WAYNE GLEN
(also known as the Richter Property)
A model Low Impact Development (LID) community.

Sketch Plan Submission
Tredyffrin Planning Commission Meeting
January 17, 2013
Tredyffrin’s 2010 Trout Creek Study recommends Low Impact Development (LID) techniques for the Richter property.

**Recommendation in Trout Creek Study:**
Any future development at the site should consider implementing innovative stormwater management controls throughout the site to control flooding, prevent streambank erosion, and improve the water quality of the stormwater runoff from the proposed development. BMPs that should be considered as part of the project’s stormwater management controls are:

- green roofs
- porous paving
- impervious surface disconnection
- bioretention
- riparian buffers
- floodplain preservation
- stormwater volume controls
What is Low Impact Development (LID)?

LID is an approach to land development (or re-development) that works with nature to manage stormwater as close to its source as possible.

Rain gardens
Native landscape
Bio-swales
Pervious paving
Bio-retention basins
Level spreading


The diagram above is for illustrative purposes to illustrate various aspects of low impact development and is not intended to be a diagram of the subject property.
Proposed master plan
Residential: Wayne Glen.
Berm and landscaped edge along Walker Road.

- View from Walker to be improved.
- Trail connection to Glenhardie Country Club.
- Emergency access to Walker Road.
Berm / screening for neighbors

[Diagram showing Berm / screening for neighbors]

1. SECTION - WALKER ROAD
   SCALE: NTS

2. SECTION - OLD EAGLE SCHOOL ROAD
   SCALE: NTS

Arcadia Land Company 114 Forrest Avenue Narberth, PA. 610-664-0270

January 17, 2013
Sample of proposed long term view from Walker Rd.

White Horse subdivision – Berwyn, PA
Green emergency access drive to Walker Road.

Structural system that will allow grass to grow through it to look like a lawn.
Pedestrian trail to Country Club.
Stream crossing as an amenity.

- Attractive vehicular crossing.
- Pedestrian access to view ruins:
  - View of bridge abutments
  - Stone wall / steps
- Landscape treatment around bridge to create a gateway.
Concept Photos: Vehicular crossing as visual amenity.
Incorporation of references of the site’s former use.

Remnants of stone bridge abutments from the old stream crossing.

Stone wall next to the site of the demolished former house.
Regional Basin as a natural wetland feature.
Regional Basin as a natural wetland feature.
Viewing natural land & ruins from bridge sidewalk.
Townhomes.

- Buffer / screening along perimeter.
- Bio-swale at the rear of units.
- Emergency access connection.
- One way roads.
- Sidewalks on one side.
- Alley loaded internally and front loaded on perimeter.
Landscape buffer at perimeter.

Bio-swales behind the homes.
Site plan detail: Townhouse pocket park.

- Design concept: Pedestrian interaction with wetlands.
- Gazebo as gathering space / mailbox.
- Ample landscape at the front of the townhomes to provide a lush streetscape experience.
- Permeable paving for drives, sidewalks and parking.
Pedestrian interaction with natural storm water features...

Lower Mill Creek Garden - Philadelphia
Park structures with “Chester County” design influence.

Diamond Rock School House Tredyffrin Township

School house at Valley Forge National Historic Park
Townhome landscaping to provide “green” streets.

Alley loaded townhomes have continuous landscaping between building and sidewalk.

Front entry townhomes to have plantings to buffer driveway views along street.
Carriage homes.

- Buffer along perimeter.
- One way roads.
- Sidewalks on one side.
- Pedestrian connection to country club.
- Stormwater best management practices used around the site.
- Landscaped entry sequence.
Carriage home pocket park.

- Pedestrian interaction with wetlands.
Rain gardens in planting strip.
Permeable pavement for sidewalks, driveways, alleys and parking spaces.
Landscaped entry.

- Street trees lining entry with stormwater wetlands behind them.
- Mail shelter / school bus shelter provides a gathering place along the entry road.
- Landscape buffering of telephone utility building.
Road Design Standards for a Pedestrian-oriented Community

- Reduce storm water runoff with less pavement
- Humanize the scale of streets
  - Narrower road widths
  - On-street parking
  - Slower traffic
- Streetscape as a pedestrian amenity
  - Sidewalks
  - Pedestrian-friendly landscape
Proposed Radius – Street Intersection

Lower curb to allow for adequate large vehicle turning radii.

Street Design References for Curb Return Radius:

• **Recommended radius for local streets: 10’ – 15’**
  
  Smart Transportation Guidebook: Planning and Designing Highways and Streets that Support Sustainable and Livable Communities. New Jersey Department of Transportation and Pennsylvania Department of Transportation, March 2008.

• **Recommended radius for local streets: 15’ – 20’**
  

• **“Alley,” “Lane” and “Street” maximum corner radius: 15’**
  
Proposed Radius – Alley at Residential Street

Lower curb to allow for adequate large vehicle turning radii.

Woodmont – Lower Moreland, Montgomery Co.

New Daleville – Londonderry, Chester Co.

Woodmont Detail – Lower Moreland Township, PA

REAR ACCESSWAY CURB RETURN DETAIL

Woodmont Detail – Lower Moreland Township, PA

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January 17, 2013
Proposed Road Design Standards:
Two way: 22’ cartway + 7’ parallel parking bump-outs

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<th>Street Type</th>
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<tbody>
<tr>
<td>Two Way Internal Street</td>
<td>29’ total width with parking:</td>
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<td>• 22’ cartway</td>
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<td>• 7’ parallel parking bump-outs</td>
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<td>One Way Internal Street</td>
<td>23’ total width with parking:</td>
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<td></td>
<td>• 16’ cartway</td>
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<td>Alley</td>
<td>12’ cartway</td>
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Street Design References

- Local Road “Medium” or “Narrow” residential streets: 26’ - 30’
  Smart Transportation Guidebook: Planning and Designing Highways and Streets that Support Sustainable and Livable Communities. New Jersey Department of Transportation and Pennsylvania Department of Transportation, March 2008.

- “Street” with two-way travel lanes and 2 sided parking: 26’

- Recommended Pavement Width for two-way travel lanes and 1 parking lane: 22 - 26’
Proposed Road Design Standards:

One way: 16’ cartway + 7’ parallel parking bump-outs

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Street Design References for

- Recommended Pavement Width for 1 one-way travel lane and 1 parking lane: 18’

- “Lane” with 1 one-way travel lane and 1 parking lane: 16’ - 18’
Proposed Road Design Standards:
One way alley: 12’ cartway

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Street Design References for

• “Alley” with two-way traffic: 12’

• “Alley” with two-way traffic: 10’ - 12’
SALDO waivers required.

Section 208-160 for the Trout Creek Overlay Ordinance:
“Flexibility in granting waivers from Chapter 181, Subdivision and Land Development to reduce impervious coverage and improve stormwater management will be encouraged.”

SALDO waiver requests will include:
1. Road cartway widths.
2. Driveway dimensions.
3. House setbacks.
4. Various other minor waivers.