #6 Authorize Sale of Fire Marshal Vehicle

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ITEM #7 Safe Routes to Schools Presentation

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ITEM #8 Disbursements / Request for Reimbursement of Tuition

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ITEM #9 Adopt Transit Oriented Development/Redevelopment Plan  
for WaWa Triangle

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ITEM #10 Line Item Transfers

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ITEM #11 Authorize Advertisement of Amendments to Chapter 166 -  
Real Estate Registry

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ITEM #12 Solicitor / Mayor / Council / Manager

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**ADJOURNMENT**

BOROUGH OF NORTH WALES  
300 SCHOOL STREET  
NORTH WALES, PENNSYLVANIA 19454

MEETING: June 24, 2008 7:00 PM, DST

ROLL CALL:	Austin Armstrong	Present
	Justin Jewell	Present
	Margaret Michie	Present
	Wendy McClure	Absent
	Daniel H. O'Connell	Present
	Christine Schiele	Present
	Mark Tarlecki	Present
	Jocelyn Tenney	Present
	William VanSant	Present

President Tarlecki called the meeting to order at 7:00 p.m. Roll call found eight Council members present, one absent, i.e. Wendy McClure. Also in attendance were Solicitor David Truelove, Mayor Douglas Ross and Borough Manager Susan Patton.

President Tarlecki informed the public that the Council met in executive session prior to the public meeting to discuss matter of personnel and litigation.

Public Comment

There was no public comment

Minutes: 5/27 - 6/10/08

Member Tenney moved to approve the minutes of 5/27/08 and 6/10/08, seconded by Member Armstrong.

Poll of Council: 8 yes, 0 no

Motion passed 8 yes, 0 no.

Request for Handicap Space

President Tarlecki noted we have request for handicap parking space at 300 Washington Avenue.

Patricia Cram addressed Council noting the handicap parking space is for her mother who has had couple broken hips and needs assistance.

Member Schiele moved to authorize preparation and advertisement of ordinance to establish the handicap parking space, seconded by Member Jewell.

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COUNCIL MEETING JUNE 24, 2008  
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Mayor Ross questioned time frame, to which Mrs. Patton responded can probably get advertised for the July 8 meeting and it can be advertised for action. It will be marked out and the space can be done right after ordinance is enacted.

Poll of Council: 8 yes, 0 no.

Motion passed 8 yes, 0no.

Certificate of Appropriateness / 119 Shearer Street

President Tarlecki noted this is for window replacement, which was recommended for approval by the HARB with few qualifications and was discussed at the Council's last workshop meeting.

Member Tenney moved to issue Certificate of Appropriateness for 119 Shearer Street for replacement of three windows with new double pane windows, with windows to reflect the existing 2 over 2 windows in light size and configuration and exterior mutins are to be applied so that the appearance mimics the original, seconded by Member VanSant.

Member Jewell commented on minutes just passed and there was discussion on this and when Member O'Connell questioned if applicant felt she had to do this she responded there was no major requirement and she did not feel compelled to accept If Council would approve with recommendations that HARB is requiring and she didn't feel she has to accept.

Member Tenney commented what she was saying was she understood and wasn't pressured and process was explained to her.

Poll of Council: 8 yes, 0 no.

Motion passed 8 yes, 0no.

Accept Resignation of Bill Pugliese from HARB

President Tarlecki commented this is just matter of accepting resignation and thanked the reporter for putting article in community column that we are looking for a realtor to fill this seat.

Member Jewell moved to accept the resignation of Bill Pugliese from the HARB, seconded by Member Armstrong.

Poll of Council: 8 yes, 0 no.

Motion passed 8 yes, 0 no.

Authorize Sale of Fire Marshal Vehicle

President Tarlecki commented this was discussed at the last workshop meeting. The decals, light bar and radios will be removed.

Member Tenney moved to authorize sale of the Fire Marshal Vehicle, seconded by Member VanSant.

Poll of Council: 8 yes, 0 no.

Motion passed 8 yes, 0 no.

Safe Routes to Schools Presentation

President Tarlecki noted Marci Schankweiler who lives in Windsor Hill is here to present safe routes to schools program. Looking at Washington between Swartley and West and Second between E. Prospect and Summit. Understand she will be talking to Upper Gwynedd Commissioners for their part which is along W. Prospect.

Ms. Schankweiler addressed Council noting she has lived in the Borough 4 years and gave background on school busing being taken away for the students that live in her area. She has been trying to get that back but has always looked for funding to make roads where kids walk safe. Found new program which is Federal program in Pennsylvania that has \$12.6 million available for grants. Have very tight time frames for applications and it is very intensive process. Met with North Penn School District and St. Rose and they are working together to encourage students to walk. 640 children are impacted and there is large walking population here. Shared proposal with all the neighbors and invited them to meeting at St. Rose and have gone door to door. Talked to 13 people and 11 signed petition supporting the grant. Would like Borough to consider becoming involved to ensure safe routes for children. It is very comprehensive grant and both school districts have committed to being involved and supporting the program. This is opportunity to do something good. She made several calls to different layers of government and volunteered to coordinate this. From what she has found out, our chances are very good.

President Tarlecki questioned if the project is dependent upon Upper Gwynedd participating, to which Ms. Schankweiler responded she would like to see them included but project is not dependent on them.

President Tarlecki noted grant deadline is August 1<sup>st</sup> and questioned when we would know about grant, to which Ms. Schankweiler responded she believes it is October. It is two year implementation project.

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COUNCIL MEETING JUNE 24, 2008  
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Member O'Connell commented he wouldn't know why anyone would be against this and questioned what Ms. Schankweiler needs from us.

Ms. Schankweiler commented the Township and Borough will have to sit down to work out some of the details. For the application the Township and Borough would have to adopt resolutions supporting the grant application and there is sample in packet of information. Another requirement is a task force which would consist of the two municipalities, and both school districts. North Penn has pledged three members.

Member Jewell questioned if sidewalks are being planned for both sides of the street noting along Second Street there would be some issues down the one side.

Ms. Schankweiler noted on Second Street the sidewalks would be on one side, the school side. Prospect only on the side that already has some sidewalk at the railroad bridge to tie in to that sidewalk.

Member Jewell commented we don't have crossing guard at Main and W. Prospect.

Mayor Ross suggested rather than coming out to Main the sidewalk could end at St. Rose School.

Member Armstrong commented there may be some issues on Washington with trees and we have traffic calming task force looking at traffic and maybe could think about making Washington one-way.

Mayor Ross commented he is sure the traffic calming task force would like to be actively involved with this.

Member Schiele commented we are not approving this, we are just saying it is good idea and will be other things to go through. Not just accepting this as is and calling it final. This is first stage.

Member VanSant commented because of the time limits is it necessary for us to wait until the action meeting in July, to which Solicitor Truelove responded Council can authorize preparation of resolution to be pass on July 8 to support grant.

Council concurred with proceeding with the grant application process.

Disbursements / Request for Reimbursement of Tuition

Member Tenney moved to approve disbursements in the total amount of \$53,151.89 all funds, seconded by Member Jewell.

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COUNCIL MEETING JUNE 24, 2008  
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Mrs. Patton highlighted various bill noting two additions to disbursement. One for \$50.00 to PSAB for civil service training Member McClure attended which is out of the general fund and \$9,900 out of Highway Aid fund to Marino Corporation for handicap ramp installations on the east side of the Borough. New total General Fund is \$41,488.26 and Highway Aid Fund is \$9,900. New total all funds is \$63,101.89.

Member Michie questioned \$400 for Officer Sepulveda, to which Mrs. Patton responded that is for educational incentive that he is entitled to under the contract for earning an Associates degree. The other item pertaining to Officer Sepulveda is request for reimbursement of tuition which will be handled separately.

Member Armstrong questioned payment to George Allen, to which Mrs. Patton responded that is for the porta potty for movie in the park.

Member Michie questioned if that comes out of Park & Rec funds, to which Mrs. Patton responded it does.

Member Schiele questioned payment to Barrie Sound, to which Mrs. Patton responded that is for showing the movie in the park.

Member Schiele commented on Farm & Home Fuel and questioned if we would be looking to lock in rate for next year and when, to which Mrs. Patton responded will start in Sept., October but that may be too early. It is set rate but fluctuates with the market and we get government pricing.

Member Michie commented on cost of movie for movie in the park, noting the Park & Rec budget isn't very large.

Mrs. Patton noted Commerce Bank sponsors both the movie in the park event , which reimburses the Borough for the movie cost.

Additions accepted and poll of Council: 8 yes, 0 no.

Motion passed 8 yes, 0 no.

Member Tenney moved to reimbursement Officer Sepulveda \$200 of his tuition, seconded by Member VanSant.

Member Schiele commented she realizes it is only \$200 but sure under Section 17 it states that the member has to gain prior Council approval.

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COUNCIL MEETING JUNE 24, 2008  
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Mrs. Patton commented she is not sure what is in contract but Officer Hammerstone when he was earning his masters degree submitted request to Council for tuition reimbursement.

Member Schiele commented Council did not have opportunity to budget in advance and there may be limit on tuition.

Mrs. Patton noted the officer was in school prior to applying to the Borough and he really didn't know he was entitled to educational incentive.

Member O'Connell moved to table until we look into what the contract requires, seconded by Member Armstrong.

Poll of Council: 8 yes, 0 no.

Motion passed 8 yes, 0 no.

Adopt Transit Oriented Development/Redevelopment Plan for WaWa Triangle

Member Tenney moved to adopt the transit oriented development/redevelopment plan for the WaWa Triangle, seconded by Member Michie.

Member Schiele questioned what next stage would be, to which President Tarlecki responded this will go to the Planning Commission and they will begin working on the zoning changes that will be needed and those will come to Council. Once that is in place then have opportunity to have developer come in where opportunities exist.

Member Schiele commented she likes the Plan and phases and nothing is changing. Right now we are supporting concept at this point.

Solicitor Truelove commented if there are zoning recommendations this body has opportunity to review and change things.

Earl Wampole, E. Walnut Street, addressed Council passing out copy of map quest map of the area which shows the map used for the Plan is inaccurate and commented some people did not get letters with meeting notification.

President Tarlecki commented he cannot believe that some people are not getting notified, Manager has sent out letters inviting people to come. This Plan is not etched in stone, this is concept, it is not engineering plan. These are ideas that are put forth by the Planners and don't think Mr. Wampole wants to make accusations about Planner. Believe Mr. Guttenplan is very forthright and again this is conceptual plan.



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COUNCIL MEETING JUNE 24, 2008  
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Member Schiele commented this is concept with a lot of things taken into consideration, Planner does not have scale on the plan that correlates with the landscape. This is a guide for future development.

Member Armstrong commented this Plan is goal to see how would we like the Borough to look going forward. Then as development/redevelopment occurs it would get more specific.

Discussed notification process and importance of having input.

Drew Michie, Sixth Street, commented the WaWa in North Wales has lowest volume in area and there is rumor they are closing, may want to contact them.

President Tarlecki noted the Manager did contact them but didn't get any feedback.

Poll of Council: 8 yes, 0 no.

Motion passed 8 yes, 0 no.

Line Item Transfers

Mrs. Patton commented to correct line item 410.420 in the general fund transferring \$400 to 410.174 which is educational incentive and will take care of Officer Sepulveda's Associates degree entitlement and removed the remaining \$7,700 from the police budget. New total for police is 466,206 and total expenditures are reduced by 7,700 and new total expenditure figure is 1,427,561. On revenue side reducing transfer from reserve fund by 7,700 which leaves transfer of 346,135. New total budget is 1,427,561. Then in the Reserve Fund increase amount available by 7,700.

Member Schiele commented in this transaction it is authorizing 400 of money that did not exist when budget was adopted. Essentially taking care of the 7,700 but the 400 increases the budget.

Mrs. Patton noted this is budget adjustment with line item transfer which is what she got out of the discussion at the workshop.

Solicitor Truelove commented under Section 1312 the Council may by motion modify the budget after its final adoption. New appropriations, supplementary appropriations and transfers from one appropriation to another may be made during the fiscal year, either before or after the expenditure is authorized or ratified after the expenditure is made, provided it is within the current year's revenues or the money therefore made available through borrowing as allowed by law. This would be one method.

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COUNCIL MEETING JUNE 24, 2008  
Page Eight

Member Schiele commented she thought it would be better to take from what we have and reduce transfer from the reserve fund.

Mayor Ross commented what the Manager suggested can be done, to which Solicitor Truelove responded it can.

Member Schiele moved to reduce reserve fund by 8,100 and transfer 400 from 410.420 to 410.174, educational incentive, as inter-fund transfer. Seconded by Member Jewell.

Poll of Council: 8 yes, 0 no.

Motion passed 8 yes, 0 no.

Authorize Advertisement Amendments to Chapter 166 / Real Estate Registry

Solicitor Truelove commented his office did some research into the legislation on this and draft Council has is something the worked on which makes it requirement that within two days of recording the deed it has to be recorded with the Borough.

Member Jewell moved to authorize advertising amendment to Chapter 166 / Real Estate Registry, seconded by Member Armstrong.

Member O'Connell commented he didn't know how this would be enforced. Think we should be advertising it because it can't be enforced. There is no mechanism for enforcement.

Member Armstrong commented the real estate business relies heavily on reputation and if they don't make sure their client knows the requirements at settlement it will go back on the realtor.

Member Schiele commented each month we get County transfer report and we could cross reference that.

Mrs. Patton commented the realtors have been registering deeds with the Borough and we haven't had any problems. The legislation that takes away Borough's ability to have the deeds files first at the Borough has been in effect for some time and we are getting the deed registrations that match the sales. The is our legislators just taking away another control mechanism for the Borough.

Member Schiele commented she understood that but looking at dollars and we get County report, what is cost going to be to enforce.

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COUNCIL MEETING JUNE 24, 2005  
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Following further discussion, Member Armstrong moved to table, seconded by Member Tenney.

Poll of Council: 6 yes, 2 no votes cast by members Schiele and Jewell

Motion passed 6 yes, 2 no.

Solicitor / Mayor / Council / Manager

Mayor Ross noted Council received police reports and read memo from Chief with update on Department activities which is attached and made a part of the minutes.

Member Michie questioned if we have heard anything about the peer review in the police department, to which Mrs. Patton responded she has not.

Mayor Ross noted he would contact the Chief and see where things are.

Member Schiele commented last time the Technical Task Force met regarding copiers and meet with Police Department and Manager and have looked at copier that faxes, scans, copies and emails for both sides. Found out right now we are functioning with 4 to 6 pieces of equipment. Just the ability to have scanning, faxing and copying, email with one will free up space and how much we are putting out to keep those pieces of equipment going. Recommended the Manager go ahead with purchase of machine for the administration and the police department has \$2300 in grant money that has to go toward computers and Borough would put in \$200.

Member VanSant questioned if there were any other needs, to which Member Schiele commented wanted to look at pdf software. Just the savings over the next one or two years think it will be more efficient and we have lot of time.

Member O'Connell questioned if everything goes down at one time is there way to switch it, to which Member Schiele responded she didn't think so.

President Tarlecki questioned if networking was considered, to which Member Schiele responded they are networked but administration is separate from police.

Member Jewell commented on copy of survey in Council boxes noting on last page it says "delete" and nothing has been deleted and the highlighted areas.

Mrs. Patton noted she will take care of delete and thanked Member Jewell for picking that up. The highlighting was just the final changes that were made. Will get proof from printer for everyone to see before we send it out.

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Member Armstrong commented on Marci Schankweiler's efforts on the safe routes to school program noting this is the richness of this Borough. We have people willing to step up to the plate and volunteer their time to make things better.

President Tarlecki noted last Thursday, he, Charlie Guttenplan and the Manager met with Carmen Italia and discussed the TCDI study area and he will work with us to help get developer interested in the area.

President Tarlecki noted the July 8 meeting is when the Department heads will be attending and asked Council members if they had any questions for police to get to the Mayor and any questions for public works get to the Manager.

President Tarlecki noted we are also meeting with our Auditor at the July 8 meeting to review audit. Know Member VanSant will be out of town that night but don't think we can reschedule. Suggested any questions Member VanSant may have to submit them and we will get answer.

There being no further business, the meeting adjourned at 8:40 p.m.

ATTEST:

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Susan Patton, Secretary

**Appendix B. Funding Opportunities**

**Potential Funding Opportunities for North Wales Borough Wawa Triangle**

Name	Agency	Terms	Summary
<p><b>Community Development Transportation Lending Services Corporation</b></p>	<p>Community Transportation Association of America</p>	<p>To accomplish a deal, Transportation Lending Services uses variations on five general types of financing mechanisms: 1. Long-Term Direct Loan: Usually for larger projects or facility/land purchases. Terms can vary but 15- to 20-year amortizations are common. 2. Short-Term Direct Loan: Generally to assist with operating expenses, vehicle purchases, insurance premiums and other similar needs. 3. Lease Purchase/Buyback Options: Transportation Lending Services can participate in various leasing approaches to the acquisition or long-term use of capital assets — particularly vehicles and facilities. 4. Equity and Partnership Financing: Used mainly for multi-funded projects or joint development of facilities. In this scenario, an applicant “buys” into a project as a percentage of equity to help secure additional financing. 5. Credit Enhancement Options: Transportation Lending Services cannot provide lines of credit, but can accept credit enhancements, such as bank letters of credit or government guarantees to assist in securing a loan or putting together a financing package. All of the above-mentioned mechanisms can be used as instruments to obtain local share or grant matches. Repayment Stream and Loan Collateral: Transportation Lending Services develops a repayment schedule and collateral needs that are based on the type of each individual project, the applicant’s financial and business profile and the financing mechanism used on the project. For example, a direct loan for a transit facility would be for a fixed term with a fixed monthly payment. Generally, much like buying a house, the loan security would be a mortgage on the facility. However, if it were a multi-funded loan, or a participation loan, separate repayment documents would be drawn up for each funding participant and collateral could be shared or split to secure each party.</p>	<p>As part of its own commitment to diversifying funding for community and public transit, and to provide the most equitable way of assisting our industry with private sector and other forms of financing, the Community Transportation Association of America founded the Transportation Lending Services Corporation in 2000. Transportation Lending Services is a financial institution certified by the Community Development Financial Institution Fund of the United States Department of the Treasury. The Transportation Lending Services Corporation strives to simplify the process of transportation finance while using some of the more innovative financing mechanisms available to public and community transportation, mechanisms that are covered in both the TCRP and Federal Transit Administration resources.</p>
<p><b>Home Town Streets</b></p>	<p>PennDOT</p>	<p>The Program is a cost reimbursement program. The applicant may receive reimbursement for eligible costs as the work is completed; however there are various procedures, stipulations, and limitations associated with its use. Projects must conform to the requirements of: • State and federal laws and regulations, including the National Environmental Policy Act (NEPA), • National Historic Preservation Act (Section 106), • Department of Transportation Act – Section 4(f), Title 23 of the Code of Federal Regulations (including right-of-way acquisition), • Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970. Projects must fall into one or more of the twelve eligible categories. Within these categories, projects must have a relationship to the surface transportation system. Proposals must be for a complete, identifiable, and usable facility or activity. Funding is available, however, for a particular phase of a multi-phase project.</p>	<p>The Home Town Streets program will include a variety of streetscape improvements that are vital to reestablishing our downtown and commercial centers. These projects will include activities undertaken within a defined “downtown” area that collectively enhance that environment and promote positive interactions with people in the area. Projects may include sidewalk improvements, planters, benches, street lighting, pedestrian crossings, transit bus shelters, traffic calming, bicycle amenities, kiosks, signage and other visual elements. This program will not fund costs related to buildings or their facades or personnel costs related to a Main Street manager.</p>
<p><b>Pennsylvania Infrastructure Bank</b></p>	<p>PennDOT</p>	<p>The PIB provides a low-cost means to fund projects, in whole or in part. The bank can provide the money to accelerate a construction schedule or to complete a funding package. The interest rate on PIB loans is fixed at one-half the prime lending rate with terms up to 10 years. The current rate is 2.5%</p>	<p>The Pennsylvania Infrastructure Bank (PIB) is a PennDOT-operated program that provides low-interest loans to help fund transportation projects within the Commonwealth. The goal of the PIB is to leverage state and federal funds, accelerate priority transportation projects, spur economic development, and assist local governments with their transportation needs.</p>
<p><b>Montgomery County Revitalization Program</b></p>	<p>Montgomery County Planning Commission</p>	<p>Grants are available to specific targeted areas only, which may include entire municipalities or portions of municipalities. North Wales is targeted. Only Montgomery County municipalities may apply for the revitalization program, although they may apply on behalf of an organization doing a project within the municipality. Eligible project categories include commercial buildings, cultural and arts attractions, historic preservation, housing, some non-construction, parking improvements, public safety, signage, streetscape improvements, some transportation, and urban plazas. Storm sewers, sanitary sewers, water supply, traffic signals, and road reconstruction and repaving are not eligible, unless the Revitalization Board approves a specific exception and the project meets a variety of criteria. Maintenance projects are not eligible. Implementation projects must be identified as a proposed project in the municipality’s Revitalization Plan. Municipality’s have a maximum amount that can potentially be received in any one year. This annual cap includes a base of \$400,000 per municipality plus \$20 per person within the eligible area. Municipalities must provide a 20% match for Implementation Grants, unless they are participating in regional planning, when only a 10% match is required. In-kind services cannot be used for the match, except for in-house construction work. Applications are evaluated on the relationship to the revitalization plan, the impact of the project, the ability to carry out the project, the funding, and regional cooperation. Municipalities may apply for a maximum of 3 implementation projects. Municipalities have a maximum of 30 months to complete projects.</p>	<p>This Program’s goal is to help create a strategic economic development program that will strengthen and stabilize the county’s older communities for the long term. It also aims to help these communities become more vibrant, livable, and attractive places to work, live, and visit. The program provides “seed” money that assists municipalities in their revitalization, redevelopment, and rebuilding.</p>
<p><b>Redevelopment Assistance Capital Program grants</b></p>	<p>PA Office of the Budget</p>	<p>The RACP Grant is operated on a proportional reimbursement basis as construction expenses are incurred and paid. Reimbursements are accumulated over a 36 month period, unless a shorter period of reimbursement is authorized by the Secretary of the Budget. Redevelopment Assistance Capital Projects are primarily Economic Development Projects, authorized in the Redevelopment Assistance section of a Capital Budget Itemization Act, have a regional or multi-jurisdictional impact, and generate substantial increases in employment, tax revenues or other measures of economic activity. Included are projects with cultural, historic, or civic significance. Given the current economic conditions throughout portions of Pennsylvania, it will be the priority of the Rendell Administration to focus limited available capital funding on those projects that display significant potential for improving economic growth and the creation of jobs. Redevelopment Assistance Capital Projects are State funded facilities that cannot obtain PRIMARY funding under other State or Federal programs. Projects that can normally obtain primary funding from PADOT, PENNVEST, the Department of Community and Economic Development, or other state agencies are generally restricted from participating in the Redevelopment Assistance Capital Program.</p>	<p>RACP is a Commonwealth grant program administered by the Office of the Budget for the acquisition and construction of regional economic, cultural, civic, and historical improvement projects.</p>

<b>Business in Our Sites</b>	DCED	Loans will be "patient" no repayment until property is sold or leased; Site must be previously utilized property or undeveloped property that is planned and zoned for development; Counties/municipalities must be notified; Substantial likelihood of site use following development, nor for primary residential or recreational purposes; Private developers are not eligible to receive grant funds; Interest rate for the loan will be set by the Commonwealth Financing Authority.	Business in Our Sites is a \$300 million statewide loan and grant pool, created by the issuance of bonds. This money will be made available to communities statewide to help them develop shovel-ready sites to accommodate expanding businesses, thus building the local and regional economy and ultimately creating jobs. It empowers communities to attract growing and expanding businesses by helping them build an inventory of ready sites.
<b>Community Revitalization Program</b>	DCED	The CRP provides grants to eligible applicants for projects which, in the judgment of the Department of Community and Economic Development (DCED), comply with the provisions of the authorizing legislation; are in accordance with the program guidelines; and meet all requirements of the DCED Single Application for Assistance. Eligibility of Projects CRP funds may be used for community revitalization and improvement projects consistent with the provisions of the authorizing legislation.  Eligible projects must meet one or more of the following criteria: Improve the stability of the community; Promote economic and/or community development; Improve existing and/or develop new civic, cultural, recreational, industrial and other facilities or activities. Assist in business retention, expansion, creation or attraction; Promote the creation of jobs and employment opportunities; Enhance the health, welfare and quality of life of citizens of this Commonwealth. Projects for the sole benefit of a for-profit entity are not eligible for program funding. Grants may not be used to fund revolving loan programs. Repayment of debt not incurred as the direct result of the "project" is an ineligible use. Indebtedness incurred prior to July 1 of the fiscal year in which the grant is approved shall be presumed to not be indebtedness incurred as the direct result of the project and therefore will be an ineligible use.	Provides grant funds to support local initiatives that promote community stability and quality of life. Includes construction or rehabilitation of infrastructure, building rehabilitation, acquisition and demolition of structures/land, revitalization or construction of community facilities, purchase or upgrade of machinery and equipment, planning of community assets, public safety, crime prevention, recreation, and training.
<b>Elm Street Program</b>	DCED	Administrative costs associated with hiring a full-time manager and related office expenses over a maximum five-year program term (includes one planning year and four operational years.); Minimum 10% local match required; If a part time manager is appropriate a reduction in total grant and match will occur.	Grant funds for planning, technical assistance and physical improvements to residential and mixed use areas in proximity to central business districts.Revitalization of residential and mixed use neighborhoods; Administration costs to support an Elm Street Program.
<b>Growing Greener II</b>	DCED	No minimum or Maximum: Typical grants average between \$250,000 and \$500,000. No required match level, but matching should be demonstrated.	Growing Greener II - Main Street and Downtown Redevelopment Grants to municipalities and nonprofits to help a community's downtown redevelopment effort, focusing on the improvement of downtown sites and buildings. The eligible projects may include approaches that assist in business development and/or public improvements in core communities. Grants to municipalities and nonprofits to help a community's downtown through community development and housing activities, downtown reinvestment, facade and anchor building activities, residential reinvestment, and business assistance. Capital improvement costs and those costs directly related to such physical building improvements such as acquisition and pre-development costs.
<b>Housing and Redevelopment Assistance</b>	DCED	No minimum or Maximum: Typical grants average between \$150,000 and \$200,000.	Provides state-funded grants for community revitalization and economic development activities at the local level. The program assists the community in becoming competitive for business retention, expansion and attraction.Community development grants include activities necessary to enhance the quality of life. Eligible examples include: acquisition, rehabilitation or restoration of older or underutilized buildings for reuse, demolition of blighted structure when a reuse plan has been adopted, and business site and property improvements creating "family sustaining" jobs as a loan to the business.
<b>Infrastructure Development Program</b>	DCED	Loans and grants up to \$1.25 million; No more than 20% of the annual appropriation for a single municipality; No more than 10% of the annual appropriation will be loans or granted to applicant for speculative Greenfield projects not involving private companies. Grants for public infrastructure; Loans to private businesses at 3% interest rate; Up to 15-year term; 2:1 private to public match required; \$25,000 cost per job to be created within five years or 10 new full-time equivalent jobs (whichever is greater).	Grant and low-interest loan financing for public and private infrastructure improvements. Transportation facilities, airports; Clearing and preparation of land and environmental remediation; Water and sewer systems, storm sewers; Energy facilities; Parking facilities; Bridges, waterways; Rail and Port facilities; At former industrial sites only: land and building acquisition, construction and renovation by private developers; Telecommunications infrastructure.
<b>Land Use Planning and Technical Assistance Program</b>	DCED	No minimum or maximum amounts; 50% match required. 2-3 year term for contract.	Provides grant funds for the preparation of community comprehensive plans and the ordinances to implement them. Preparing and updating of comprehensive community development plans, policies and implementing mechanisms such as zoning ordinances, subdivision regulations, functional plans such as downtown revitalization, water resource plans and land development regulations.
<b>Urban Development Program</b>	DCED	No minimum or Maximum; Grants range between \$5,000 and \$25,000.	Provides grants for urban development and improvement projects. Construction or rehab of infrastructure, building rehabilitation, acquisition and demolition of structures/land, revitalization or construction of community facilities, purchase or upgrade of machinery and equipment, planning of community assets, public safety, crime prevention, recreation, and training.