



BOROUGH OF CONSHOHOCKEN

ZONING HEARING BOARD

AGENDA

September 29th, 2020, 7:00 PM

This meeting is being held using a Go To Meeting platform and is being recorded.

The public is asked to please keep their phones on mute at all times. There will be time for public comment that will be announced by the Zoning Hearing Board Chairman. During the meeting, you may submit written comments by e-mailing them to Zoning@conshohockenpa.gov. Please provide your name, address and property reference.

1. Call to Order
2. Appearance of Property

PETITIONER:	Alexander Frazier
PREMISES INVOLVED:	408 W. Sixth Avenue Borough Residential District 1

PETITIONER:	Southeastern Pennsylvania Transportation Authority
PREMISES INVOLVED:	2 Oak St. (Intersection of Oak St. and Railroad Right of Way) Specially Planned District 1, Specially Planned District 3, Floodplain Conservation District

**** Persons who submitted an entry of appearance application for a specific property will be called upon at the appropriate time.

3. Public Comment - (state your name, address and property reference)
4. Announcements/Discussion
5. Adjournment

The Conshohocken Zoning Hearing Board thanks you in advance for your cooperation during the remote meeting. If you encounter problems participating during the meeting, or have questions regarding the above prior to the meeting, please contact the Borough at zoning@conshohockenpa.gov.



BOROUGH OF CONSHOHOCKEN

Office of the Borough Manager

MAYOR
Yaniv Aronson

BOROUGH COUNCIL
Colleen Leonard, President
Tina Sokolowski, Vice-President
Robert Stokley, Senior Member
Anita Barton, Member
James Griffin, Member
Jane Flanagan, Member
Karen Tutino, Member

Stephanie Cecco
Borough Manager

ZONING NOTICE

SEPTEMBER 29, 2020 ZONING HEARING BOARD MEETING TO OCCUR VIA REMOTE MEANS

ZONING HEARING Z-2020-03

NOTICE IS HEREBY given that the Conshohocken Zoning Hearing Board will conduct a public hearing on September 29th at 7:00 p.m. prevailing time via remote means. The public is encouraged to participate as set forth below.

This meeting will be held using a Go-To-Meeting Platform. To the extent possible, members of the Conshohocken Zoning Hearing Board and Borough staff/professionals will participate via both video and audio. (INSTRUCTIONS ON SECOND PAGE)

At this time, the Conshohocken Zoning Hearing Board will hear testimony and accept evidence on the following request.

PETITIONER: Southeastern Pennsylvania Transportation Authority
1234 Market St., 5th Floor Philadelphia, PA 19103

PREMISES INVOLVED: 2 Oak St, Conshohocken, PA 19428
(intersection of Oak St. and Railroad Right-of-Way)
Specially Planned District 1, Specially Planned District 3, Floodplain
Conservation District

OWNER OF RECORD: Southeastern Pennsylvania Transportation Authority
1234 Market St., 5th Floor Philadelphia, PA 19103

The Petitioner is requesting variances from the following code sections: §27-1713 and §27-1714 to permit the construction of a train station use in the Floodplain Conservation District; §27-1609.1.B, §27-1609.1.C, and §27-1609.1.D regarding parking lot buffering and landscaping; §27-821.E regarding light mounting heights; §27-2007.I regarding access ways from an abutting street; and §27-2007 regarding parking space widths.

Persons who wish to become parties to the application must notify the Borough of their intent to ask for party status at least five (5) days prior to the scheduled hearing by emailing the attached entry of appearance form to zoning@conshohockenpa.gov. Said persons must be available to participate in the zoning hearing on the scheduled date and time. It is noted that submitting the attached entry of appearance form does not guarantee that you will be granted party status. The Zoning Hearing Board decides who may participate in the hearing before it as a party, subject to Section 908(3) of the Municipalities Planning Code (MPC). The MPC permits party status to any person "affected" by the application. Having taxpayer status alone is not enough to claim party status; however, a person whose property or business abuts the property that is the subject of the appeal is affected and should qualify as a party. Ultimately, the ZHB makes the party status determination after reviewing the request.

Thank you,
Zoning Hearing Board

ZONING HEARING REMOTE SESSION ACCESS INSTRUCTIONS

The public is encouraged to participate as follows:

Audio Feed Participation: You may dial-in to access the audio feed of the meeting. All participants (whether listening or providing comments) must use this method of audio participation, even those using Go-To-Meeting to access the video feed. To access audio, please use the below number and access code/ password information.

You can also dial in using your phone.

United States (Toll Free): [1 866 899 4679](tel:18668994679)

United States: [+1 \(669\) 224-3319](tel:+16692243319)

Access Code: 779-258-741

We ask that you please keep your phones on mute at all times, unless giving a public comment as set forth in the Public Comment section below.

Video Feed Participation: The public may access the video feed by using the link provided below.

Please join my meeting from your computer, tablet or smartphone.

<https://global.gotomeeting.com/join/779258741>

(Link is also the Borough of Conshohocken website: www.conshohockenpa.gov)

New to GoToMeeting? Get the app now and be ready when your first meeting starts:

<https://global.gotomeeting.com/install/779258741>

If you have already downloaded the Go-To-Meeting application, the link will redirect you to the application itself. Please follow the instructions.

It is recommended that you download the application in advance of the meeting time. If you attempt to sign in prior to the start of the meeting, the Go-To-Meeting application will inform you that the meeting has not started. Please close the application and log back in at the time of the meeting (7:00 PM).

Public Comment: There will be a designated time on the agenda for public comment. Those with public comment shall state their name and address. Prior to the start of the meeting, you may submit written comments by e-mailing them to Bmyrsiades@conshohockenpa.gov. Similarly, during the meeting, you may submit written comments by e-mailing them to bmyrsiades@conshohockenpa.gov.

Public comments submitted in this manner will be read by a member of Borough Administration during the public comment period. Because the actual time of the public comment period is determined by the pace of the meeting, please submit all comments as soon as possible, whether before or during the meeting. Written comments shall include the submitting person's name, address, and property in question.

The Conshohocken Zoning Hearing Board thanks you in advance for your cooperation during the remote meeting. If you encounter problems participating during the meeting, or have questions regarding the above prior to the meeting, please contact the Borough at bmyrsiades@conshohockenpa.gov.

The Borough of Conshohocken Zoning Hearing Board
Entry of Appearance as a Party

I/We _____

Request to be granted party status in Application Z _____.

Applicant: _____

Please print name and address below:

Please Sign Below:

Please return form via mail or e-mail to the below:
(Entry must be received no later than Thursday September 24, 2020)

MAIL:
Borough of Conshohocken
Attn: Bobbi Jo Myrsiades
400 Fayette St. - Suite 200
Conshohocken, PA 19428

E-MAIL:
zoning@conshohockenpa.gov



BOROUGH OF CONSHOHOCKEN

Office of the Borough Manager

MAYOR
Yaniv Aronson

BOROUGH COUNCIL
Colleen Leonard, President
Tina Sokolowski, Vice-President
Robert Stokley, Senior Member
Anita Barton, Member
James Griffin, Member
Jane Flanagan, Member
Karen Tutino, Member

MEMORANDUM

Stephanie Cecco
Borough Manager

Date: July 30, 2020
To: Stephanie Cecco, Brittany Rogers
From: Eric P. Johnson, PE, Zoning Officer
Re: SEPTA Train Station Improvements Zoning Determination

History of the Site:

SEPTA proposes to redevelop the regional rail train station, currently located at 10 Washington Street, with a new station located along the train tracks to the west of the existing station at 2 Oak Street. The site is located in the SP-1 – Specially Planned District 1, SP-3 – Specially Planned District 3, Floodplain Conservation District, and Zone AE Regulatory Floodway as defined by the FEMA Flood Insurance Rate Map (FIRM). The proposed regional rail station will include ADA accessible full-length high-level platforms, ticketing office with public restrooms, new passenger shelters, covered bicycle parking, reconfigured parking lot, sidewalks with connection to the Schuylkill River Trail, SEPTA Key equipment, passenger drop-off loop, landscaping, and stormwater management facilities. A new at-grade crossing is also proposed, extending Elm Avenue across the train tracks, providing direct access to the train station and Washington Avenue. The new train station development and subsequent redevelopment of the existing station property is occurring concurrently with the Land Development at 51 Washington Street and 101 Washington Street.

Current Request:

The applicant is seeking a variance from the following Zoning requirements:

- From §27-1713 to permit a train station use in the Floodplain Conservation District, whereas the use is not permitted.
- From §27-1714 to permit new construction in the Floodplain Conservation District, whereas new construction is prohibited.
- From §27-1609.1.B to permit a surface parking lot outer perimeter buffer less than 10 feet in width and with a reduced number of landscaping plantings.
- From §27-1609.1.C to permit parking lots without shade trees planted in islands of not less than 36 square feet.
- From §27-1609.1.D to permit parking areas closer than 10 feet from internal collector driveways, whereas a 10-foot wide landscaped area is required.
- From §27-821.E to permit light mounting heights of 24 feet, whereas a maximum of 15 feet is permitted.
- From §27-2007.I to permit more than one access way from an abutting street.
- From §27-2007 to permit parking spaces measuring 8.5 feet in width, whereas 9 feet is required.

Zoning Determination:

Train stations are a permitted use in the underlying SP-1 and SP-3 zoning districts; however construction of buildings, roads, parking lots, stormwater basins, and related site improvements are generally prohibited in the Flood Conservation District because of the risk of inundation of flood waters. The SEPTA train track right-of-way within the Borough is located entirely within the Floodplain Conservation District; therefore, a train station serving the Borough cannot be located outside of the Flood Conservation District.

Part 17, Article F of the Borough Zoning Code outlines the procedures and conditions for granting relief from the strict application of the Flood Conservation District requirements if an exceptional hardship is imposed by the requirements. When seeking a variance for development within Zone AE, the applicant must demonstrate any construction, development, use or activity, together with all other existing or anticipated development, will not increase the Base Flood Elevation more than one foot at any point. The applicant has submitted a Flood Study signed and sealed by a Professional Engineer indicating the proposed development, along with the soon to be constructed developments on adjoining properties, raises the Base Flood Elevation by less than 1-foot. After review of the Flood Study, additional technical supporting documentation has been requested from the applicant to supplement the Study; however, it is not anticipated the requested information will impact the findings of the Study.

When considering the variance application, the Zoning Hearing Board should consult Code Section 27-1722; and if a variance is granted, the technical provisions outlined in Code Section 17, Article G should be attached to the approval.

In addition, the applicant is seeking dimensional relief with regard to the proposed parking lot, access drives, landscaping, and lighting.

Section 27-1609.1.B requires the outer perimeter of all surface parking lots shall be buffered with a landscape area at least 10 feet in width and contain at least three 3.5-inch caliper trees and at least 30 ornamental/flowering shrub plantings per 100 linear feet. The provided plans do not indicate the required number of plantings along the parking lot perimeter. Additionally, the applicant is seeking to reduce the width of the buffer. A variance would be required for a reduced buffer width or reduced number of plantings.

Section 27-1609.1.C requires parking lots to be intensively landscaped with a minimum of one 3.5-inch caliper shade tree, along with ornamental and flowering shrubs, for every 10 parking spaces, planted in islands containing a minimum of 36 square feet of planting area. The provided plan does not include any landscape islands in the parking lot; therefore a variance would be required.

Section 27-1609.1.D requires parking areas to be separated from internal collector drives by a landscaped area at least 10 feet in width. The applicant is proposing five parking spaces accessed directly from the passenger drop-off road adjacent to the train station and internal to the site; therefore, a variance is required.

Section 27-821.E requires all proposed lighting to be pedestrian-oriented, downward directed and shall have a mounting height not exceeding 15 feet. The applicant is proposing parking lot lighting mounted up to 24 feet in height; therefore, a variance is required.

Section 27-2007.I requires a property to have not more than one access way on each street on which the property abuts. The applicant proposes 2 one-way access drives from Washington Street serving the parking and passenger drop-off area adjacent to the train station; therefore a variance is required.

Section 27-2007 requires vehicle parking spaces to have a minimum width of 9 feet. The applicant proposes parking spaces measuring 8.5 feet in width, as is standard practice at SEPTA train stations but would require a variance.



BUCKLEY BRION
MCGUIRE & MORRIS LLP

MICHAEL S. GILL, ESQUIRE
p: 484.887.7534
f: 610.436.8305
e: gillm@buckleyllp.com
118 W. Market Street, Suite 300
West Chester, PA 19382-2928

January 30, 2020

VIA HAND DELIVERY

Borough of Conshohocken Zoning Hearing Board
Borough of Conshohocken
400 Fayette Street, Suite 200
Conshohocken, Pennsylvania 19428

Re: Southeastern Pennsylvania Transportation Authority
Conshohocken Station Improvements

Dear Members of the Borough of Conshohocken Zoning Hearing Board:

This Firm represents Southeastern Pennsylvania Transportation Authority (SEPTA) with regard to the above matter. On behalf of SEPTA, we enclose the following materials.

1. Borough of Conshohocken Zoning Application (the "Application").
2. Site Plan by SEPTA (together with an aerial photograph of the subject property and a version of that photograph with SEPTA's Site Plan superimposed thereon).
3. This Firm's Check No. 31458 in the amount of Five Hundred and 00/100 Dollars (\$500.00) as payment of the Application Fee with regard to the Application.¹

Kindly accept the enclosed materials pursuant to the Pennsylvania Municipalities Planning Code and the Borough Zoning Ordinance. Please, also, inform us of the date and time at which the Application will be considered.

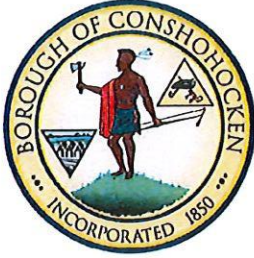
Very truly yours,

Michael S. Gill

MSG/mm
Enclosures

cc: Stephanie Cecco, Borough Manager (*via electronic mail, without enclosures*)
Michael P. Clarke, Esquire (*via electronic mail, without enclosures*)
Michael Peters, Esquire (*via electronic mail, without enclosures*)
Daniel Dwyer, Esquire (*via electronic mail, without enclosures*)
Alicia Nardo, P.E. (*via electronic mail, without enclosures*)

¹ As a matter of course, and due to the manner in which it receives and processes funds for capital projects, SEPTA does not post escrow funds for municipal review services. SEPTA, however, does have in place with the Borough of Conshohocken and Professional Services Agreement and will pay actual and reasonable review fees pursuant to that document.



BOROUGH OF CONSHOHOCKEN
400 Fayette Street, Suite 200, Conshohocken, PA 19428
Phone (610) 828-1092 Fax (610) 828-0920

Zoning Application

Application: Z-2020-03
Date Submitted: Feb. 2020
Date Received: Jan 31, 2020

1. Application is hereby made for:

- Special Exception Variance
- Appeal of the decision of the zoning officer
- Conditional Use approval Interpretation of the Zoning Ordinance
- Other _____

2. Section of the Zoning Ordinance from which relief is requested:

27-1413; 27-1414; 27-1609.1.D

3. Address of the property, which is the subject of the application:

2 Oak Street (Intersection of Oak Street and Railroad Right-of-Way)

4. Applicant's Name: Southeastern Pennsylvania Transportation Authority (Attn: Dan Dwyer, Esquire)

Address: 1234 Market Street, 5th Floor, Philadelphia, Pennsylvania 19103

Phone Number (daytime): 215.580.7496

E-mail Address: DDwyer@septa.org

5. Applicant is (check one): Legal Owner Equitable Owner ; Tenant

6. Property Owner: Southeastern Pennsylvania Transportation Authority

Address: 1234 Market Street, 5th Floor, Philadelphia, Pennsylvania 19103

Phone Number: 215.580.7496

E-mail Address: DDwyer@septa.org

7. Lot Dimensions: 1.88 +/- Acres. Zoning District: SP-1 / SP-3

8. Has there been previous zoning relief requested in connection with this Property?

Yes No If yes, please describe.

9. Please describe the present use of the property including any existing improvements and the dimensions of any structures on the property.

Parking associated with existing Conshohocken Train Station.

10. Please describe the proposed use of the property.

New Regional Rail passenger station.

11. Please describe proposal and improvements to the property in detail.

SEPTA will construct a new fully ADA accessible station and station access improvements at Conshohocken Station on the Manayunk/Norristown Regional Regional Rail Line. The new station will include: (A) full length high-level platforms; (B) passenger shelters; (C) accessible pathways, sidewalks and handrails/guardrails; (D) bike facilities; (E) additional roadway access to the station; (F) new signage and lighting; (G) stormwater management systems and (H) landscaping. SEPTA will also construct at-grade parking facilities.

12. Please describe the reasons the Applicant believes that the requested relief should be granted.

The existing Conshohocken Regional Rail passenger station consists of a trailer and at-grade parking facilities, is not fully ADA accessible, does not include passenger shelters, and is functionally obsolete. SEPTA will construct a new Regional Rail passenger station in order to address these, and other, deficiencies. Because the existing rail line is located entirely within the Flood Conservation District, SEPTA cannot construct the new Conshohocken Regional Rail passenger station in any location other than where proposed.

13. If a Variance is being requested, please describe the following:

a. The unique characteristics of the property: The property is located adjacent to SEPTA's existing Regional Rail tracks and infrastructure and entirely within the Flood Conservation District.

b. How the Zoning Ordinance unreasonably restricts development of the property:

Pursuant to Section 27-1713, train stations are not a permitted use within the Flood Conservation District. Pursuant to Section 27-1714, new construction is, generally, prohibited in the Flood Conservation District. Landscape buffer requirements (Section 27-1609.1.D) are also implicated.

c. How the proposal is consistent with the character of the surrounding neighborhood.

The location of the new Conshohocken Regional Rail station is adjacent to the location of the existing Conshohocken Regional Rail station and within the SP-1 Zoning District and SP-3 Zoning District, in which train stations are permitted by-right.

d. Why the requested relief is the minimum required to reasonably use the property; and why the proposal could not be less than what is proposed.

The scope and size of the new Conshohocken Regional Rail station will be designed and constructed to serve passengers within the Borough and nearby communities. SEPTA will not construct a station which is larger than appropriate to serve its current and foreseeable customer needs.

14. The following section should be completed if the applicant is contesting the determination of the zoning officer.

a. Please indicate the section of the zoning ordinance that is the subject of the zoning officer's decision (attach any written correspondence relating to the determination).

Not Applicable.

b. Please explain in detail the reasons why you disagree with the zoning officer's determination.

Not Applicable.

15. If the Applicant is requesting any other type of relief, please complete the following section.

a. Type of relief that is being requested by the applicant.

Not Applicable.

b. Please indicate the section of the Zoning Ordinance related to the relief being requested.

Not Applicable.

c. Please describe in detail the reasons why the requested relief should be granted.

Not Applicable.

16. If the applicant is being represented by an attorney, please provide the following information.

a. Attorney's Name: Michael S. Gill, Esquire (Buckley, Brion, McGuire & Morris LLP)

b. Address: 118 West Market Street, Suite 300, West Chester, Pennsylvania 19382-2928

c. Phone Number: 610.436.4400

d. E-mail Address: gillm@buckleyllp.com

I/we hereby certify that to the best of my knowledge, all of the above statements contained in this Zoning Application and any papers or plans submitted with this application to the Borough of Conshohocken are true and correct.

Michael R. Paul (Counsel for Applicant Southeastern Pennsylvania Transportation Authority)
Applicant

Southeastern Pennsylvania Transportation Authority

Legal Owner

January 30, 2020

Date

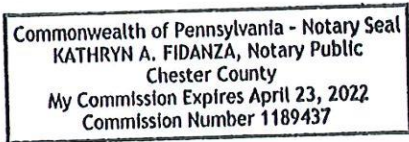
COMMONWEALTH OF PENNSYLVANIA

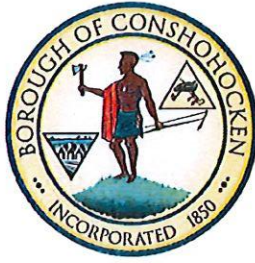
COUNTY OF MONTGOMERY

As subscribed and sworn to before me this 30th day of January, 2020.

Kathryn A. Fidanza
Notary Public

(Seal)





BOROUGH OF CONSHOHOCKEN
400 Fayette Street, Suite 200, Conshohocken, PA 19428
Phone (610) 828-1092 Fax (610) 828-0920

Decision

(For Borough Use Only)

Application Granted

Application Denied

MOTION:

CONDITIONS:

BY ORDER OF THE ZONING HEARING BOARD

	Yes	No
_____	<input type="checkbox"/>	<input type="checkbox"/>
_____	<input type="checkbox"/>	<input type="checkbox"/>
_____	<input type="checkbox"/>	<input type="checkbox"/>
_____	<input type="checkbox"/>	<input type="checkbox"/>
_____	<input type="checkbox"/>	<input type="checkbox"/>

DATE OF ORDER: _____

DATE PRINTED: V292020 1:32:27 PM

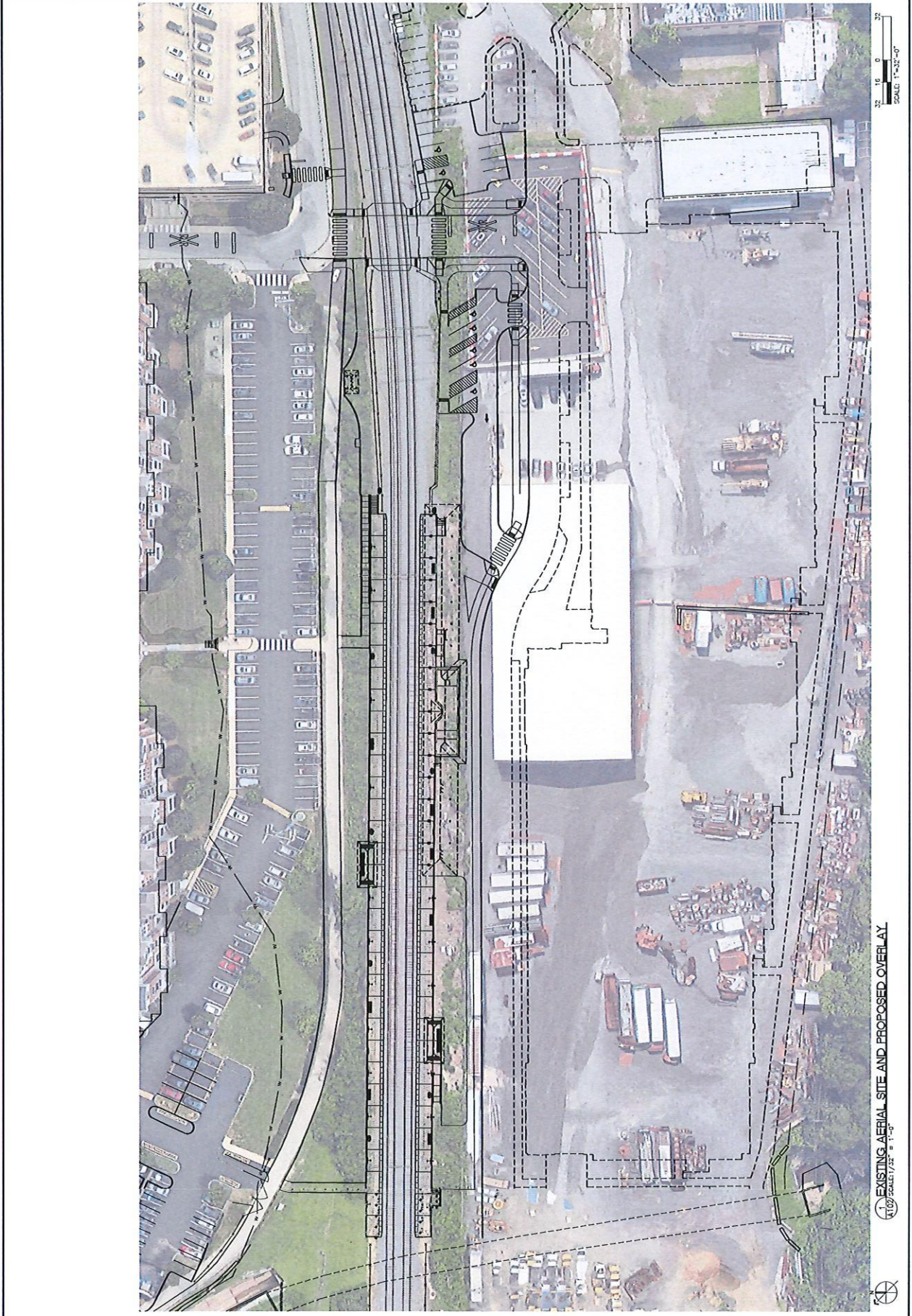


PROPOSED DRAS FACILITIES FOR THE PENNSYLVANIA TURNPIKE AUTHORITY
CONSTRUCTION OF THE PENNSYLVANIA TURNPIKE AUTHORITY
CONSTRUCTION OF THE PENNSYLVANIA TURNPIKE AUTHORITY
CONSTRUCTION OF THE PENNSYLVANIA TURNPIKE AUTHORITY

REF	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36		
37		
38		
39		
40		
41		
42		
43		
44		
45		
46		
47		
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
71		
72		
73		
74		
75		
76		
77		
78		
79		
80		
81		
82		
83		
84		
85		
86		
87		
88		
89		
90		
91		
92		
93		
94		
95		
96		
97		
98		
99		
100		

CONSHOCKEN STATION
NORRISTOWN MAINLINE
STATION CONSTRUCTION
FLOOD PLAIN PERMIT
ZONING PLAN
EXISTING AERIAL SITE AND PROPOSED OVERLAY

AS NOTED 1:1
DATE: 07/26/2020
PROJECT NUMBER: 19F-008
DRAWING NUMBER: A102
SCALE: 1"=32'-0"



1. EXISTING AERIAL SITE AND PROPOSED OVERLAY
SCALE: 1"=32'-0"

DATE PRINTED: 09/20/2019 10:49 PM

CONSHOCKEN STATION
STATION CONSTRUCTION
FLOOD PLAN PERMIT
NORRISTOWN MARAUNK LINE
EXISTING AERIAL SITE

AS NOTED	1:1
07/08/2020	
19F-008	
A101	
Sheet No. A101	of 13
Project No. 140KFPA01	0

REV	DATE	DESCRIPTION



1 EXISTING AERIAL SITE
 1:10 SCALE / 1" = 30'



BOROUGH OF CONSHOHOCKEN

Office of the Borough Manager

MAYOR
Yaniv Aronson

BOROUGH COUNCIL
Colleen Leonard, President
Tina Sokolowski, Vice-President
Robert Stokley, Senior Member
Anita Barton, Member
James Griffin, Member
Jane Flanagan, Member
Karen Tutino, Member

Stephanie Cecco
Borough Manager

February 27, 2020

Michael S. Gill, Esquire
Buckley Brion McGuire & Morris LLP
118 W. Market Street, Suite 300
West Chester, PA 19382-2928

**RE: Variance Application
SEPTA Conshohocken Train Station Improvements**

Dear Mr. Gill:

Conshohocken Borough is in receipt of the Variance Application submitted by Southeastern Pennsylvania Transportation Authority (SEPTA) in connection with the proposed redevelopment of the Conshohocken Regional Rail Train Station. The application was received on January 31, 2020. SEPTA is seeking a variance from §27-1713 to permit a train station use in the Floodplain Conservation District; from §27-1714 to permit new construction in the Floodplain Conservation District; and from §27-1609.1.D requiring a 10-foot landscaped area between parking areas and internal collector drives.

Per §27-1718, an application seeking approval for any construction, development, use, or activity within the Floodplain Conservation District requires the submission of a study and supporting documentation evaluating the impact of the development, along with all other existing or anticipated development, on the Base Flood Elevation. The required study was not provided in the received Variance Application. On February 5, 2020, I spoke with Tamra Dann, PE, Director, SEPTA Project Compliance Department. Tamra indicated the required study was currently being prepared but was not ready for submission to Conshohocken for review.

To date, the Borough has not received the required studies and supporting documentation for the application to be reviewed and a Zoning Determination made. The Variance Application will be held until all required information as outlined in Part 17, Article F of the Borough Zoning Code is provided.

If you have any questions or concerns, please feel free to contact the undersigned.

Sincerely,

Eric P. Johnson, PE
Zoning Officer
PENNONI ASSOCIATES INC.

EPJ/epj

cc: Stephanie Cecco, Borough Manager (via email)
Michael P. Clarke, Esquire (via email)
Michael Peters, Esquire (via email)
Daniel Dwyer, Esquire, SEPTA (via email)
Alicia Nardo, PE SEPTA (via email)
Tamra Dann, PE, SEPTA (via email)



MICHAEL S. GILL, ESQUIRE
p: 484.887.7534
f: 610.436.8305
e: gillm@buckleyllp.com
118 W. Market Street, Suite 300
West Chester, PA 19382-2928

June 10, 2020

VIA ELECTRONIC MAIL

Borough of Conshohocken Zoning Hearing Board
c/o Brittany Rogers, Executive Assistant to the Borough Manager
Borough of Conshohocken
400 Fayette Street, Suite 200
Conshohocken, Pennsylvania 19428

Re: Southeastern Pennsylvania Transportation Authority
Conshohocken Station Improvements

Dear Members of the Borough of Conshohocken Zoning Hearing Board:

This Firm represents Southeastern Pennsylvania Transportation Authority (SEPTA) regarding the development of the new Conshohocken Regional Rail Station ("New Conshohocken Station"). On behalf of SEPTA, we respectfully amend the Application which SEPTA filed on January 30, 2020 (the "Application") to add the following variances to the relief which SEPTA is requesting.

1. Variance from Section 27-821.E. of the Zoning Ordinance to permit light poles measuring 24' in height instead of 15'.
2. Variance from Section 27-1609.1.B. of the Zoning Ordinance to permit the buffered landscape area at the outer perimeter of the subject property to measure 6' in width instead of 10'.
3. Variance from Section 27-1609.1.C. of the Zoning Ordinance to permit development of the New Conshohocken Station without planting islands measuring not less than 36² of planting area.
4. Variance from Section 27-2007.I. of the Zoning Ordinance to permit more than one accessway to an adjacent roadway.
5. Variance from Section 27-2007 of the Zoning Ordinance to permit parking spaces to measure 8.5' in width instead of 9'.



Borough of Conshohocken Zoning Hearing Board
c/o Brittany Rogers, Executive Assistant to the Borough Manager
Borough of Conshohocken
June 10, 2020
Page 2

Kindly inform us of the date and time at which the Zoning Hearing Board will consider the Application, as amended.

Thank you for your courtesies.

Very truly yours,

Michael S. Gill

Michael S. Gill

MSG/mm

cc: Michael P. Clarke, Esquire (*via electronic mail*)
Michael Peters, Esquire (*via electronic mail*)
Daniel Dwyer, Esquire (*via electronic mail*)
Alicia Nardo, P.E. (*via electronic mail*)

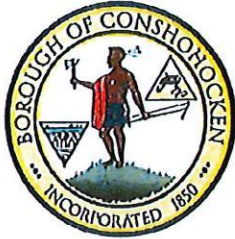
BOROUGH OF CONSHOHOCKEN ZONING HEARING BOARD

APPLICATION OF SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

INDEX OF EXHIBITS

1. Zoning Application
2. Letter dated June 10, 2020 (Amendment to Zoning Application)
3. Letter dated August 17, 2020
4. Deed
5. Borough Council Resolution No. 16 of 2020 (Land Development Approval)
6. Aerial Photograph of Existing Conditions
7. Zoning Officer Determination
8. Curriculum Vitae of Julia D. Fine, P.E.
9. Floodplain Development Analysis Report
10. Resume of Project Manager Alicia Nardo
11. Site Plan
12. Building Elevations Plan
13. Landscape Plan
14. Lighting Plan
15. Borough Engineer Review Letter dated September 21, 2020
16. Resume of Civil Engineer Stephen Gowan

EXHIBIT A-1



BOROUGH OF CONSHOHOCKEN
400 Fayette Street, Suite 200, Conshohocken, PA 19428
Phone (610) 828-1092 Fax (610) 828-0920

Zoning Application

Application: Z-2020-03
Date Submitted: Feb. 2020
Date Received: Jan 31, 2020

1. Application is hereby made for:

- Special Exception Variance
- Appeal of the decision of the zoning officer
- Conditional Use approval Interpretation of the Zoning Ordinance
- Other _____

2. Section of the Zoning Ordinance from which relief is requested:

27-1413; 27-1414; 27-1609.1.D

3. Address of the property, which is the subject of the application:

2 Oak Street (Intersection of Oak Street and Railroad Right-of-Way)

4. Applicant's Name: Southeastern Pennsylvania Transportation Authority (Attn: Dan Dwyer, Esquire)

Address: 1234 Market Street, 5th Floor, Philadelphia, Pennsylvania 19103

Phone Number (daytime): 215.580.7496

E-mail Address: DDwyer@septa.org

5. Applicant is (check one): Legal Owner Equitable Owner ; Tenant

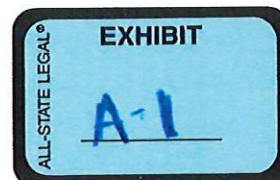
6. Property Owner: Southeastern Pennsylvania Transportation Authority

Address: 1234 Market Street, 5th Floor, Philadelphia, Pennsylvania 19103

Phone Number: 215.580.7496

E-mail Address: DDwyer@septa.org

7. Lot Dimensions: 1.88 +/- Acres. Zoning District: SP-1 / SP-3



8. Has there been previous zoning relief requested in connection with this Property?

Yes No If yes, please describe.

9. Please describe the present use of the property including any existing improvements and the dimensions of any structures on the property.

Parking associated with existing Conshohocken Train Station.

10. Please describe the proposed use of the property.

New Regional Rail passenger station.

11. Please describe proposal and improvements to the property in detail.

SEPTA will construct a new fully ADA accessible station and station access improvements at Conshohocken Station on the Manayunk/Norristown Regional Regional Rail Line. The new station will include: (A) full length high-level platforms; (B) passenger shelters; (C) accessible pathways, sidewalks and handrails/guardrails; (D) bike facilities; (E) additional roadway access to the station; (F) new signage and lighting; (G) stormwater management systems and (H) landscaping. SEPTA will also construct at-grade parking facilities.

12. Please describe the reasons the Applicant believes that the requested relief should be granted.

The existing Conshohocken Regional Rail passenger station consists of a trailer and at-grade parking facilities, is not fully ADA accessible, does not include passenger shelters, and is functionally obsolete. SEPTA will construct a new Regional Rail passenger station in order to address these, and other, deficiencies. Because the existing rail line is located entirely within the Flood Conservation District, SEPTA cannot construct the new Conshohocken Regional Rail passenger station in any location other than where proposed.

13. If a Variance is being requested, please describe the following:

a. The unique characteristics of the property: The property is located adjacent to SEPTA's existing Regional Rail tracks and infrastructure and entirely within the Flood Conservation District.

b. How the Zoning Ordinance unreasonably restricts development of the property:
Pursuant to Section 27-1713, train stations are not a permitted use within the Flood Conservation District. Pursuant to Section 27-1714, new construction is, generally, prohibited in the Flood Conservation District. Landscape buffer requirements (Section 27-1609.1.D) are also implicated.

c. How the proposal is consistent with the character of the surrounding neighborhood.

The location of the new Conshohocken Regional Rail station is adjacent to the location of the existing Conshohocken Regional Rail station and within the SP-1 Zoning District and SP-3 Zoning District, in which train stations are permitted by-right.

d. Why the requested relief is the minimum required to reasonably use the property; and why the proposal could not be less than what is proposed.

The scope and size of the new Conshohocken Regional Rail station will be designed and constructed to serve passengers within the Borough and nearby communities. SEPTA will not construct a station which is larger than appropriate to serve its current and foreseeable customer needs.

14. The following section should be completed if the applicant is contesting the determination of the zoning officer.

a. Please indicate the section of the zoning ordinance that is the subject of the zoning officer's decision (attach any written correspondence relating to the determination).

Not Applicable.

b. Please explain in detail the reasons why you disagree with the zoning officer's determination.

Not Applicable.

15. If the Applicant is requesting any other type of relief, please complete the following section.

a. Type of relief that is being requested by the applicant.

Not Applicable.

b. Please indicate the section of the Zoning Ordinance related to the relief being requested.

Not Applicable.

c. Please describe in detail the reasons why the requested relief should be granted.

Not Applicable.

16. If the applicant is being represented by an attorney, please provide the following information.

a. Attorney's Name: Michael S. Gill, Esquire (Buckley, Brion, McGulre & Morris LLP)

b. Address: 118 West Market Street, Suite 300, West Chester, Pennsylvania 19382-2928

c. Phone Number: 610.436.4400

d. E-mail Address: gillm@buckleyllp.com

I/we hereby certify that to the best of my knowledge, all of the above statements contained in this Zoning Application and any papers or plans submitted with this application to the Borough of Conshohocken are true and correct.

Michael R. Paul (Counsel for Applicant Southeastern Pennsylvania Transportation Authority)
Applicant

Southeastern Pennsylvania Transportation Authority

Legal Owner

January 30, 2020

Date

COMMONWEALTH OF PENNSYLVANIA

COUNTY OF MONTGOMERY

As subscribed and sworn to before me this 30th day of January, 2020.

Kathryn A. Fidanza
Notary Public

(Seal)

Commonwealth of Pennsylvania - Notary Seal
KATHRYN A. FIDANZA, Notary Public
Chester County
My Commission Expires April 23, 2022
Commission Number 1109437

EXHIBIT A-2



MICHAEL S. GILL, ESQUIRE
p: 484.887.7534
f: 610.436.8305
e: gillm@buckleyllp.com
118 W. Market Street, Suite 300
West Chester, PA 19382-2928

June 10, 2020

VIA ELECTRONIC MAIL

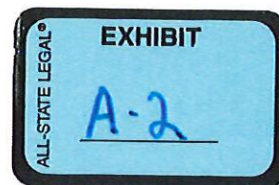
Borough of Conshohocken Zoning Hearing Board
c/o Brittany Rogers, Executive Assistant to the Borough Manager
Borough of Conshohocken
400 Fayette Street, Suite 200
Conshohocken, Pennsylvania 19428

Re: Southeastern Pennsylvania Transportation Authority
Conshohocken Station Improvements

Dear Members of the Borough of Conshohocken Zoning Hearing Board:

This Firm represents Southeastern Pennsylvania Transportation Authority (SEPTA) regarding the development of the new Conshohocken Regional Rail Station ("New Conshohocken Station"). On behalf of SEPTA, we respectfully amend the Application which SEPTA filed on January 30, 2020 (the "Application") to add the following variances to the relief which SEPTA is requesting.

1. Variance from Section 27-821.E. of the Zoning Ordinance to permit light poles measuring 24' in height instead of 15'.
2. Variance from Section 27-1609.1.B. of the Zoning Ordinance to permit the buffered landscape area at the outer perimeter of the subject property to measure 6' in width instead of 10'.
3. Variance from Section 27-1609.1.C. of the Zoning Ordinance to permit development of the New Conshohocken Station without planting islands measuring not less than 36'² of planting area.
4. Variance from Section 27-2007.I. of the Zoning Ordinance to permit more than one accessway to an adjacent roadway.
5. Variance from Section 27-2007 of the Zoning Ordinance to permit parking spaces to measure 8.5' in width instead of 9'.





Borough of Conshohocken Zoning Hearing Board
c/o Brittany Rogers, Executive Assistant to the Borough Manager
Borough of Conshohocken
June 10, 2020
Page 2

Kindly inform us of the date and time at which the Zoning Hearing Board will consider the Application, as amended.

Thank you for your courtesies.

Very truly yours,

Michael S. Gill

Michael S. Gill

MSG/mm

cc: Michael P. Clarke, Esquire (*via electronic mail*)
Michael Peters, Esquire (*via electronic mail*)
Daniel Dwyer, Esquire (*via electronic mail*)
Alicia Nardo, P.E. (*via electronic mail*)

EXHIBIT A-3



MICHAEL S. GILL, ESQUIRE

e: mgill@buckleyllp.com

p: 484.887.7534

f: 610.436.8305

118 W. Market Street, Suite 300

West Chester, PA 19382-2928

August 17, 2020

VIA ELECTRONIC MAIL

Borough of Conshohocken Zoning Hearing Board
Borough of Conshohocken
Borough Hall
400 Fayette Street, Suite 200
Conshohocken, Pennsylvania 19428

Re: Southeastern Pennsylvania Transportation Authority
Zoning Hearing No. Z-2020-3

Dear Members of the Borough of Conshohocken Zoning Hearing Board:

This Firm represents Southeastern Pennsylvania Transportation Authority regarding the above matter. On behalf of our client, we hereby grant to the Zoning Hearing Board an extension of the action period applicable to the subject application as set forth at Section 908 of the Pennsylvania Municipalities Planning Code, 53 P.S. § 10908, and Section 27-606 of the Borough Zoning Ordinance.

That extension will expire on its own terms, and without the need for any further action, on September 30, 2020.

Very truly yours,

Michael S. Gill

Michael S. Gill

MSG/lag

cc: Daniel P. Dwyer, Esquire (*via electronic mail*)
Alicia Nardo, Project Manager (*via electronic mail*)

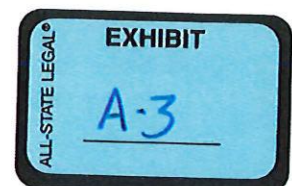


EXHIBIT A-4

RECORDER OF DEEDS
MONTGOMERY COUNTY PENNSYLVANIA
Jeanne Sorg

One Montgomery Plaza
Swede and Airy Streets ~ Suite 303
P.O. Box 311 ~ Norristown, PA 19404
Office: (610) 278-3289 ~ Fax (610) 278-3869

I hereby certify that the following is a true and correct
copy of the original document
recorded in Montgomery County, PA



Jeanne Sorg

Jeanne Sorg, Recorder of Deeds



with success, rights, liberties, privileges, hereditaments, and appurtenances, whatsover
 hereditaments belonging or in anywise appertaining, and the revenues and remainments, rents,
 issues and profits thereof, and all the estate, right, title, interest, property, claim and de-
 mand whatsover, of them the said Henry B. Agle and Mary Fisher his wife, in law
 equity, or otherwise howsoever, of, in and to the same, and every part thereof. So have and
 to have the said, hereditaments, hereditaments, and premises hereby granted or men-
 tioned and intended, to be, with the appurtenances, unto the said Alonzo B. Proutie his
 heirs and assigns, to and for the only proper use and behoof of the said Alonzo B. Proutie,
 his heirs and assigns for ever. And the said Henry B. Agle and Mary Fisher his wife,
 for themselves, their heirs, executors and administrators, do by these presents acknow-
 ledge and agree to and with the said Alonzo B. Proutie his heirs and assigns, that they
 the said Henry B. Agle and Mary Fisher his wife and their heirs, all and singular the
 hereditaments and premises herein above described and granted, or mentioned and
 intended, to be, with the appurtenances, unto the said Alonzo B. Proutie his heirs and
 assigns, against him, the said Henry B. Agle and his heirs, and against all and
 every other person or persons, whomsoever lawfully claiming or to claim the same or any
 part thereof, by, from or unto him, them or any of them shall and lawfully remain and
 forever Defeat in Law, unless whereof the said parties to these presents have hereunto
 changedly set their hands and seals.

Witness my hand and seal the day and year first above written
 Signed and Delivered in the presence of us
 Deane M. Jones
 Alonzo B. Proutie

Received the copy of the date of the above Indenture of the above named Alonzo B. Proutie
 the sum of four hundred and eight dollars, thirty three cents and one third of a cent, lawful
 money of the United States of America, in being the consideration money above mentioned, in full

Witnessed at signing
 Deane M. Jones, Alonzo B. Proutie
 The twentieth day of May Anno Domini
 1757. Before me one of the Aldermen of the City of Philadelphia came the above named Henry
 B. Agle and Mary Fisher his wife and in due form of Law acknowledged the above Inden-
 ture to be their act and deed, and desired the same might be Recorded as such. The said
 Mary Fisher being of full age, separate and apart from her husband by me examined
 and sworn that she did voluntarily and of her own free will and accord, seal and do, her act and
 deed, deliver the said Indenture without any coercion or compulsion of her said husband,
 the contents thereof having first been by me fully made known unto her.

Witness my hand and seal the day and year above said
 Recorded May 21 1757
 Alonzo B. Proutie
 Alderman

Deed
 This Indenture made this 21st day of May in
 the year of our Lord one thousand eight hundred and
 fifty seven between John Wood and James Cheary
 Executors of the last Will and Testament of Robert
 P. Notmain R. P. Company
 late of the Borough of Lehigh in the County
 of Montgomery in Pennsylvania deceased of the one
 and the Philadelphia, Germantown and Merion R. P. Company of the other



And whereas the said Richard Clark by force and virtue of divers good advices, counsels and assurances in the Law duly had and received, became in his lifetime lawfully seized in his demesne as of fee, of and in a certain Town house, Messuages, Store house and lot of Ground in London in the County of Middlesex bounded by Forest Street, Fagetta Street, Marble Street and Canal Street and being to them devised made his last Will and Testament in writing the last day of May A. D. 1855, wherein after appointing the said John Wood and James Beatty to be the Executors of his said Will and prescribing the manner of disposition of his Estate it is thus contained: "And lastly it is my will and desire that my Executors shall have full power to dispose of all and any part of my Estate, both Real and Personal, in as full and large a manner as in any respect I could myself do if living, having at the same time due regard to the interest of my said wife and Children, as by reference to said last Will and Testament and the devise of the Testator duly proven and remaining in the Register's Office at Torrington in and for said County in Deed Book or Will Book No page 35 may appear. - And the said John Wood and James Beatty having executed and sold said last Will have each a part of said Real Estate, to wit after described in the Philadelphia, Germantown and Torrington Rail Road Company for the sum of three hundred dollars, they, the said Executors believing that the sale so made was the most advantageous to the interests of the said Testator's wife and Children.

Now This Indenture witnesseth that the said John Wood and James Beatty have also signed for and in consideration of said sum of three hundred dollars the said money into them in hand paid and truly paid by the said the Philadelphia, Germantown and Torrington Rail Road Company at the time of the execution hereof the receipt whereof they do hereby acknowledge, have granted, bargained, sold, aliened, released, conveyed and confirmed and by these presents do by virtue of the Powers and Authorities to them given by the aforesaid last Will and Testament and pursuant to the provisions thereof grant, bargain, sell, alien, release, convey and confirm unto the said the Philadelphia, Germantown and Torrington Rail Road Company their heirs, assigns and assigns.

All That the following described lot or piece of Land situate in the Borough of London in the County of Middlesex bounded and described as follows to wit: Beginning at a stake on the North East side of Canal Street between Fagetta and Forest Street Lane few paces from the position corner of the said Town House, thence parallel to said Town House Northwesterly forty four feet, four inches more or less to the South East side of said Rail Road Company's Railway limits, and thence along the same Westerly thirty or four feet, seven inches more or less to the corner of another lot of said Rail Road Company's land, and by the same Southwesterly thirty seven feet, seven inches more or less to Canal Street aforesaid and along the said Street on the North East side thereof Southwesterly thirty one feet to the place of beginning - Being a part of the same premises which James Hall and Wife and Frederick Hall and Wife by their Indenture dated the first day of June A. D. 1854 did grant and confirm unto the said Richard Clark in fee simple by reference to said Indenture Recited in the Office for the Recording of Deeds in the County of Middlesex in Deed Book No 90, page 232 may appear.

Witness also with all and singular the importments, liberties, franchises, privileges, exemptions, rights, liberties, franchises, privileges, exemptions, and other things to them in law pertaining.



thereunto belonging or in anywise appertaining and the reversionsary, remainders, rents, issues and profits thereof, and also all the estate, right, title, interest, rights, claims and demands, whatsoever of them the said John Wood and James Beatty and of him the said Richard Clarke in his lifetime, at and immediately before the time of his decease, of, in and to the same and every part and parcel thereof. So have and hold the said lot or piece of land above described, hereditaments and premises, hereby granted or granted, and intended so to be, with the appurtenances unto the said the Philadelphia, Germantown and Norristown Rail Road Company their Successors and Assigns, to and for the only proper use and behoof of the said the Philadelphia, Germantown and Norristown Rail Road Company their Successors and Assigns forever. And the said John Wood and James Beatty do for themselves severally but not jointly, or the one for the other or for the acts or deeds of the other, but each for his own acts only, covenant, grant and agree to and with the said the Philadelphia, Germantown and Norristown Rail Road Company their Successors and Assigns, that they the said John Wood and James Beatty have not, nor hath either of them done or committed any act, matter or thing whatsoever, whereby the promises aforesaid, or any part thereof, is, are or shall or may be impeached, charged or incumbered in title, charge or estate or otherwise, howsoever. In witness whereof the said parties have hereunto set their hands and seals, the day and year first above written.

Sealed and Delivered in presence of

James C. Bradford
Saml. Sizer

John Wood
James Beatty

Received the day of the date of the above written and nature of the above named the Philadelphia, Germantown and Norristown Rail Road Company, three hundred dollars, being the full consideration money above mentioned.

Witness present at Signing

James C. Bradford
Saml. Sizer
Montgomery County for

John Wood
James Beatty

The Seventh day of May A. D. 1857, Before me the undersigned a Justice of the Peace in and for said County came the above named John Wood and James Beatty and acknowledged the above and foregoing and nature to be their act and deed and desired the same might be Recorded as such according to Law.

Witness my hand and Seal

Recorded May 21, 1857

Saml. Sizer J. P.

Deed This Indenture made the fourth day of April in the year of our Nehemiah Evans Wife and one thousand eight hundred and fifty seven. Between
To Nehemiah Evans of Belmont District in the twenty fourth
Thomas S. Lodge of the City of Philadelphia and State of Pennsylvania
Merchant and his wife of the one part and
Thomas S. Lodge of the Township of Lower Merion in the County of Montgomery and State of Pennsylvania of the other part. Witnesseth that the said Nehemiah Evans and his wife for and in consideration of the sum of eight thousand



EXHIBIT A-5

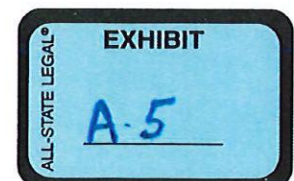
**BOROUGH OF CONSHOHOCKEN
COUNTY OF MONTGOMERY**

RESOLUTION 16 OF 2020

RE: Waiver of Land Development Approval
SEPTA Station
10 Washington Street (old station)
2 Oak Street (new station)

WHEREAS, the Borough of Conshohocken has received an application and request for a waiver of the Borough's formal land development processes from Southeastern Pennsylvania Transportation Authority ("SEPTA"), for the following plan set (collectively, and as may be hereafter amended pursuant to this Resolution, the "Plan"):

- Plans for Conshohocken Station - General I Architectural - 7 sheets dated various as prepared by SEPTA EM&C Division
- Plans for Conshohocken Station - Civil - 41 sheets dated January 28, 2020 as prepared by SEPTA EM&C Division
- Plans for Conshohocken Station - Track - 4 sheets dated December 3, 2019 as prepared by SEPTA EM&C Division
- Plans for Conshohocken Station - Architectural - 23 sheets dated various as prepared by SEPTA EM&C Division
- Plans for Conshohocken Station - Structural - 7 sheets dated January 28, 2020 as prepared by SEPTA EM&C Division
- Plans for Conshohocken Station - Mechanical & Electrical - 9 sheets dated January 28, 2020 (Mechanical) and February 3, 2020 as prepared by SEPTA EM&C Division
- Plans for Conshohocken Station - Communication and Signals, and New Payment Technology, and Structural - 25 sheets dated various as prepared by SEPTA EM&C Division
- Plans for Conshohocken Station - Mechanical - 5 sheets dated January 28, 2020 as prepared by SEPTA EM&C Division
- Plans for Conshohocken Station - Station Building - 14 sheets dated various as prepared by SEPTA EM&C Division



WHEREAS, the land involved in SEPTA's application for a waiver of land development consists of tax map parcel no. 05-00-00032-01-7, situate in the SP-1 Specially Planned District One, SP-3 Specially Planned District Three, and Floodplain Conservation zoning districts (the "Property").

WHEREAS, SEPTA proposes to construct a new Regional Rail Station (to be located at 2 Oak Street) west of the existing station (currently located at 10 Washington Street). The new station will include ADA accessible full length high-level platforms, a ticketing office with public restrooms, new passenger shelters, covered bicycle parking, a reconfigured parking lot with 87 spaces, sidewalks with connection to the Schuylkill River Trail, SEPTA key equipment, a passenger drop-off loop, landscaping, and stormwater management facilities. SEPTA also proposes to construct a new vehicular and pedestrian at-grade crossing as an extension of Oak Street and to demolish the existing Station.

WHEREAS, in addition to requesting a general waiver from the Borough's Subdivision and Land Development processes, SEPTA has specifically requested the following waivers from the Conshohocken Subdivision and Land Development Ordinance ("SALDO"):

- waiver from SALDO § 22-404.3.F(6) to permit a parking stall size of 8.5 feet wide by 18 feet deep where 9 feet wide by 18 feet deep is required;
- waiver from SALDO § 22-405(1)(C) to permit sidewalks with a width of less than 15 feet; and
- waiver from SALDO § 22-804 to excuse the requirements of park and recreational land and/or a fee-in-lieu thereof.

WHEREAS, the Borough Planning Commission has recommended approval of a waiver of land development for the Plan and the specifically requested waivers, subject to certain required conditions; and

WHEREAS, Conshohocken Borough Council finds it to be in the best interest of the Borough to grant a **CONDITIONAL WAIVER OF LAND DEVELOPMENT** for the Plan, subject to compliance with all of the terms and conditions set forth in this Resolution.

1. SEPTA is granted the specifically request waivers from SALDO §§ 22-404.3.F(6), 22-405(1)(C), and 22-804, subject to the condition that SEPTA comply with the conditions set forth in this Resolution.
2. SEPTA shall revise the Plan to comply with comments in the review letter of the Borough Engineer dated March 16, 2020, attached hereto as Exhibit "A", to the satisfaction of the Borough Engineer.
3. SEPTA shall revise the Plan to comply with the comments in the review letter of the Borough Zoning Officer, dated April 16, 2020,

attached hereto as Exhibit "B", to the satisfaction of the Borough Zoning Officer.

4. SEPTA shall revise the Plan to comply with the comments in the review letter of the Borough Traffic Engineer, dated April 6, 2020, attached hereto as Exhibit "C", to the satisfaction of the Borough Traffic Engineer, including, but not limited to, specifically addressing any subsequent requirements related to comments 1 (Traffic Impact Study) and 2a (coordination with respect to Oak Street rail crossing) to the satisfaction of the Borough's Traffic Engineer. SEPTA shall obtain the approval of the Borough's Traffic Engineer for the turning radius at Stoddard Avenue and Oak Street, which such approval shall not be unreasonably withheld.
5. SEPTA shall revise the Plan to comply with the comments in the review letter of the Borough Fire Marshal, dated April 8, 2020, attached hereto as Exhibit "D", to the satisfaction of the Borough Fire Marshal.
6. SEPTA shall revise the Plan to comply with the comments in the review letter of the Montgomery County Planning Commission, dated March 30, 2020, attached hereto as Exhibit "E", to the extent required by the Borough.
7. SEPTA shall at all times comply with any and all conditions of approval imposed by the Conshohocken Borough Zoning Hearing Board in its consideration of SEPTA's request for zoning relief.
8. SEPTA shall apply for and obtain appropriate permits, including building permits and grading permits, as required from the Borough, and shall comply with all requirements related thereto.
9. SEPTA shall demonstrate compliance with the requirements of any and all outside agencies having jurisdiction over the improvements and features included on the Plan.
10. SEPTA shall satisfy any and all outstanding invoices from the Borough relative to the professional fees and costs associated with review and approval of the Plan, as set forth in the Professional Services Agreement previously executed between SEPTA and the Borough.
11. SEPTA shall enter into a memorandum of understanding between SEPTA, the Borough, and any other applicable third parties (*i.e.* the owner(s) of adjoining properties) with respect to construction of the public improvements associated with the project, including specifically the pedestrian and vehicular crossing at Oak Street.
12. SEPTA shall coordinate with the Borough and any other applicable third parties (*i.e.* the owner(s) of adjoining properties) and shall obtain all necessary approvals as shall be required by the Borough for the installation of all improvements adjacent to neighboring developments, including specifically those improvements proposed to occur within the location of the existing SEPTA station as well as removal of the existing SEPTA station.
13. SEPTA shall continue in good faith to increase the parking available to the station, including through obtaining an interest in additional land

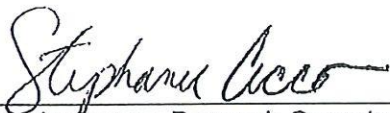
adjacent to the project. Borough Council specifically states its desire that parking be maximized, as reasonably appropriate to serve demand at the station, through a parking garage structure.

14. SEPTA shall, to the satisfaction of Borough Administration and the Borough Solicitor, demonstrate that sufficient funds have been allocated to secure the improvements proposed on the Plan. SEPTA shall pay all administrative, engineering and legal expenses incurred by the Borough for the construction and inspection of any public improvements proposed on the Plan, pursuant to the Professional Services Agreement previously executed between SEPTA and the Borough.
15. SEPTA shall execute a Land Development agreement, and Stormwater Operations and Maintenance Agreement (as applicable) for the project in a form satisfactory to the Borough Solicitor, prior to the issuance of any building or other permits for this project.
16. SEPTA shall abide by all of the terms and conditions of this Resolution, and shall demonstrate compliance with each and every condition, unless otherwise provided, prior to the issuance of any building or other permits for this project pursuant to the Plan.

ENACTED AND ORDAINED, this 17th day of June, 2020 in Council Chambers.

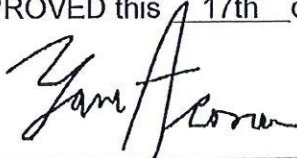


Colleen Leonard
Council President



Stephanie Cecco, Borough Secretary

APPROVED this 17th day of June, 2020.



Yaniv Aroson, Mayor

EXHIBIT "A"

(review letter of Borough Engineer dated March 16, 2020)



REMINGTON
& VERNICK
ENGINEERS

922 Fayette Street
Conshohocken, PA 19428
O: (610) 940-1050
F: (610) 940-1161

March 16, 2020

Borough of Conshohocken
400 Fayette Street, Suite 200
Conshohocken, PA 19428

Attn: Ms. Stephanie Cecco, Borough Manager
c/o Brittany Rogers

Re: SEPTA Train Station
2 Oak Street (10 Washington Street)
TMP #05-00-00032-01-7
Conshohocken File # LD-2020-03
Our File # PMCOP220, First Review

Dear Ms. Cecco:

We have received the following information for the review of the subject project:

- ▶ Plans for Conshohocken Station – General / Architectural – 7 sheets dated various as prepared by SEPTA EM&C Division, Philadelphia, PA.
- ▶ Plans for Conshohocken Station – Civil – 41 sheets dated January 28, 2020 as prepared by SEPTA EM&C Division, Philadelphia, PA.
- ▶ Plans for Conshohocken Station – Track – 4 sheets dated December 3, 2019 as prepared by SEPTA EM&C Division, Philadelphia, PA.
- ▶ Plans for Conshohocken Station – Architectural – 23 sheets dated various as prepared by SEPTA EM&C Division, Philadelphia, PA.
- ▶ Plans for Conshohocken Station – Structural – 7 sheets dated January 28, 2020 as prepared by SEPTA EM&C Division, Philadelphia, PA.
- ▶ Plans for Conshohocken Station – Mechanical & Electrical – 9 sheets dated January 28, 2020 (Mechanical) and February 3, 2020 as prepared by SEPTA EM&C Division, Philadelphia, PA.
- ▶ Plans for Conshohocken Station – Communication and Signals, and New Payment Technology, and Structural – 25 sheets dated various as prepared by SEPTA EM&C Division, Philadelphia, PA.
- ▶ Plans for Conshohocken Station – Mechanical – 5 sheets dated January 28, 2020 as prepared by SEPTA EM&C Division, Philadelphia, PA.
- ▶ Plans for Conshohocken Station – Station Building – 14 sheets dated various as prepared by SEPTA EM&C Division, Philadelphia, PA.

S:\Conshohocken\PM COP220 - SEPTA Train Station\Reviews\PM COP220 - 2020.03.16 - SEPTA Train Station.doc.docx

- ▶ Borough of Conshohocken Transmittal Letter dated March 4, 2020.
- ▶ Borough of Conshohocken Application for Subdivision / Land Development dated March 4, 2020.
- ▶ Request for Waiver of Subdivision and Land Development Letter dated February 20, 2020 as submitted by SEPTA.
- ▶ Montgomery County Planning Commission Applicant Request for County Review Form dated February 26, 2020 as submitted by SEPTA.
- ▶ Copy of Property Deed dated May 12, 1857 for Philadelphia, Germantown and Norristown Rail Road Company.
- ▶ Professional Services Agreement between the Borough of Conshohocken and SEPTA dated November 22, 2019.

I. GENERAL INFORMATION

Applicant & Owner: Southeastern Pennsylvania Transportation Authority
 1234 Market Street, 5th Floor
 Philadelphia, PA 19103
 215-580-7496
 Attn: Dan Dwyer, Esq.
 DDwyer@septa.org

Architect: Southeastern Pennsylvania Transportation Authority
 1234 Market Street, 5th Floor
 Philadelphia, PA 19103
 215-580-7432
 Attn: Alicia Nardo, Project Engineer
 ANardo@septa.org

Attorney: Buckley, Brion, McGuire & Morris LLP
 118 W. Market Street, Suite 300
 West Chester, PA 19382
 610-436-4400
 Attn: Michael S. Gill, Esq.
 gillm@buckleyllp.com

SRT: Schuylkill River Trail Partners
 c/o Montgomery County

SRT: Schuylkill River Trail Partners
c/o Montgomery County
610-666-5371
mharris@montcopa.org

Proposal: Construct a new Regional Rail Station west of the existing station. Construct a new vehicular and pedestrian at-grade crossing as an extension of Oak Street.

II. COMMENTS

Zoning District SP-1 and SP-3.

General / Architectural Drawings – 11” X 17” plan sheets

Civil Drawings – 11” X 17” plan sheets – 1” = 40’ scale

1. Submit Plans to the Borough of Conshohocken Authority for sanitary sewer review and comments. No Construction Permits will be issued until the Borough receives written approval from the Authority. (§18-113.1).
2. Provide storm pipe calculations showing the connection of the proposed piping to the existing Borough storm system will have sufficient capacity (§19-104.1).
3. Provide Stormwater Management (SWM) pre and post development calculations to show a zero increase in runoff (§19-104.12.A(1)).
4. Prepare a SWM Narrative (§19-105.A).
5. SEPTA shall enter into an agreement with the Borough that SEPTA shall provide permanent maintenance of the SWM Facilities (§19-106.1).
6. Provide copies of the project NPDES Permit to the Borough (§19-111.B(3)).
7. Provide water quality calculations (§19-111.C(1)).
8. Add scale bars to the plan view sheets (§22-304.A(1)).
9. The plans should be consecutively numbered (§22-304.A(4)).
10. Add the name and address of the applicant and owner to the plans (§22-304.B(1)).
11. Add thee attached signature blocks to the plans (§22-306.C(1) & (2); §22-307.D(2), (3) & (4)).
12. Water service details will be reviewed by Aqua PA and the Borough (§22-414.3).
13. On Plan Sheet C410 – show the inspection risers for the underground basin in the paved area.

14. On Plan Sheet C800 – add a note that Landscape Material shall be Guaranteed for two (2) growing seasons (§22-421.3).
15. Contact the Schuylkill River Trail Partners in order for them to post a Trail Alert on their web site for the project detour.

III. REQUESTED WAIVERS

1. Section 22-404.3.F(6) – to allow parking stall size of eight and one-half (8.5) feet wide by eighteen (18) feet deep where nine (9) feet wide by eighteen (18) feet deep are required.
2. Section 22-405(1)(C) – to not construct sidewalks having a required width of fifteen (15) feet.
3. Section 22-804 – to not provide park and recreational land or the payment of substitute fees.

Review of added features may result in additional comments not already listed herein. Our approval is contingent upon the applicant addressing the items in this letter and any subsequent reviews. The Applicant shall respond in writing using the numbering system found in this review letter.

Should you have any questions please feel free to contact our office (610) 940-1050.

Very truly yours,
Remington, Vernick & Beach Engineers



Christopher J. Fazio, P.E., C.M.E.
Executive Vice President

cc: Thomas F. Beach, P.E., C.M.E., Executive Vice President
James R. Watson, P.E., P.L.S., RVB, Plan Reviewer

Commonwealth of Pennsylvania
County of Montgomery

ON THIS _____ DAY OF _____, 20 _____, BEFORE ME, THE
SUBSCRIBER, A NOTARY PUBLIC FOR THE COMMONWEALTH OF PENNSYLVANIA,
PERSONALLY APPEARED _____ WHO
ACKNOWLEDGED THIS PLAN TO BE THE OFFICIAL PLAN OF STREETS AND
PROPERTY IMPROVEMENTS SHOWN THEREON, SITUATED IN THE BOROUGH OF
CONSHOHOCKEN, MONTGOMERY COUNTY, PENNSYLVANIA.

NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

REVIEWED BY THE CONSHOHOCKEN BOROUGH ENGINEER THIS _____ DAY OF
_____, 20 _____.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

APPROVED BY BOROUGH COUNCIL OF THE BOROUGH OF CONSHOHOCKEN THIS
_____ DAY OF _____, 20 _____.

PRESIDENT

SECRETARY

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

APPROVED BY BOROUGH PLANNING COMMISSION OF THE BOROUGH OF
CONSHOHOCKEN THIS _____ DAY OF _____, 20 _____.

CHAIR

SECRETARY

XX

MCPC No. _____

PROCESSED and REVIEWED. A report has been prepared by the Montgomery County Planning Commission in accordance with the Municipalities Planning Codes.

Certified this date _____

For the Director
MONTGOMERY COUNTY PLANNING COMMISSION

EXHIBIT "B"

(review letter of Borough Zoning Officer dated April 16, 2020)

April 16, 2020

BCONS 20006

Stephanie Cecco, Borough Manager
Conshohocken Borough
400 Fayette Street, Suite 200
Conshohocken, PA 19428

**RE: Zoning Review
SEPTA Conshohocken Train Station – Preliminary/Final Land Development Application**

Dear Ms. Cecco:

As requested, we reviewed the following in connection with the referenced project:

- *"Conshohocken Station Norristown/Manayunk Line Station Construction,"* (143 sheets) prepared by Southeastern Pennsylvania transportation Authority (SEPTA), dated November 3, 2017.

The applicant, SEPTA, proposes to redevelop the regional rail train station, currently located at 10 Washington Street, with a new station located along the train tracks to the west of the existing station at 2 Oak Street. The site is located in the SP-1 – Special Planned District 1, SP-3 – Special Planned District 3, and Floodplain Conservation District. The proposed regional rail station will include ADA accessible full-length high-level platforms, ticketing office with public restrooms, new passenger shelters, covered bicycle parking, reconfigured parking lot with 87 spaces, sidewalks with connection to the Schuylkill River Trail, SEPTA Key equipment, passenger drop-off loop, landscaping, and stormwater management facilities. A new at-grade crossing is also proposed, extending Elm Avenue across the train tracks, providing direct access to the train station and Washington Avenue.

We offer the following comments:

1. In the Floodplain Conservation District, train stations and vehicle parking are not permitted uses (§27-1713); and new construction, alterations, or improvements of any building or structures is prohibited (§27-1713) The proposed development will require a Variance granted by the Zoning Hearing Board in accordance with §27-1718. The applicant submitted a Variance application received on January 31, 2020; however, as outlined in our February 27, 2020 letter, the application cannot be considered for review until the required supporting documentation per Part 17, Article F of the Borough Zoning Code are received. Additionally, the Land Development Plans are to identify the Floodplain Districts as determined by the FEMA Flood Insurance Study.
2. The applicant is to provide a zoning compliance table, along with a site plan clearly identifying the property lines in order to confirm compliance with the floor area limitations, minimum lot area, building coverage, and setback regulations outlined in §27-1608. Please note, the existing site layout and inability to modify the location of site features such as the track locations may require variances; however, sufficient information needs to be provided in order to make a determination on the need for a variance.

3. Notes on the provided plans indicate the demolition of the existing train station, including a portion of the existing parking lot and Washington Avenue cartway, along with the reconfiguration of the parking lot, and the installation of stormwater management facilities, lighting, and SEPTA Key parking payment machines will be completed by others. The plans indicate the stated improvements as dashed lines on the plan. The proposed redevelopment of the existing station property appears to be an integral part of the Land Development application under review, including the majority of the parking proposed to be provided as part of the new train station development. Sufficient information is to be provided, including but not limited to parking space dimensions, drive isle widths, setbacks, and landscaping, to confirm zoning compliance.
4. The public thoroughfares in the Borough should be safe and efficient for all vehicles, pedestrians, and bicyclists. (§27-105.G) Sidewalks are proposed around the new train station and Elm Avenue extension; however, no sidewalk is proposed along the Washington Street frontage of the existing parking lot proposed to be reconfigured. Sidewalk should be provided between the Elm Avenue extension and the existing sidewalk that currently ends at the eastern edge of the parking lot.
5. A minimum of 15% of the total tract area shall be provided as open space. The open space can include required setbacks and easements for stormwater management and drainage if such areas are landscaped and designed to fulfill the intent of the open space requirement. (§27-1608.7)
6. Shade trees, with a minimum 3.5-inch caliper, shall be provided along all street and be setback a minimum of 4 feet behind the curb. (§27-1609.1.A) Shade trees are proposed along the new train station street frontage; however, the trees are only located 3 feet behind the curb. Additionally, no street trees are proposed along the frontage of the existing parking lot proposed to be modified. The applicant should also confirm the tree caliper dimension listed in the landscaping schedule on sheet C-800.
7. All surface lots shall be buffered with a landscape area of at least ten (10) feet in width and shall contain at least three (3) 3.5-inch caliper trees and at least 30 ornamental and flowering shrubs per 100 linear feet of parking lot frontage. (§27-1609.1.B) The required landscaping is to be provided along the parking adjacent to the new train station and the existing parking lot proposed to be modified.
8. All parking lots shall be intensively landscaped with a minimum of one (1) 3.5-inch caliper shade tree for every 10 parking spaces planted in islands of not less than 36 square feet of planting area. (§27-1609.C)
9. For a railroad passenger terminal, one parking space is required for every 500 square feet of floor area. (§27-2011.B(1)) Parking calculations are to be provided.
10. Wheel or bumper guards are to be located and arranged to prevent any part of a parked vehicle from extending beyond the boundaries of the parking lot. (§27-2007.D)
11. Each property shall have no more than one access way on each street on which the property abuts. (§27-2007.I) The proposed development has two (2) full movement driveways and two (2) one-way driveways.
12. In the SP-3 District, the minimum handicap parking space dimension shall be 13 feet wide by 20 feet long. (§27-2007.K)

13. In the case of new exterior lighting associated with a proposed subdivision or land development, a lighting plan is to be provided indicating the location, mounting height, fixture type, wattage and isolux diagram (plotted on the site plan) for all proposed light fixtures. Adequate illumination must be provided for all pedestrian circulation routes, vehicular access points, access ways, and building entrances. All proposed lighting shall be pedestrian-oriented, downward directed and shall have a mounting height not exceeding 15 feet. In no case may exterior lighting levels exceed 0.25 footcandles at a lot line abutting a residential property or district. §27-821.E) A lighting plan was provided; however, intensities are only provided for the train platforms and immediate vicinity and indicates lights mounted above 15 feet. A lighting intensity plan and lighting details are to be provided for the full development, including parking lot facilities, with consideration given to the existing and soon to be constructed residential properties abutting the station.
14. A detail is to be provided for the proposed fencing to confirm compliance with §27-809.
15. At no point on the boundary of the adjoining property shall the sound pressure level of any operation exceed the levels outlined in §27-817.D. The plans indicate loudspeakers to be installed in the train station platforms. Information is to be provided on the speakers to confirm compliance.
16. A signage package will need to be submitted prior to construction to confirm compliance with Part 21 of the Borough Zoning Code.
17. The Zoning District note on plan sheet G101 is to be updated to reflect SP-1 – Special Planned District 1, SP-3 – Special Planned District 3, and Floodplain Conservation District.

If you have any questions or concerns, please feel free to contact the undersigned.

Sincerely,



Eric P. Johnson, PE
Zoning Officer
PENNONI ASSOCIATES INC.

EPJ/

EXHIBIT "C"

(review letter of Borough Traffic Engineer dated April 6, 2020)

BCON18006

April 6, 2020

Stephanie Cecco
Borough Manager
Borough of Conshohocken
400 Fayette Street, Suite 200
Conshohocken, PA 19428

**RE: Traffic Engineering Review
SEPTA Train Station – Conshohocken Station Norristown / Manayunk Line
Washington Street & Oak Street**

Dear Ms. Cecco:

We have completed our review of the material submitted for the above referenced land development proposal. The submission consisted of the Conshohocken Station Norristown/Manayunk Line Plans, prepared by the Southeastern Pennsylvania Transportation Authority (SEPTA), dated November 3, 2017. SEPTA proposes to construct a new relocated regional rail station near Oak Street, which is northwest of the existing station at 10 Washington Street. The proposed regional rail station will include ADA accessible full-length high-level platforms, public restrooms, new passenger shelters, pathways, sidewalk, handrails, guardrails, covered bicycle parking, additional roadway, trail access, vehicle circulation improvements, SEPTA Key equipment, drop-off loop, ADA parking stalls, public grade crossing, and improved parking and stormwater management facilities. We offer the following comments and information for your consideration:

1. §27-824 – A Traffic Impact Study should be prepared to assess the impact of the proposed development on the adjacent street network. The study should evaluate the impact of the current plan and any future planned phases, including additional parking areas (if any) and the traffic generated by those future planned phases.
2. §22-403 – Streets
 - a. The applicant should coordinate with the adjacent proposed development(s) to ensure that the new rail crossing that will connect Oak Street to Washington Street is completed in advance of the operation of the proposed development.
 - b. The southeastern corner radius at the intersection of Oak Street and Stoddard Avenue must be revised to accommodate vehicles turning from northbound Oak Street to eastbound Stoddard Avenue.
 - c. Supplemental pavement markings should be provided at the proposed Oak Street rail crossing like those recently installed at the adjacent crossings within the Borough (Harry Street, Ash Street, Poplar Street, Cherry Street).

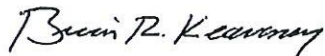
3. §22-404 – Alleys, Driveways, and Parking Areas

- a. The plans should show available corner sight distance measurements for each proposed driveway. In particular, the proposed exiting driveway of the one-way drop-off loop on the north side of Washington Street must provide a clear sight triangle free of any obstructions due to its location on a curve.
- b. The plans should illustrate maneuverability diagrams for fire and emergency services vehicles through the parking areas and ensure that these vehicles can access the site to the satisfaction of the Borough Fire Marshal.
- c. The plans should depict the dimensions of all drive aisles within the parking areas.

If you have any questions or require additional information, please do not hesitate to contact me.

Very truly yours,

PENNONI ASSOCIATES INC.



Brian R. Keaveney, PE, PTOE
Transportation Division

cc: Ray Sokolowski, Executive Director of Operations
George Metz, Chief of Police
Timothy Gunning, Fire Chief and Fire Marshal
Karen MacNair, PE, Borough Engineer
Michael Peters, Esq., Borough Solicitor
Brittany Rogers, Executive Assistant

EXHIBIT "D"

(review letter of Borough Fire Marshal dated April 8, 2020)



BOROUGH OF CONSHOHOCKEN

Fire Marshal

MAYOR
Yaniv Aronson

BOROUGH COUNCIL
Colleen Leonard, President
Tina Sokolowski, Vice-President
Robert Stokley, Senior Member
Anita Barton, Member
James Griffin, Member
Jane Flanagan, Member
Karen Tutino, Member

Stephanie Cecco
Borough Manager

Date: April 8, 2020

To: Stephanie Cecco, Borough Manager

From: Timothy Gunning, Fire Marshal

Re: Fire Marshal Review
SEPTA Station
Waiver of Land Development

As requested, a review of the material submitted for the above referenced land development proposal has been completed. The submission consisted of the Conshohocken Station Norristown/Manayunk Line Plans, prepared by the Southeastern Pennsylvania Transportation Authority (SEPTA), dated November 3, 2017. SEPTA proposes to construct a new relocated regional rail station near Oak Street, which is northwest of the existing station at 10 Washington Street.

Upon review of the submitted plan, I have no comments.

EXHIBIT "E"

(review letter of Montgomery County Planning Commission
dated March 30, 2020)

**MONTGOMERY COUNTY
BOARD OF COMMISSIONERS**

VALERIE A. ARKOOSH, MD, MPH, CHAIR
KENNETH E. LAWRENCE, JR., VICE CHAIR
JOSEPH C. GALE, COMMISSIONER



**MONTGOMERY COUNTY
PLANNING COMMISSION**
MONTGOMERY COUNTY COURTHOUSE • PO Box 311
NORRISTOWN, PA 19404-0311
610-278-3722
FAX: 610-278-3941 • TDD: 610-631-1211
WWW.MONTCOPA.ORG

JOHN S. COVER, AICP
INTERIM EXECUTIVE DIRECTOR

March 30, 2020

Ms. Brittany Rogers, Executive Assistant to Borough Manager
Borough of Conshohocken
400 Fayette Street, Suite 200
Conshohocken, Pennsylvania 19428

Re: MCPC # 20-0071-001
Plan Name: New Conshohocken Regional Rail Station
1 lot / 83,276 square feet (1.91 acres)
Situates: 2 Oak Street, Conshohocken

Dear Ms. Rogers:

We have reviewed the above-referenced land development plans in accordance with Section 502 of Act 247, "The Pennsylvania Municipalities Planning Code," as you requested on March 5, 2020. We forward this letter as a report of our review.

BACKGROUND

The applicant, SEPTA, submitted land development plans and reports to the Borough describing the proposed New Conshohocken Regional Rail Station and requesting several waivers. The proposed new station will replace an existing station located a short distance away to the east. The existing station consists of a ticket office trailer, bus shelter, and gravel parking lot. The new station will include full-length high-level platforms, public restrooms, passenger shelters, covered bicycle parking, a vehicular drop-off area, improved parking, and stormwater management facilities.

The new station will be located on Tax Parcel #05-00-00032-01-7 which is 83,276 square feet in size (1.91 acres) and has two zoning designations: Specially Planned District 1 (SP-1) and Specially Planned District 3 (SP-3). The existing station is located on this same parcel east of the new station location.

SEPTA has requested a review and approval waiver from the Borough that would allow SEPTA to submit its transportation plans and reports in lieu of traditional land development plans and processes which the Borough Subdivision and Land Development Ordinance (SALDO) and the Borough Stormwater Management Ordinance (SWMO) would normally require. SEPTA has also requested Substantive Waivers related to parking stall size, sidewalk width, and the dedication of land for park and recreational use or payment of substitute fees.

To accommodate vehicular, bicycle, and pedestrian access to the new station, Oak Street will be extended south across the railroad tracks. This street extension will also cross the Schuylkill River Trail. Several existing industrial uses sit south of the railroad between the tracks and the Schuylkill River. The Borough's central commercial corridor, Fayette Street, extends as a bridge over the existing station and crosses the river south of the proposed



station. A large multi-story parking garage sits north of the existing station and tracks. Further to the west, on the northern side of the tracks, is a large condominium development called "The Grande." The central portion of the Borough's commercial district is approximately one-quarter mile northeast of the proposed new station.

COMPREHENSIVE PLAN COMPLIANCE

The proposal is generally consistent with the *2018 Conshohocken Borough Comprehensive Plan Update*. It is generally consistent with the plan's goal and objectives related to transportation and infrastructure, specifically with the objective to "support access to and expansion of the regional public transportation system." The Montgomery County Planning Commission (MCPC) recommends following our comments below in order to improve the proposal's consistency with the plan's transportation objective to "encourage the use of alternative non-motorized modes of transportation such as: walking, hiking and biking" as well as the plan's natural and cultural resources objective to "encourage and advocate the use and protection of native species of plants."

The proposal is also generally consistent with the county's comprehensive plan, *Montco 2040: A Shared Vision*, which promotes the following three main themes: connected communities, sustainable places, and vibrant economy. The new station would lead to more "connected communities" through improved transportation quality that would increase transit ridership and help make the Borough's commercial district accessible to everyone. This increased ridership along with the proposed stormwater management facilities would contribute to "sustainable places." And finally, the new station would contribute to a "vibrant economy" through improved transportation access to businesses within a one-half mile radius walk of the station. However, by following the recommendations below, the proposed project would better respond to the goals detailed in the plan for the "connected communities" and "sustainable places" themes.

RECOMMENDATION

The MCPC generally supports the applicant's proposal, however, in the course of our review we have identified the following issues that the applicant and the Borough of Conshohocken may wish to consider prior to final plan approval. Our comments are as follows:

REVIEW COMMENTS

SCHUYLKILL RIVER TRAIL

Following MCPC's attendance at the Public Utility Commission's field investigation and conference held on February 21, 2020 regarding the proposed public crossing of the railroad, we communicated with SEPTA's Architecture Project Engineer, Alicia Nardo, regarding our concerns related to impacts from the project on the Schuylkill River Trail (SRT). While MCPC is pleased that the horizontal alignment of the SRT will be slightly straightened from its current configuration and a telephone pole with curbing around it will be removed from the middle of the trail, we are also concerned about the addition of this new vehicular crossing of the trail and want to ensure the safety of trail users to the greatest extent feasible. We reiterate our concerns here:

A. Trail Width:

1. Sheet C602 entitled "Curb Ramp Details Plan" and dated January 28, 2020 indicates that at the proposed new road crossing, the trail would be 9 feet 6 inches in width on one side and 9 feet 8 inches in width on the other side. For trail user safety, we would like the trail to maintain a minimum width of 10 feet in accordance with the American Association of State Highway and Transportation Officials (AASHTO) guidelines for a two-directional shared use path. From our communication with Ms. Nardo, we understand that the project engineer is investigating how to achieve this standard.

B. Storm Sewer Manhole:

1. Sheet C401 entitled "Site Improvements Plan – 1" and dated January 28, 2020 indicates that a storm sewer manhole would be located in the middle of the SRT at the proposed road crossing. In accordance with AASHTO guidelines, we would like the manhole to be moved to a location outside of the trail corridor in order to prevent slipping accidents by trail users as well as to prevent trail closures when work needs to be performed at the manhole location. We understand that the project engineer is investigating how to achieve this standard.

C. Trail Detour:

1. Sheet C604 entitled "Trail Detour Plan" and dated January 28, 2020 indicates the proposed route for a trail detour during construction periods. Traveling west on the SRT, the proposed route will take two-way bicycle and pedestrian traffic uphill along the western 5-foot-wide sidewalk of Oak Street (approx. 400 feet) and then turn left at the corner of Elm Street and continue along the southern sidewalk (5-foot-clear width) to eventually meet up with the SRT after passing The Grande approximately 1,000 feet to the west. Along this proposed route, trail users will cross four vehicular crossings. We understand from Ms. Nardo that this detour will be in place during daily work hours while allowing trail use in the evenings for a period of approximately 4 to 5 months. At a later point in the project schedule when the trail is being realigned, it will be closed entirely for approximately 3 weeks. MCPC would like to reiterate our desire that the trail closures be as limited as possible in order to prevent trail users from having to navigate 4 vehicular trail crossings which pose as safety issues for trail users.

NEW STATION

1. Landscape

Grass Areas: Sheets C800 and C801 both entitled as "Landscape Plan" and dated January 28, 2020 indicate that all landscaped areas outside of the bio-retention basins, will be planted with grass. Red maple trees are proposed in some of the grass areas on the southern side of the station. MCPC recommends that in place of turf grass, a mixture of native groundcovers and grasses be used resulting in less maintenance, better stormwater infiltration, and a more visually pleasing landscape that also provides some habitat value.

2. Tree Choice: The landscape plans indicate that only one type of tree, red maples, would be used throughout. While red maples are a good selection, we recommend that the applicant consider adding one or two tree species for greater diversity in the event that a future pest or disease could attack red maples.
3. Bio-Retention Basins: Sheets C800 and C801 both entitled as "Landscape Plan" and dated January 28, 2020 indicate that the bio-retention basin areas will be mulched and planted with a combination of Winterberry and Redstem Dogwood shrubs. MCPC recommends that the basins also be planted with a variety of native grasses, sedges, and perennials resulting better stormwater infiltration, better filtration for water quality, and a more visually pleasing landscape that also provides some habitat value. We suggest that the applicant refer to MCPC's "Sustainable Green Parking Lots" publication for a list of recommended plants for bio-retention areas. The publication may be accessed here:
[https://www.montcopa.org/DocumentCenter/View/9735/Green-Sustainable-Parking-Guide-2_10_2016-Web?bidId=.](https://www.montcopa.org/DocumentCenter/View/9735/Green-Sustainable-Parking-Guide-2_10_2016-Web?bidId=)

D. Bicycle Parking

1. The Architectural Plans indicate that 4 bike hoops would be located beneath a freestanding bike shelter on the northern (outbound) side of the station and 6 bike hoops would be located beneath a covered plaza on the southern (inbound) side of the station. With the assumption that two bikes could be parked at each bike hoop, the proposed 10 hoops would accommodate a total of 20 bikes. MCPC recommends that the applicant explore ways to provide additional bicycle parking in order to accommodate a greater amount of bicycle parking at the station. An alternative rack design may be able to accommodate more bikes and/or adding additional bicycle parking in areas that are not covered may be worth exploring.

CONCLUSION

We wish to reiterate that MCPC generally supports the applicant's proposal although the revisions recommended in this letter would better achieve the Borough's planning goals and objectives as outlined in the *2018 Conshohocken Borough Comprehensive Plan Update* and as required by the Borough's Code.

Please note that the review comments and recommendations contained in this report are advisory to the municipality and final disposition for the approval of any proposal will be made by the municipality.

Should the governing body approve a final plat of this proposal, the applicant must present the plan to our office for seal and signature prior to recording with the Recorder of Deeds office. A paper copy bearing the municipal seal and signature of approval must be supplied for our files. Please print the assigned MCPC number 20-0071-001 on any plans submitted for final recording.

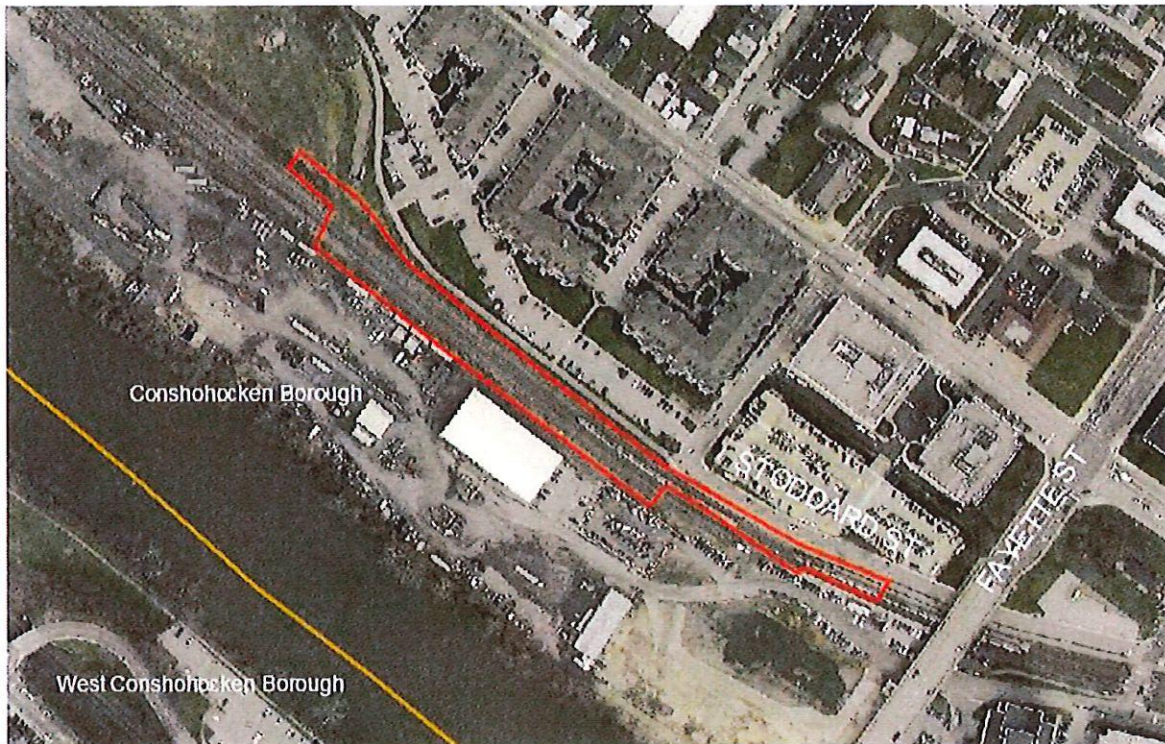
Sincerely,



Ellen Miramontes, PLA, Trails and Open Space Planner II
emiramontes@montcopa.org – 610-278-3486

c: Daniel P. Dwyer, Esquire, SEPTA, Applicant
Michael S. Gill, Esquire, Buckley, Brion, McGuire & Morris LLP, Applicant's Representative
Alicia A. Nardo, Architecture Project Engineer, SEPTA
Stephanie Cecco, Borough Manager
Karen MacNair, Borough Engineer
Michael Peters, Borough Solicitor
Stacy Ellam, Borough Planning Commission Chair
Jessica Buck, District Manager, Montgomery County Conservation District
David B. Clifford, Parks Administrator, Montgomery County Division of Parks, Trails, and Historic Sites

Attachments: Aerial Photograph
Site Plan

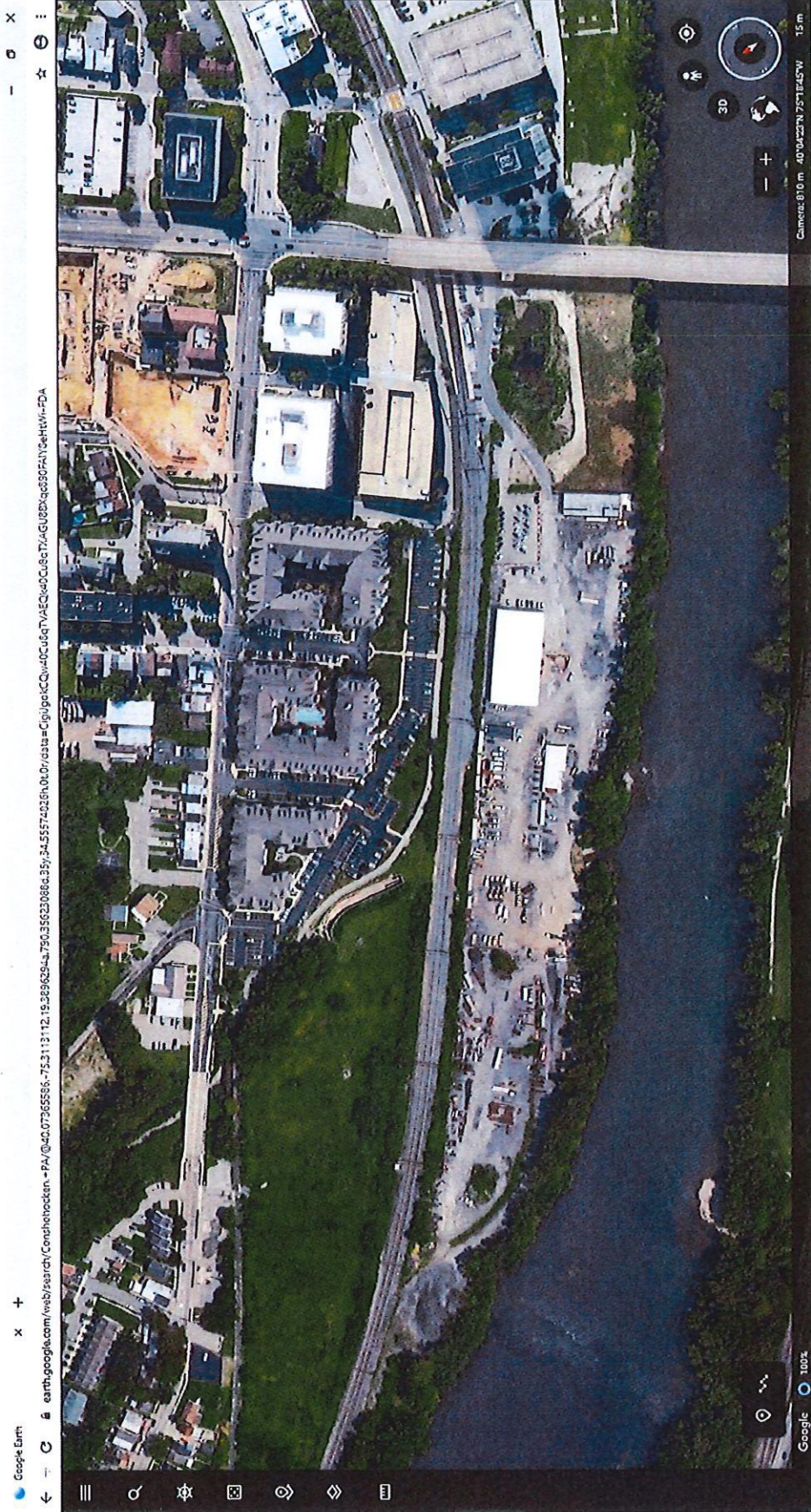


**New Conshohocken Regional
Rail Station**
MCPC #200071001

Montgomery
County
Planning
Commission
Montgomery County Courthouse - Planning Commission
200 Spruce St. • 19th Floor • PA 19304-0211
P: 610.278.3722 • F: 610.278.3541
www.montcopa.org/planning
View 2017 aerial photograph, provided by Paragon eAly

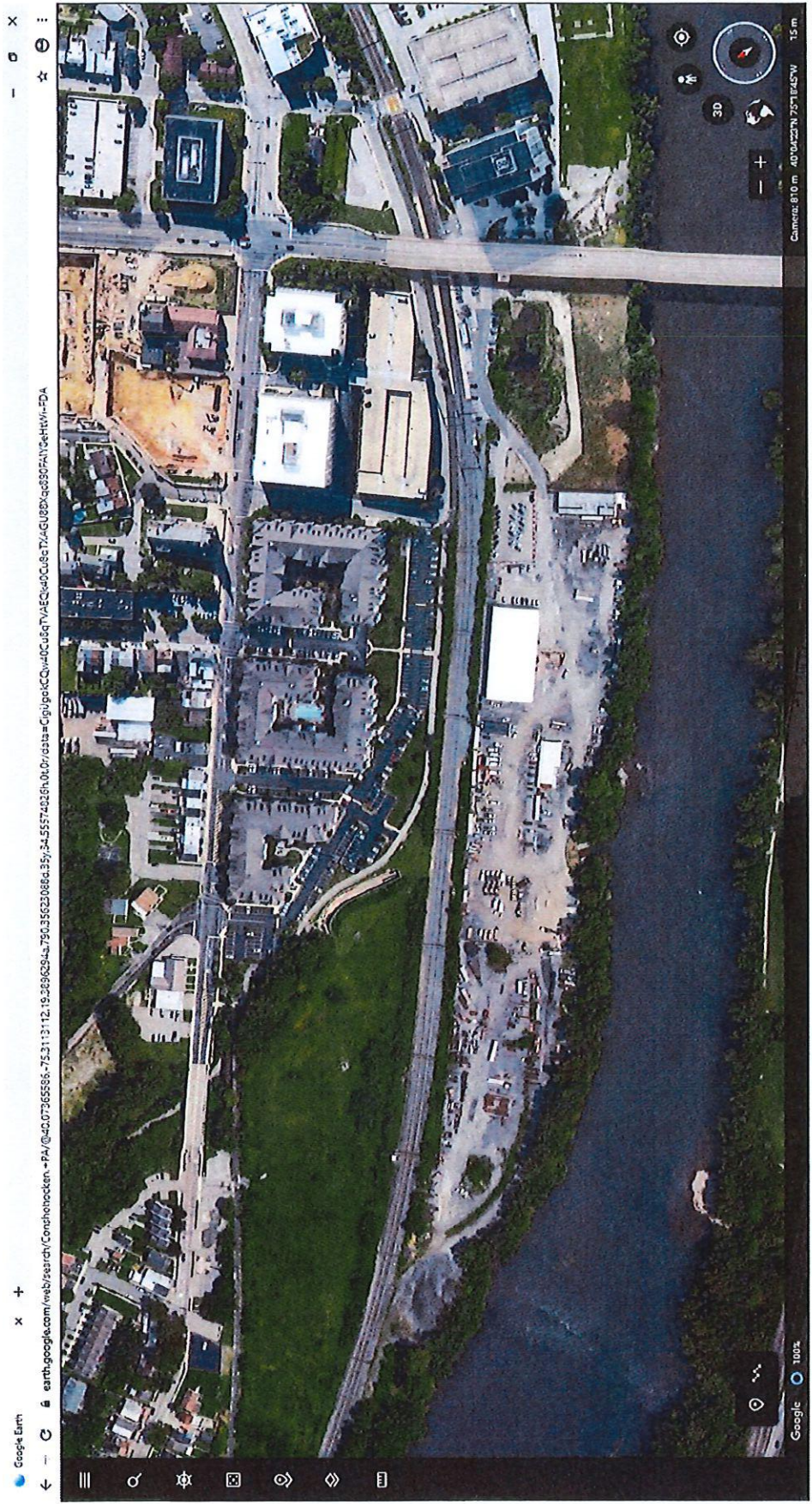


EXHIBIT A-6



ALL-STATE LEGAL®
EXHIBIT
A-6

EXHIBIT A-6



ALL-STATE LEGAL®
EXHIBIT
A-6

EXHIBIT A-7



BOROUGH OF CONSHOHOCKEN

Office of the Borough Manager

MEMORANDUM

MAYOR
Yaniv Aronson

BOROUGH COUNCIL
Colleen Leonard, President
Tina Sokolowski, Vice-President
Robert Stokley, Senior Member
Anita Barton, Member
James Griffin, Member
Jane Flanagan, Member
Karen Tutino, Member

Stephanie Cecco
Borough Manager

Date: July 30, 2020
To: Stephanie Cecco, Brittany Rogers
From: Eric P. Johnson, PE, Zoning Officer
Re: SEPTA Train Station Improvements Zoning Determination

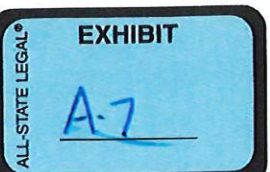
History of the Site:

SEPTA proposes to redevelop the regional rail train station, currently located at 10 Washington Street, with a new station located along the train tracks to the west of the existing station at 2 Oak Street. The site is located in the SP-1 – Specially Planned District 1, SP-3 – Specially Planned District 3, Floodplain Conservation District, and Zone AE Regulatory Floodway as defined by the FEMA Flood Insurance Rate Map (FIRM). The proposed regional rail station will include ADA accessible full-length high-level platforms, ticketing office with public restrooms, new passenger shelters, covered bicycle parking, reconfigured parking lot, sidewalks with connection to the Schuylkill River Trail, SEPTA Key equipment, passenger drop-off loop, landscaping, and stormwater management facilities. A new at-grade crossing is also proposed, extending Elm Avenue across the train tracks, providing direct access to the train station and Washington Avenue. The new train station development and subsequent redevelopment of the existing station property is occurring concurrently with the Land Development at 51 Washington Street and 101 Washington Street.

Current Request:

The applicant is seeking a variance from the following Zoning requirements:

- From §27-1713 to permit a train station use in the Floodplain Conservation District, whereas the use is not permitted.
- From §27-1714 to permit new construction in the Floodplain Conservation District, whereas new construction is prohibited.
- From §27-1609.1.B to permit a surface parking lot outer perimeter buffer less than 10 feet in width and with a reduced number of landscaping plantings.
- From §27-1609.1.C to permit parking lots without shade trees planted in islands of not less than 36 square feet.
- From §27-1609.1.D to permit parking areas closer than 10 feet from internal collector driveways, whereas a 10-foot wide landscaped area is required.
- From §27-821.E to permit light mounting heights of 24 feet, whereas a maximum of 15 feet is permitted.
- From §27-2007.I to permit more than one access way from an abutting street.
- From §27-2007 to permit parking spaces measuring 8.5 feet in width, whereas 9 feet is required.



Zoning Determination:

Train stations are a permitted use in the underlying SP-1 and SP-3 zoning districts; however construction of buildings, roads, parking lots, stormwater basins, and related site improvements are generally prohibited in the Flood Conservation District because of the risk of inundation of flood waters. The SEPTA train track right-of-way within the Borough is located entirely within the Floodplain Conservation District; therefore, a train station serving the Borough cannot be located outside of the Flood Conservation District.

Part 17, Article F of the Borough Zoning Code outlines the procedures and conditions for granting relief from the strict application of the Flood Conservation District requirements if an exceptional hardship is imposed by the requirements. When seeking a variance for development within Zone AE, the applicant must demonstrate any construction, development, use or activity, together with all other existing or anticipated development, will not increase the Base Flood Elevation more than one foot at any point. The applicant has submitted a Flood Study signed and sealed by a Professional Engineer indicating the proposed development, along with the soon to be constructed developments on adjoining properties, raises the Base Flood Elevation by less than 1-foot. After review of the Flood Study, additional technical supporting documentation has been requested from the applicant to supplement the Study; however, it is not anticipated the requested information will impact the findings of the Study.

When considering the variance application, the Zoning Hearing Board should consult Code Section 27-1722; and if a variance is granted, the technical provisions outlined in Code Section 17, Article G should be attached to the approval.

In addition, the applicant is seeking dimensional relief with regard to the proposed parking lot, access drives, landscaping, and lighting.

Section 27-1609.1.B requires the outer perimeter of all surface parking lots shall be buffered with a landscape area at least 10 feet in width and contain at least three 3.5-inch caliper trees and at least 30 ornamental/flowering shrub plantings per 100 linear feet. The provided plans do not indicate the required number of plantings along the parking lot perimeter. Additionally, the applicant is seeking to reduce the width of the buffer. A variance would be required for a reduced buffer width or reduced number of plantings.

Section 27-1609.1.C requires parking lots to be intensively landscaped with a minimum of one 3.5-inch caliper shade tree, along with ornamental and flowering shrubs, for every 10 parking spaces, planted in islands containing a minimum of 36 square feet of planting area. The provided plan does not include any landscape islands in the parking lot; therefore a variance would be required.

Section 27-1609.1.D requires parking areas to be separated from internal collector drives by a landscaped area at least 10 feet in width. The applicant is proposing five parking spaces accessed directly from the passenger drop-off road adjacent to the train station and internal to the site; therefore, a variance is required.

Section 27-821.E requires all proposed lighting to be pedestrian-oriented, downward directed and shall have a mounting height not exceeding 15 feet. The applicant is proposing parking lot lighting mounted up to 24 feet in height; therefore, a variance is required.

Section 27-2007.I requires a property to have not more than one access way on each street on which the property abuts. The applicant proposes 2 one-way access drives from Washington Street serving the parking and passenger drop-off area adjacent to the train station; therefore a variance is required.

Section 27-2007 requires vehicle parking spaces to have a minimum width of 9 feet. The applicant proposes parking spaces measuring 8.5 feet in width, as is standard practice at SEPTA train stations but would require a variance.

EXHIBIT A-8

Julia Fine, P.E., CPESC[®], CPSWQ

Civil Engineer

General Qualifications

As a Project Manager in Michael Baker's Civil and Environmental Department, Ms. Fine's specialty is in water resource design. She has extensive project experience in stormwater management design, erosion and sediment pollution control design, hydrologic and hydraulic analysis, and drainage design. Ms. Fine has recently completed individual and general permit submission packages and obtained approvals from local counties, Philadelphia Water Department, and the Pennsylvania DEP, as needed, for small site development projects, recreational trail projects, and large transportation corridor improvement projects. She is proficient with Microstation and AutoDesk CADD software. Her project experience includes small streetscape design, Green Stormwater Infrastructure maintenance, Chesapeake Bay permitting and compliance, municipal and industrial MS4 and TMDL permitting, and large federal and military facilities in Pennsylvania, New Jersey, and Virginia. Ms. Fine works in both the design and project management role.

Experience

Scudder Falls Bridge Replacement, Final Design Services, Bucks County, Pennsylvania. Delaware River Joint Toll Bridge Commission. Civil Engineer. Responsible for preparing NPDES Application plans, narratives, and documents for submission to BCCD for the Advanced Noisewall Contract. Responsible for preparing cost estimate and specifications for E&S items. Responsible for QA'ing drainage plans, calculations, and narrative. Responsible for responding to RFIs in a timely manner for the Advanced Clearing Contract. Responsible for QA'ing drainage and stormwater plans, calculations, and narrative for the Main Contract. Coordinated closely with subconsultants and with staff from multiple Michael Baker offices located in New York and New Jersey.

Design and Construction Phase Services for S.R. 202, Section 300, Chester County, Pennsylvania. Pennsylvania Department of Transportation, District 6-0. Civil Engineer. Responsible for creation and edits of Erosion & Sedimentation Control Plans for Section 202-311. Assisted in drainage calculations and Section 311 NPDES resubmission preparation. Used Inroads Storm & Sanitary to complete drainage design, and Bentley PondPack to complete stormwater conveyance and detention design for Section 202-320. Responsible for completion of designs and preparation of reports and forms associated with Section 320 NPDES resubmission and Township Consistency Submission including E&S, SWM, and Drainage designs. Assisted in the development of the 202-320 Maintenance and Protection of Traffic (MPT) plans and design. Responsible for 202-330 Chapter 102 individual permit approval including E&S and SWM plans and reports, and completion of NPDES documents. Obtained E&S consistency from local conservation district. Responsible for drainage and E&S designs for Section 202-3RR.

Green Stormwater Infrastructure Professional Services, Philadelphia, Pennsylvania. City of Philadelphia. Project Manager. Responsible to manage the project budget and monthly schedule for both internal staff and the contractors on our project team. Serves as main point of contact for the client. Michael Baker provided professional services to implement Green Stormwater Infrastructure inspection and maintenance in South Philadelphia through the management and oversight of subcontractors. Michael Baker completed work order management and ongoing

Years with Michael Baker: 15

Degrees

M.S.C.E., 2010, Civil Engineering,
Villanova University

B.S.C.E., 2005, Civil Engineering,
Lafayette College

Licenses/Certifications

Certified Professional Storm Water
Quality, Pennsylvania, 2012, 858

Professional Engineer,
Pennsylvania, 2010, PE077510

Certified Professional in Erosion
and Sediment Control,
Pennsylvania, 2008, 4675



technical on-call support for compliance with regulatory performance standards and deliverables to the Philadelphia Water Department.

I-95 Design Support Services, Philadelphia, Pennsylvania. *Pennsylvania Department of Transportation, District 6-0.* Water Resources Engineer. Responsible to perform design reviews in advance of Philadelphia Water Department review. Plans to review include conceptual, preliminary and final drainage, post-construction stormwater management, and erosion and sedimentation pollution control. Responsible to review the plans for continuity among sections and for compliance with PennDOT and PWD design, construction, and maintenance regulations and standards. Responsible to coordinate collaboration workshops between PennDOT, the five consultant design teams, and the Philadelphia Water Department to resolve issues, agree on compromises on conflicting regulations, and facilitate plan approval. The workshops helped foster a conciliatory relationship between the two agencies and identified how to leverage our varying goals to achieve the best overall solution for the City of Philadelphia. Michael Baker is providing design support services for the widening and rehabilitation of an eight-mile-long section of I-95 through Philadelphia, which consists of five separate design sections with a total estimated construction cost of nearly two billion dollars.

Open-End Architectural and Engineering Services, West Virginia State University, Institute, West Virginia. *West Virginia State University.* Water Resources Engineer. Responsible for annual updates to West Virginia State University's MS4 Permit. Responsible to coordinate closely with client to prepare Annual Report for submission to the WVDEP. Michael Baker provided architectural and multidisciplinary engineering services under a 10-year open-end agreement to design renovations, alterations, reconstruction, or extensions of facilities. Michael Baker's services included programming, planning, design development, construction documentation, evaluations, feasibility studies, cost estimating, and construction contract administration.

Preliminary Design Services for S.R. 0001, Section 200 Reconstruction, Forrestville Road to School House Road, Chester County, Pennsylvania. *Pennsylvania Department of Transportation, District 6-0.* Project Manager. Responsible for preliminary Hydrologic and Hydraulic Studies. Responsible to manage project schedule and budget. Responsible to coordinate with the design team and client. As part of a consultant team, Michael Baker is providing preliminary engineering services for the reconstruction and rehabilitation of approximately 13 miles of S.R. 0001, Section 200, a limited-access freeway, from the S.R. 0896, Forest Manor-Forrestville Road overpass to School House Road. Michael Baker's tasks include a Phase 1 site assessment; pavement design; drainage, stormwater management, and erosion and sedimentation control design; type, size, and location studies and hydraulic and hydrologic studies for two existing bridges; and maintenance and protection of traffic design.

S.R. 0202, Section 700 - Project Management and ITS Design, Montgomery and Bucks Counties, Philadelphia, Pennsylvania. *Pennsylvania Department of Transportation, District 6-0.* Civil Engineer. Responsible for completing stormwater runoff calculations for the Parkway and Upper State Road alternatives to the US Route 202 project. Completed initial stormwater basin design and hydraulic drainage calculations for all Route 202 alternatives. Coordinated and ran field surveys for noise study. Completed final drainage design and calculations. Michael Baker was the design manager for the U.S. Route 202, Section 700 Parkway, which starts at Route 63 (Welsh Road) in Upper Gwynedd and Lower Gwynedd Townships, Montgomery County and ends at the Route 611 Interchange in Doylestown Township, Bucks County.

S.R. 2038, County Line Road Reconstruction, Bucks and Montgomery Counties, Pennsylvania. *Pennsylvania Department of Transportation, Central Office.* Task Manager. Responsible for oversight of stormwater management and hydraulic and hydrologic (H&H) tasks. Stormwater tasks include drainage design, stormwater BMP design, and preparation of final plans, tabulations, and specifications. H&H tasks include existing and proposed waterway modeling in HEC-HY8 and scour calculations. Michael Baker is the lead designer for the 3R (restoration, resurfacing, and reconstruction) of S.R. 2038, County Line Road, from Kulp Road East to west of PA 611.

S.R. 222/73 Intersection Improvements Preliminary and Final Design, Maiden Creek Township, Berks County, Pennsylvania. *Pennsylvania Department of Transportation, District 5-0.* Civil Engineer. Responsible for conceptual stormwater management facility layout. Completed alternatives analysis regarding drainage and stormwater impacts. Responsible for Hydrology and Hydraulic Modeling using HEC-RAS software. Responsible for Chapter 102 permit approval including E&S and PCSM plans and reports, and completion of NPDES documents. Attended office and field meetings. Provided oversight of Tc calculations and land cover delineation. Responsible to determine proper basin sizing. Michael Baker provided preliminary and final design for intersection improvements developed to address existing traffic and safety issues. The improvements include capacity enhancements, turn lanes on the intersection approaches, two multilane roundabouts, and widening of S.R. 0222 to a five-lane cross section with two lanes in each direction with a center turn lane. Michael Baker developed designs for roadway geometry and drainage, signing and pavement marking, traffic control, highway lighting, erosion and sediment (E&S)/stormwater management (SWM) plans, final bid documents, cost estimate, and project specifications.

Three Mile Island Steam Generator Transportation Project, Maryland and Pennsylvania. *AREVA NP Inc.* Civil Engineer. Responsible for Hydraulic & Hydrologic calculations and Erosion & Sedimentation Control designs and plans for multiple stream crossing locations in Pennsylvania and for the Port Deposit, Maryland transfer location along the AREVA transport route. Responsible for development of rainfall response flow calculation using Microsoft Excel and NOAA data. Michael Baker performed planning, engineering, construction management, field engineering, and support responsibilities for the successful on-time delivery of two 510-ton steam generators from Port Deposit, Maryland, to the Three Mile Island nuclear power plant that required complex logistics involving two state governments (multiple departments of their transportation and environmental agencies), regulatory agencies, state police departments, and municipal authorities, private and municipal utilities, numerous local authorities, local emergency management agencies and school districts. Michael Baker conducted analyses to determine the final route and performed structural analysis/design, roadway design, environmental documentation and permitting, utility coordination, construction permitting, traffic control design, emergency management coordination, logistical planning, and construction management needed to prepare the route for the safe transport of the two units. Representing over a year and a half of planning, the fast-track Superload transport move covered 75 miles in 15 days and included route modifications for bracing bridge structures, constructing temporary bypasses of bridges that could not be braced, portable overbridges that spanned smaller structures, relocation of thousands of overhead electric, telephone and cable TV utility lines and acquisition of private rights of entry. The project involved an unprecedented level of coordination with nearly 150 stakeholders to execute a seamless, well-coordinated and safe transport. The project was awarded the 2009 American Council of Consulting Engineers of Pennsylvania (ACEC/PA) Diamond Honor Award and a 2010 American Council of Consulting Engineers Grand Award and qualified as the largest load ever transported on both Pennsylvania and Maryland roadways. Michael Baker received the Diamond Honor Award from the American Council of Engineering Companies, Pennsylvania, for its efforts on this project.

S.R. 0076, Schuylkill Expressway Flooding Evaluation, Montgomery County, Pennsylvania. *Pennsylvania Department of Transportation, District 6-0.* Civil Engineer. Responsibilities included development of preliminary Stormwater Management analysis and oversight of preliminary storm drainage network design. Michael Baker performed a study of the storm drainage systems on S.R. 0076 and off-site storm flows reaching the Schuylkill Expressway to evaluate the cause of mudslides and flooding along the highway and identify mitigative measures for preliminary design. Michael Baker's tasks included collecting data, performing hydrologic and hydraulic analyses, identifying alternatives to mitigate drainage problems, and preparing a final report.

Schuylkill Expressway I-76 Flood Study and Erosion and Sediment Control, Lower Merion Township, Pennsylvania. *Pennsylvania Department of Transportation, District 6-0.* Civil Engineer. Responsible for providing design oversight for stormwater management, erosion & sedimentation control, and storm drainage designs. Assisted in development of innovative water control features designed to lessen discharge flow rates and velocities to non-erosive levels, to reduce flooding potential in the project vicinity, and to improve public safety. Michael Baker designed permanent erosion and sediment control measures along the steeply sloped areas adjacent to the Schuylkill Expressway section

of I-76. Michael Baker's services included an analysis of the highway storm drainage system and the design of slope and channel stabilization measures to prevent sediment from clogging and flooding the highway.

EASTERN SECT I-80 PAVEMENT CD. *New Jersey Department of Transportation (NJDOT).* Civil Engineer. Responsible for existing Drainage, Stormwater Management, and Hydraulics & Hydrology site evaluation and analysis. Prepared Technical Drainage Memorandum as a part of client's Conceptual Design Process. Attended field views, client meetings, and status meetings.

Route 10 Concept Development, Roxbury and Randolph Townships, Morris County, New Jersey. *New Jersey Department of Transportation (NJDOT).* Civil Engineer. Responsible for existing Drainage, Stormwater Management, and Hydraulics & Hydrology site evaluation and analysis. Prepared Technical Drainage Memorandum as a part of the client's Conceptual Design Process. Attended field views, client meetings, and status meetings. Michael Baker completed a concept development study which reviewed and assessed existing roadway conditions on Route 10, from MP 0.93 to MP 7.20 in Roxbury and Randolph Townships, Morris County, focusing mainly on the problem areas highlighted in the New Jersey Department of Transportation (NJDOT) Maintenance Management System (MMS) reports. The goal of this study was to advance a pavement resurfacing project in the study area. The secondary goals of the study were to identify substandard geometric conditions and high crash locations and develop potential improvements to address deficiencies and reduce vehicle crashes, evaluate identified drainage problem areas, and provide bridge preservation repairs as recommended from the Bridge Inspection reports.

Phase II Stormwater Management Plan Development, Virginia. *NAVFAC Atlantic.* Civil Engineer. Responsibilities include creating a sedimentation and erosion brochure for construction activities. Responsible to identify best management practices currently implemented on site. Responsible to assist in development of best management practices recommended for the facility. The recommended best management practices will bring the facility into compliance with updated stormwater regulations regarding minimum control measures. Michael Baker developed a Phase II stormwater management plan (SWMP) for the client's Mid-Atlantic region to address the requirements of the new municipal stormwater permit in Virginia. Michael Baker's tasks included compiling data and coordinating stakeholder meetings to achieve consensus on best management practices, reporting requirements, measurable goals, and schedules for each of the six minimum-control measures of the regional municipal separate storm sewer (MS4) permit; developing the SWMP, along with manpower and resource cost estimates for plan implementation; establishing the SWMP implementation schedule; assisting in

Chesapeake Bay Pollutant Reduction Plan and Stormwater Best Management Practice Conceptual Design, Naval Support Activity Mechanicsburg, Mechanicsburg, Pennsylvania. *NAVFAC Atlantic.* Civil Engineer. Responsible for development of 15 conceptual BMP designs, plans, and reports including 12 recommended BMPs and 3 typical BMPs applicable in many locations within the ultra-urban core of the NSA Mechanicsburg base. Responsible for development of cost assessments for all 15 BMPs to assist with population of Form 1391. Attended kick-off meeting. Michael Baker developed a Chesapeake Bay Pollutant Reduction Plan in compliance with the installation's municipal separate storm sewer system permit. Michael Baker's services included the development of the draft and final pollutant reduction plan, the development of conceptual designs and corresponding planning-level cost estimates for 16 stormwater best management practices and preparation of DD Form 1391s for the entire project.

Pennypack Rail Trail Extension, Lower Moreland Township, Montgomery County, Pennsylvania. *Montgomery County Planning Commission.* Task Manager. Provided oversight and task management to obtain GP-11 permit for three stream crossings. Obtained and analyzed multiple versions of FEMA FIS data. Michael Baker provided engineering services for the adaptive reuse of the former Southeastern Pennsylvania Transit Authority Newtown Fox Chase Commuter Railroad into a 3.5-mile extension of the Pennypack Trail. Michael Baker served as the prime consultant for planning, final design, and construction management.

Neshaminy Greenway Trail Design Engineering, Doylestown Township and, Chalfont Borough, Pennsylvania. Chalfont Borough (PA). Task Manager. Responsible to obtain PA Code Chapter 102 NPDES approval for the project. Responsibilities included design and preparation of Post Construction Stormwater Management calculations and plans. Used Pondpack and Inroads to design best management practices to mitigate for the effects of additional impervious pavement on flow rate, volume, and water quality. Many small BMPs were proposed to best mimic existing conditions and to fit more naturally into the existing landscape. Responsible to provide oversight and QA of the erosion & sediment pollution control plan. Michael Baker completed planning, design, permitting and construction management for a 40 foot pedestrian bridge and 0.75 mile walking/bicycling path along the Neshaminy Creek between the S.R. 202 Parkway Trail and Upper State Road.

Total Maximum Daily Load Action Plans, Hampton Roads, Virginia. U.S. Navy NAVFAC Washington. Water Resources Engineer. Responsible for development of nutrient management plans for two (2) Naval installations in the Hampton Roads area including NSA Portsmouth and Scott Center Annex. Michael Baker prepared total maximum daily load action plans for U.S. Navy installations in the Hampton Roads area and an update to the Naval Air Station Oceana nutrient management plan, as required by their municipal separate storm sewer system permits. Michael Baker's services included project management, data collection and analysis, site investigations, soil sampling, source load and reductions calculations, and participation in review meetings.

Design and Construction-Phase Services for Replacement of the West Maple Avenue Bridge, Bucks County, Pennsylvania. Pennsylvania Department of Transportation, District 6-0. Civil Engineer. Provided responses to Requests for Information related to the drainage, stormwater management, and erosion & sediment control designs. Attended meetings to convey information to contractor. Michael Baker performed preliminary and final design and provided construction-phase services for replacement of the bridge that carries S.R. 0213 (West Maple Avenue) over Neshaminy Creek. Michael Baker's tasks includes overseeing environmental, geotechnical, hydraulics and hydrology, and utility investigations; preparing permit applications; performing cultural resource investigations; developing replacement bridge designs; preparing traffic control plans; conducting a final constructibility review; preparing construction documents and the construction schedule; and providing construction support services.

Groundwater Discharge System Reconfiguration Feasibility Study, Philadelphia, Pennsylvania. Pennoni Associates, Inc. Project Manager. Responsible to determine feasibility of routing groundwater from the railroad station to a manmade lake located nearby. Conducted field visits to obtain measurements. Responsible to calculate impacts of routing additional flow to the manmade lake. Responsible to summarize results in a feasibility report for the client. Responsible to manage the project budget and schedule and serve as the point of contact for the client.

Replacement of County Bridge No. 206, Paper Mill Road over Perkiomen Creek, Montgomery County, Pennsylvania. Montgomery County Planning Commission. Task Manager. Responsible for hydrology and hydraulic modeling of the existing and proposed structure including Hec-RAS modeling, calculations, and preparation of the report. Michael Baker provided engineering services for the replacement of County Bridge No. 206, Paper Mill Road over Perkiomen Creek. Michael Baker's services included hydraulic and hydrologic analysis, permitting, roadway and bridge design, and construction services.

Community Activities

Responsible for the stormwater portion of the Michael Baker/NTM team's design in the Commercial Retrofit Design Category of the Infill Philadelphia: Soak It Up! Competition where our team was selected as a finalist.

Continuing Education/Training

- Michael Baker International Core PM Training, March, 2017
- Training for Certified Professional in Stormwater Quality, CPSWQ, May 9, 2012

- Training for Certified Professional in Erosion and Sediment Control, CPESC, May 19, 2008,
- Introduction to Hydraulic Methods and HEC-RAS Training, PennDOT, Harrisburg, October 22, 2007
- Stormwater Best Management Practices Manual Training, DEP, February 22, 2007

Presentations

- Julia Fine; Gustine Lake Interchange; 2013 VUSP Symposium; Villanova, Pennsylvania; October 17, 2013
- Julia Fine & James Kelly; Livestock, Pets, & Wildlife...Experiences Developing Three Bacteria TMDL Action Plans; Virginia Lakes & Watersheds Association; Richmond, Virginia; March 14, 2016

Computer Skills

- Adobe Acrobat Professional
- ArcGIS
- ArcMap
- AutoCAD
- Bentley Civil SelectCAD
- Bentley Haestad Methods (CulvertMaster, FlowMaster, PondPack)
- Bentley InRoads Storm & Sanitary
- Bentley MicroStation
- Bentley ProjectWise
- HEC-RAS
- HY 8 (FHWA) Model for Culvert Sizing
- Hydroflow Hydrographs
- Microsoft Suite (Excel, Outlook, Power Point, Word)
- Storm and Sanitary Select CAD

Professional Affiliations

- American Society of Civil Engineers (ASCE), Philadelphia Metro, Member, 10375068

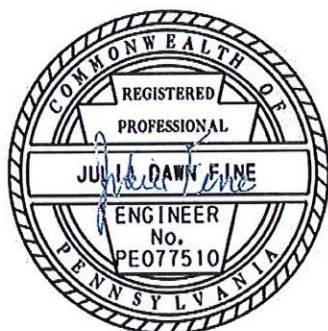
EXHIBIT A-9

Floodplain Development Analysis Report

SEPTA Conshohocken Station

Prepared for: Southeastern Pennsylvania Transportation Authority (SEPTA)
1234 Market Street
Philadelphia, PA 19107

Date: May 26, 2020



Professional Engineer: Julia D. Fine
PA License #PE077510

Table of Contents

General Project Description	2
Project Site Map.....	3
Project Flood Insurance Rate Map (FIRM)	4
Hydraulic Modeling	5
Summary of Proposed Changes	6
Appendix A: Cross-Sections.....	7
Appendix B: Supporting Engineering Calculations	84
Appendix C: Letter of Map Revision (LOMR).....	92
Appendix D: FEMA Cross Section Analysis Map.....	93

General Project Description

SEPTA Conshohocken Regional Rail Passenger Station – Phase I 2 Oak Street, Conshohocken, PA

Southeastern Pennsylvania Transportation Authority (SEPTA) is proposing the construction of a new Conshohocken Regional Rail Passenger Station (SEPTA Station) on the Manayunk/Norristown Regional Rail Line. The new SEPTA Station would consist of a 1,060 sf, one-story building in addition to: (a) full length high-level platforms; (b) passenger shelters; (c) accessible pathways, sidewalks and handrails/guardrails; (d) bike facilities; (e) additional roadway access to the station; (f) new signage and lighting; (g) stormwater management systems and (h) landscaping.

The new SEPTA Station is to be relocated approximately 400 feet west of the existing SEPTA Station, located at 10 Washington Street, Conshohocken, PA. The existing Station trailer, platform, shelter, and fencing will be demolished and removed as part of this project.

Both the new proposed, and existing SEPTA Stations are within the Federal Emergency Management Agency's (FEMAs) identified 1%-annual chance-flood zone (or 100-year floodplain). No encroachments, fill, structures or development are proposed in the delineated floodway. See the annotated Flood Insurance Rate Map (FIRM) on page 4.

Adjacent Development

Three adjacent proposed developments being designed and implemented separately were included in this floodplain development analysis to determine and document cumulative impacts. The three developments are described below and include the SEPTA Conshohocken Smart Parking Garage, to be completed as part of Phase II SEPTA improvements, and two unrelated, multi-unit residential developments, all three of which will be processed and permitted separately. The annotated aerial site map on page 3 illustrates the proximity of adjacent developments to the proposed SEPTA Station.

SEPTA Conshohocken Smart Parking Garage – Phase II

SEPTA is proposing to construct a Smart Parking Garage along the Manayunk/Norristown Regional Rail Line. Phase II will complement the SEPTA Conshohocken Regional Rail Passenger Station improvements and will be permitted and constructed separately. The parking garage will increase parking availability by approximately 500 spaces and is to be located approximately 400 feet from the new SEPTA Station, along the inbound side of the rail line.

Riverfront Apartments

51 Washington Street, Conshohocken, PA

High Street Conshohocken I, LLC is proposing to develop a six (6) acre lot in Conshohocken Borough, which will be subdivided from a 12.389 acre tract along the Schuylkill River southeast of the proposed SEPTA Station. The development will consist of a four-story residential building, approximately 113,720 sf, with parking underneath. The project will also include exterior parking, driveways, utilities, landscaping, and stormwater management controls.

The existing tract consists of two masonry buildings, abandoned vehicles, various stockpiles, and broken asphalt pavement, and gravel. Both existing buildings are located on the same lot as the proposed Riverfront Apartments development and will be demolished as a part of construction.

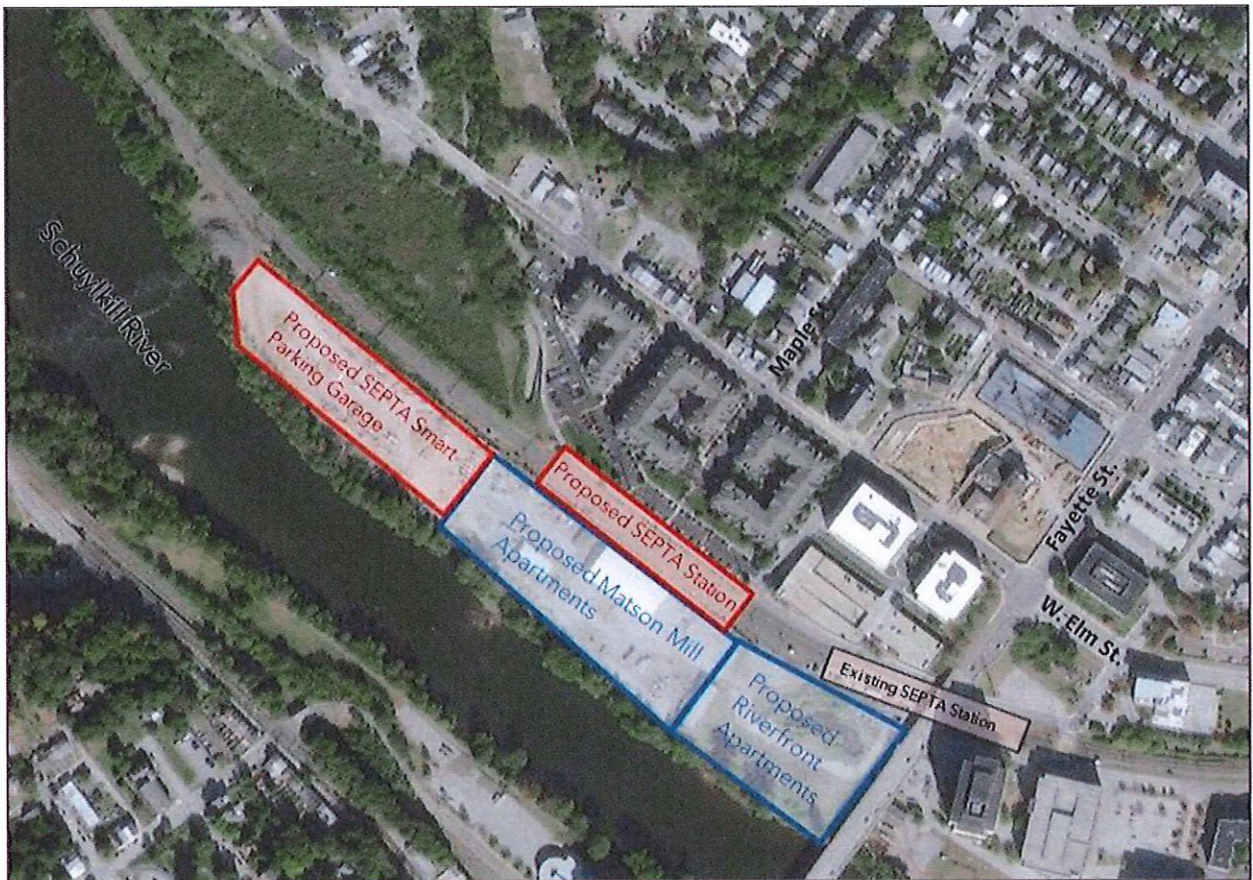
Matson Mill Apartments

Conshohocken, PA

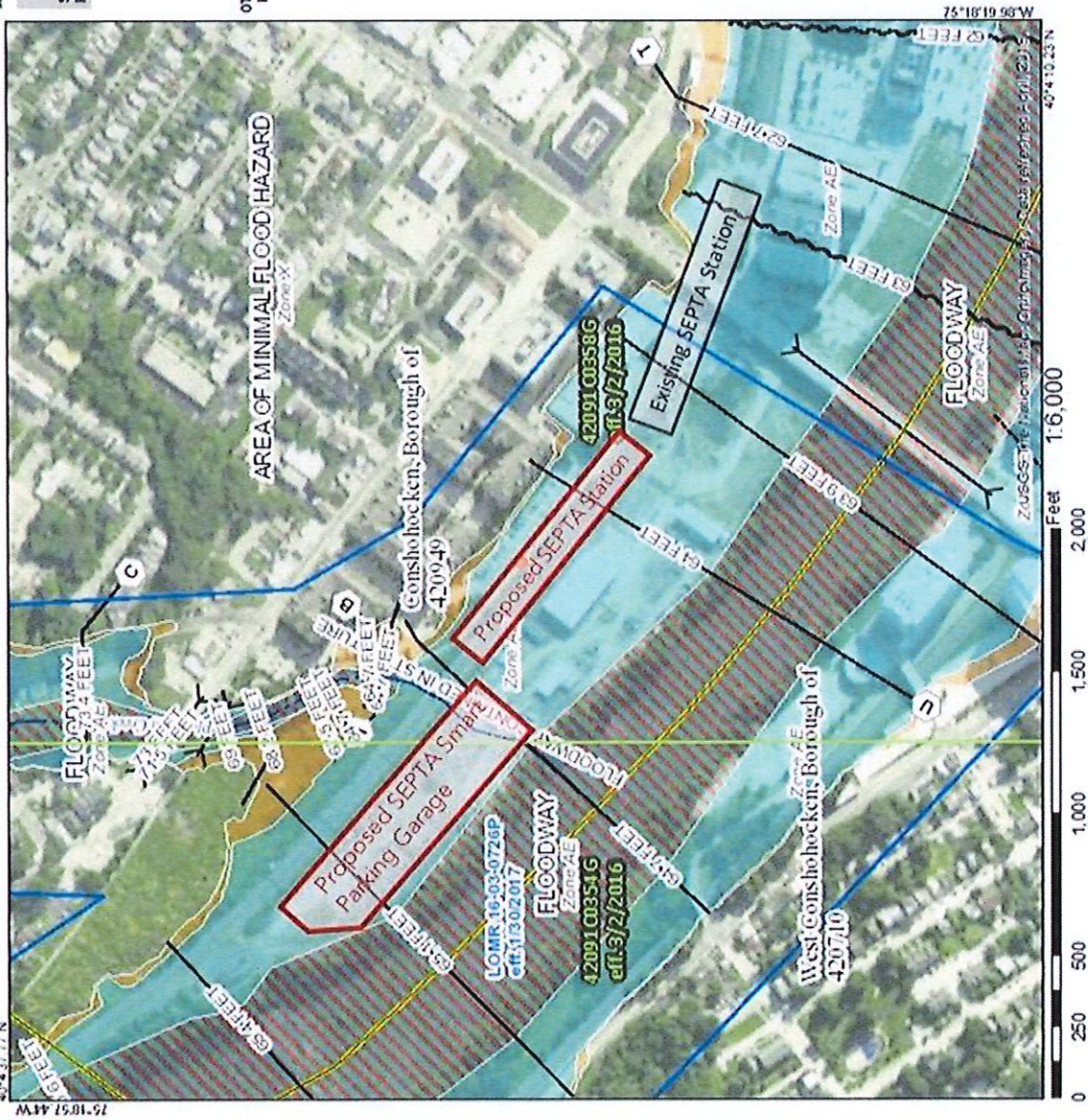
The proposed Matson Mill Apartments, located on the river side of the proposed SEPTA Station, will transition from parking and ground level industrial development to one 426,000 sf residential apartment building with the living space constructed on top of an open-air parking garage.

Project Site Map

Proposed SEPTA Station, Garage and Adjacent Residential Developments included in floodplain development analysis



National Flood Hazard Layer FIRMette



Legend

SEE FIGURE FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

- SPECIAL FLOOD HAZARD AREAS**
 - Without Base Flood Elevation (BFE)
 - Zone A, Zone B
 - With BFE or Depth
 - Zone A, Zone B, Zone C, Zone D, Zone E, Zone F, Zone G, Zone H, Zone I, Zone J, Zone K, Zone L, Zone M, Zone N, Zone O, Zone P, Zone Q, Zone R, Zone S, Zone T, Zone U, Zone V, Zone W, Zone X, Zone Y, Zone Z
 - Regulatory Floodway
- OTHER AREAS OF FLOOD HAZARD**
 - 0.2% Annual Chance Flood Hazard: Areas of 1% Annual Chance Flood with average depth less than one foot or with drainage areas of less than one square mile
 - Future Conditions 1% Annual Chance Flood Hazard
 - Area with Reduced Flood Risk due to Levee: See notes
 - Area with Flood Risk due to Levee
- OTHER AREAS**
 - Area of Minimal Flood Hazard
 - Effective LOMPs
 - Area of Undetermined Flood Hazard
- GENERAL STRUCTURES**
 - Channel, Culvert, or Storm Sewer
 - Levee, Dike, or Floodwall
- OTHER FEATURES**
 - Cross Sections with 1% Annual Chance Water Surface Elevation
 - Coastal Tract
 - Base Flood Elevation Line (BFE)
 - Limit of Study
 - Jurisdiction Boundary
 - Coastal Tract Baseline
 - Profile Baseline
 - Hydrographic Feature
- MAP PANELS**
 - Digital Data Available
 - No Digital Data Available
 - Unmapped

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards.

The flood hazard information is derived directly from the authoritative FEMA web services provided by FEMA. This map was exported on 05/20/2016 at 4:00:22 PM and does not reflect changes or amendments subsequent to this date and time. The title and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, north arrow, date, community identifier, FEMA panel number, and FEMA effective date. Map images for unmapped and undetermined areas cannot be used for regulatory purposes.

Hydraulic Modeling

Because the proposed SEPTA Station will be located entirely within the 100-year floodplain, a hydraulic analysis has been completed to determine potential effects that the proposed development may have on the Schuylkill River. HEC-RAS 5.0.7 was used to conduct the flood hydraulic analysis. FEMA's effective hydraulic model was obtained to accurately model existing conditions and potential impacts to the floodplain. The HEC-RAS model reflects the effective Letter of Map Revision (LOMR) 16-03-0726P and is supplemented where needed by data from the 1996 HEC-2 model obtained from FEMA's Engineering Library. Additionally, the executable hydraulic model developed for the Floodplain Analysis Report for the adjacent proposed Riverfront Apartments development was obtained from Bohler Engineering for evaluation and incorporation into the complete hydraulic study.

Four hydraulic models were developed, executed, and are documented in this report: one (1) existing condition and three (3) proposed conditions. The existing condition model is provided to demonstrate current flood water surface elevations (WSEs) for the site prior to any proposed development impacts. Three proposed conditions were then developed to quantify impacts to WSEs of the Schuylkill River. The detailed proposed conditions are as follows:

- Proposed Condition 1 (PP1) is the existing condition plus the proposed SEPTA Station.
- Proposed Condition 2 (PP2) is PP1 plus the proposed SEPTA Smart Parking Garage.
- Proposed Condition 3 (PP3) is PP2 plus the two adjacent residential developments: Riverfront Apartments and Matson Mill Apartments.

All proposed developments considered in this study are within the river reach of cross sections 105690 and 108025 depicted in the model, just upstream of Fayette Street near Cross Section U (106049) of the FEMA FIRM and flood profile. Additional cross sections further upstream of the aforementioned cross sections have also been analyzed in the model to identify potential upstream and downstream impacts. Six (6) additional cross sections have been added to the existing model to accurately depict existing and proposed buildings as obstructions and/or to show the geometric modification to the floodplain. Under PP3, the adjacent residential apartment buildings both have an open-air parking garage on the ground floor with minimum enclosed areas (i.e. elevators, staircases, storage room, etc.).

As shown in the Summary of Proposed Changes table on page 6 and supporting engineering data in Appendix B, the proposed SEPTA Station alone will have minimal impacts on the Schuylkill River 100-year WSE with a maximum increase of 0.05 feet at cross section 106758.

The modeled results show that flood elevations will increase a maximum of 0.47 feet at cross sections in the vicinity of the new SEPTA Station and the adjacent proposed Matson Mill Apartment development. By replacing the existing industrial buildings at 51 W. Washington Street and the Matson Mill Apartment development area, as well as isolated stockpiles at the proposed SEPTA Smart Parking Garage site, with proposed structures with open-air garages on the ground floor, impacts to flood WSEs resulted in only minor increases and decreases along the river reach. The summary of WSEs at the project site for existing and proposed conditions is provided in the following table on page 6. Additional detail including cross sections diagrams and tabular engineering data summarizing potential impacts to WSEs for each proposed condition at 10-, 50-, 100-, and 500-year flood recurrence intervals is provided in Appendices A and B.

Summary of Proposed Changes

River Station	Existing 100-Yr WSE (ft)*	Proposed condition 100-Yr WSE (ft)*					
		PP1 100-Yr WSE	Difference	PP2 100-Yr WSE	Difference	PP3 100-Yr WSE	Difference
109108	65.88	65.92	0.04	65.90	0.02	66.12	0.24
108858	65.83	65.86	0.03	65.84	0.01	66.06	0.23
108437	65.71	65.74	0.03	65.72	0.01	65.95	0.24
108025	65.59	65.62	0.03	65.61	0.02	65.83	0.24
107856	65.5	65.53	0.03	65.52	0.02	65.75	0.25
107816	65.62	65.66	0.04	65.64	0.02	65.87	0.25
107696	65.59	65.62	0.03	65.60	0.01	65.84	0.25
107348	64.97	65.01	0.04	65.02	0.05	65.26	0.29
107070	64.71	64.75	0.04	64.91	0.20	65.18	0.47
106758	64.54	64.59	0.05	64.59	0.05	64.86	0.32
106601	64.38	64.31	-0.07	64.31	-0.07	64.59	0.21
106407	64.31	64.3	-0.01	64.30	-0.01	64.04	-0.27
106213	64.39	64.37	-0.02	64.37	-0.02	64.23	-0.16
106049	64.21	64.19	-0.02	64.19	-0.02	63.99	-0.22
105946	63.89	63.89	0.00	63.89	0.00	64.07	0.18
105836	64.01	64.01	0.00	64.01	0.00	64.01	0.00
105690	63.91	63.91	0.00	63.91	0.00	63.82	-0.09
105520	63.92	63.92	0.00	63.92	0.00	63.92	0.00

*NAVD88

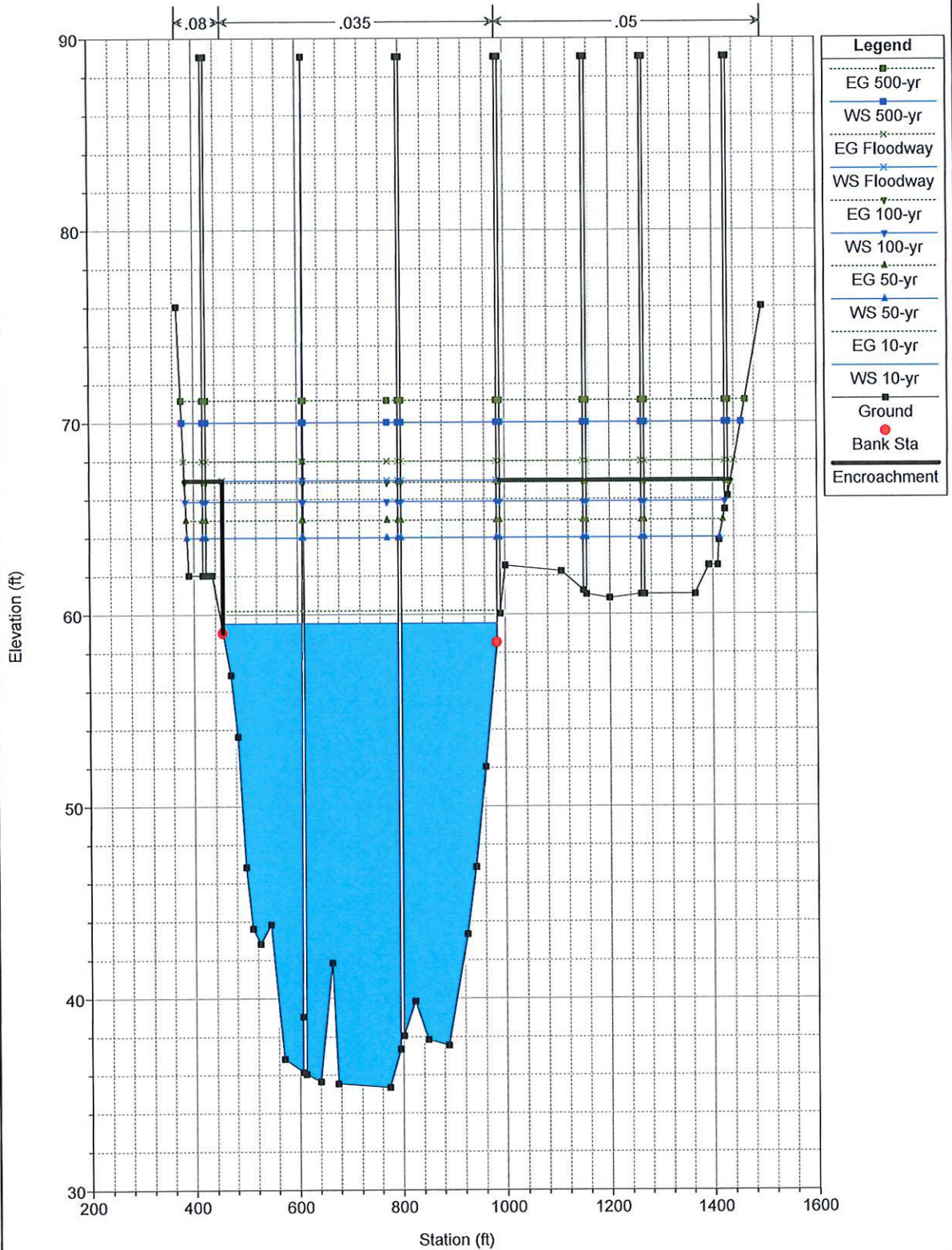
Appendix A: Cross-Sections

Existing Conditions

FEMA Schuylkill River Plan: Existing 5/23/2020

Geom: Existing Localized

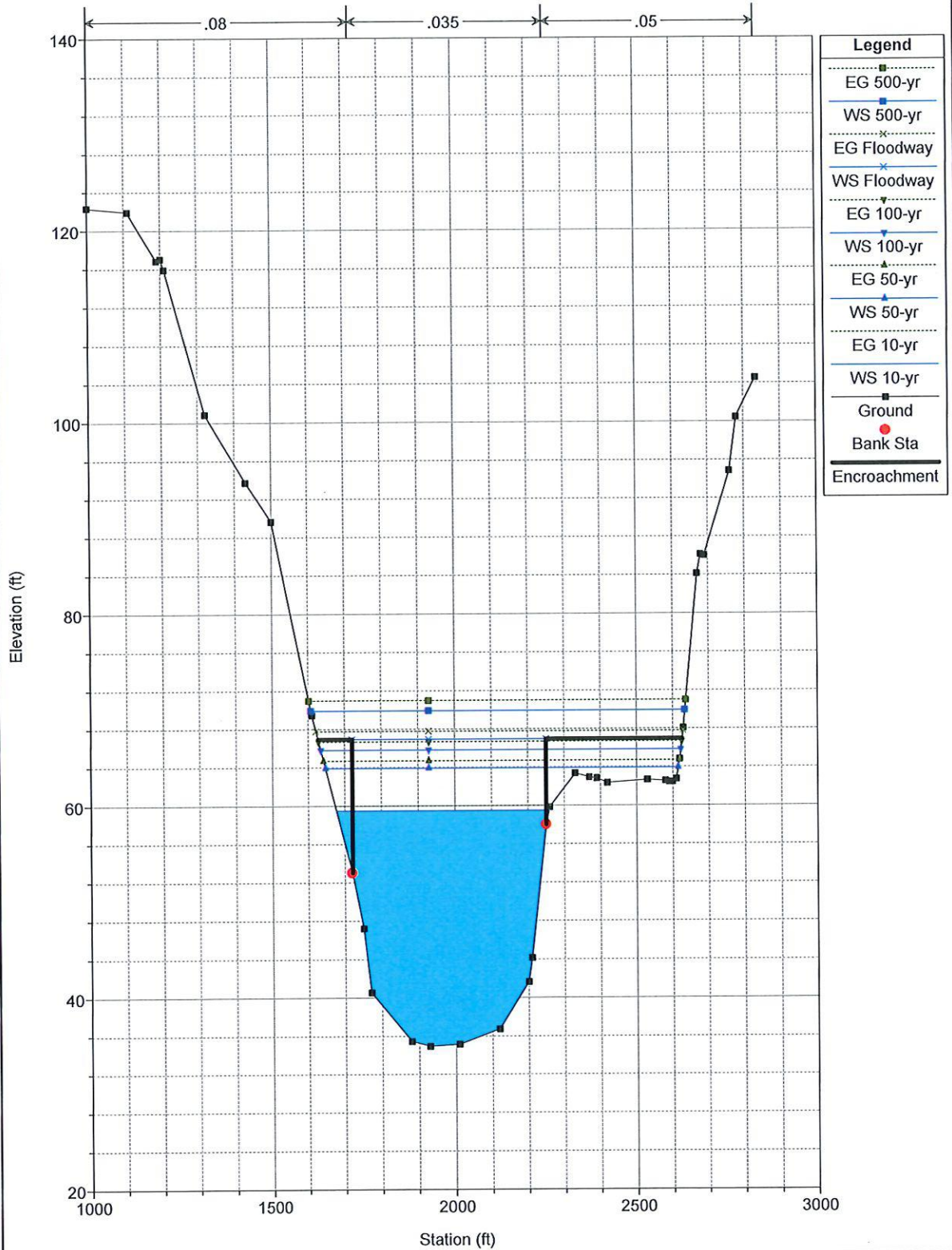
RS = 109108



FEMA Schuylkill River Plan: Existing 5/23/2020

Geom: Existing Localized

RS = 108858

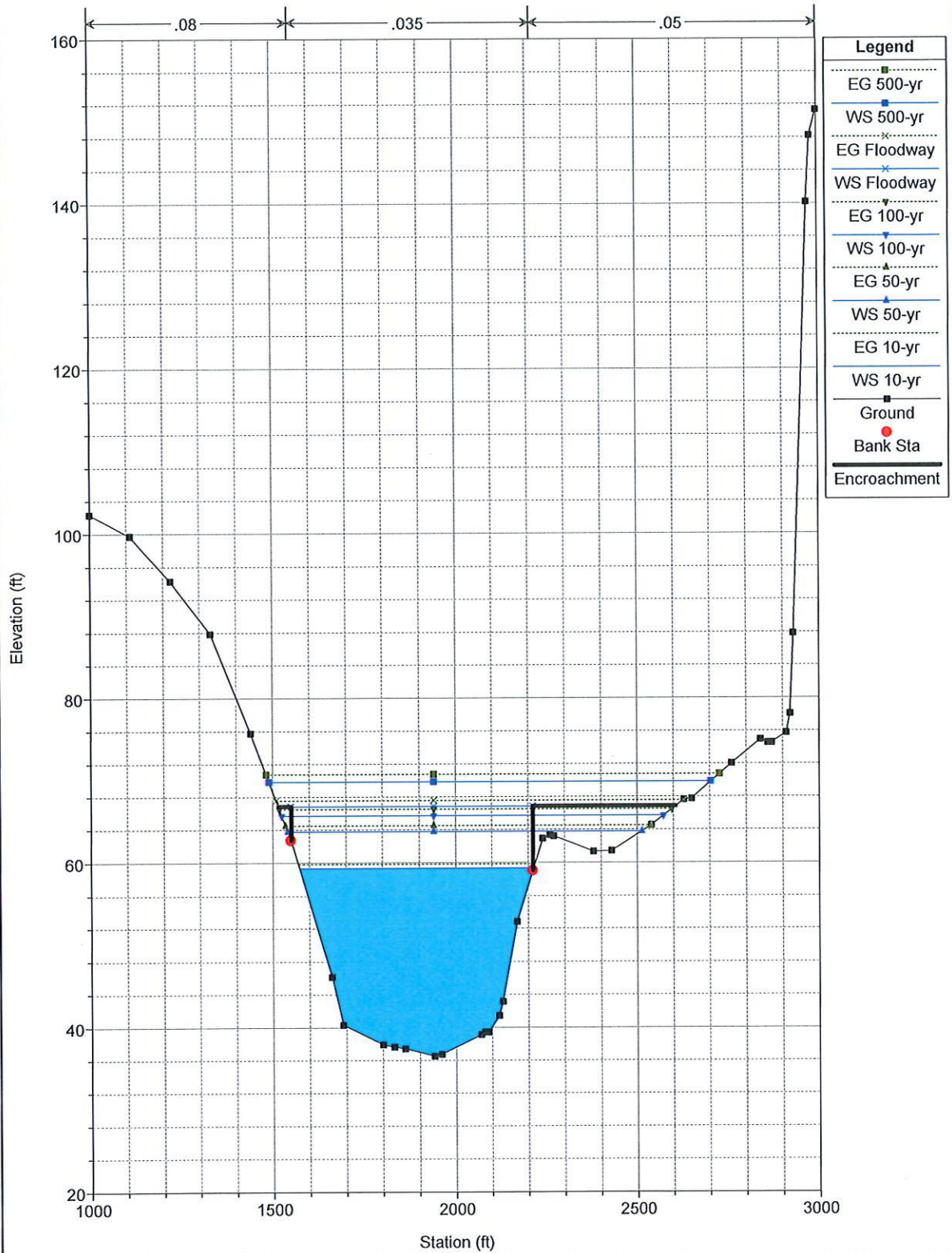


Legend	
EG 500-yr	■
WS 500-yr	■
EG Floodway	×
WS Floodway	×
EG 100-yr	▲
WS 100-yr	▲
EG 50-yr	◆
WS 50-yr	◆
EG 10-yr	●
WS 10-yr	●
Ground	■
Bank Sta	●
Encroachment	—

FEMA Schuylkill River Plan: Existing 5/23/2020

Geom: Existing Localized

RS = 108437

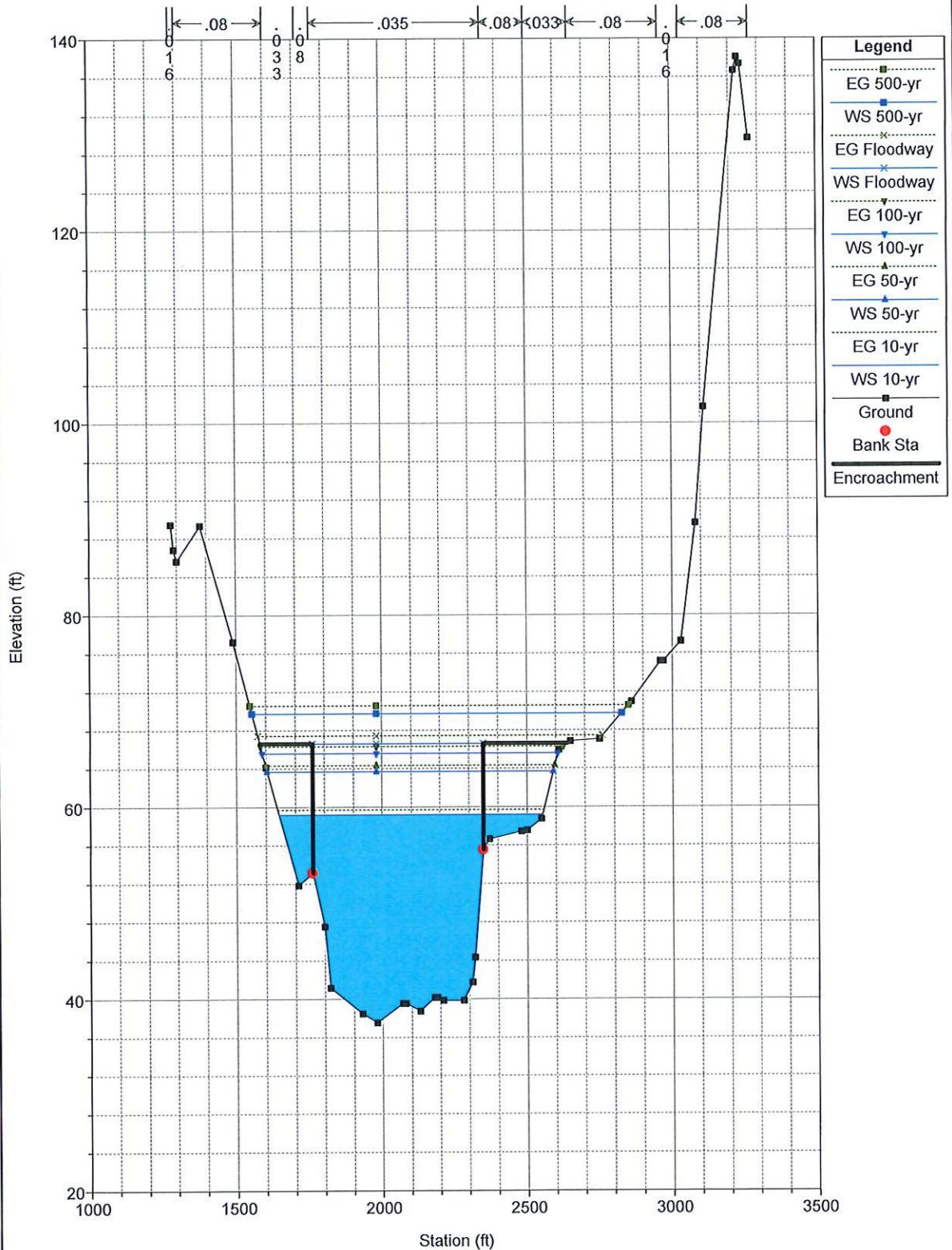


Legend	
EG 500-yr	(dotted line with square markers)
WS 500-yr	(solid blue line with square markers)
EG Floodway	(dotted line with cross markers)
WS Floodway	(solid blue line with cross markers)
EG 100-yr	(dotted line with triangle markers)
WS 100-yr	(solid blue line with triangle markers)
EG 50-yr	(dotted line with triangle markers)
WS 50-yr	(solid blue line with triangle markers)
EG 10-yr	(dotted line with triangle markers)
WS 10-yr	(solid blue line with triangle markers)
Ground	(solid black line with square markers)
Bank Sta	(red dot)
Encroachment	(thick black line)

FEMA Schuylkill River Plan: Existing 5/23/2020

Geom: Existing Localized

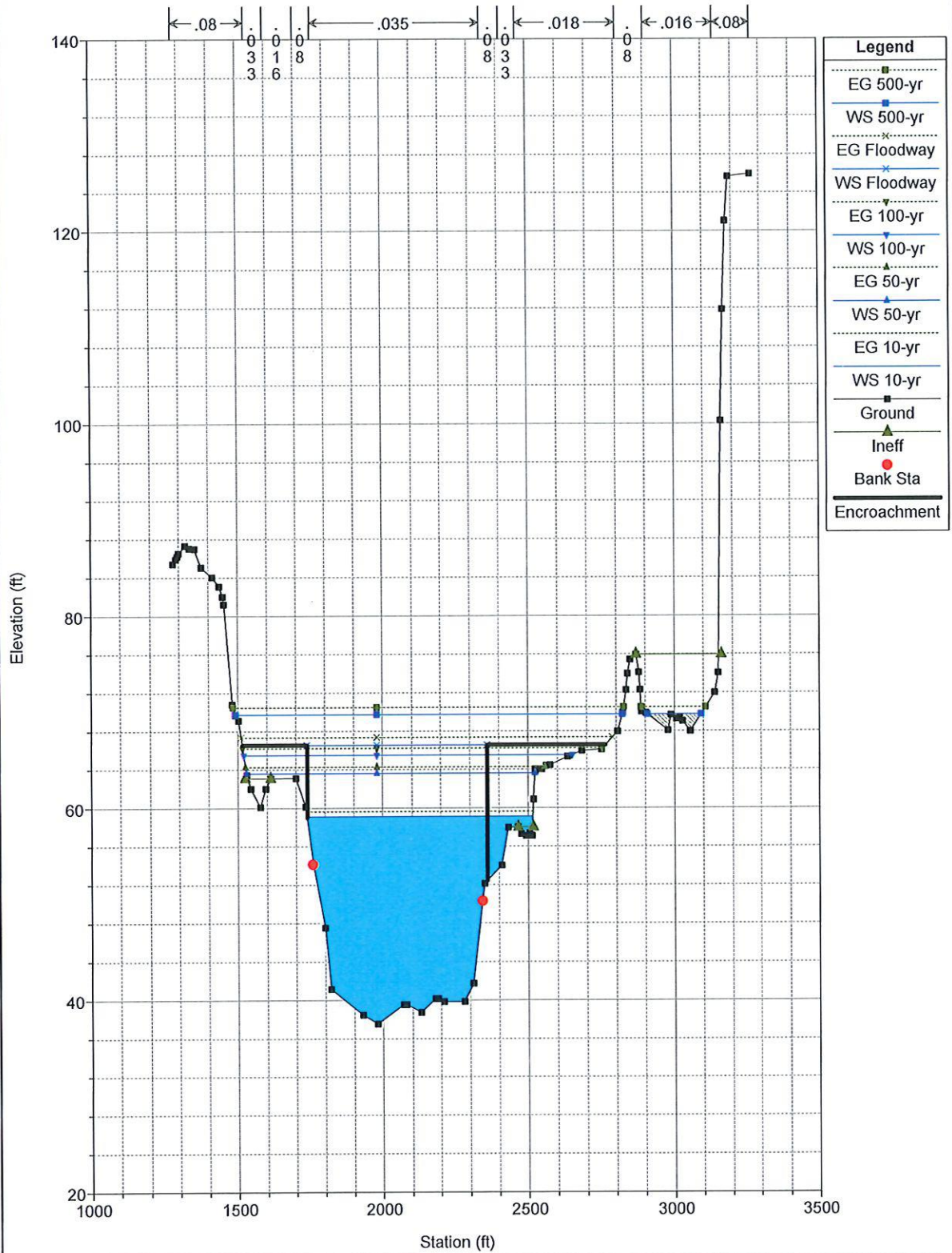
RS = 108025



FEMA Schuylkill River Plan: Existing 5/23/2020

Geom: Existing Localized

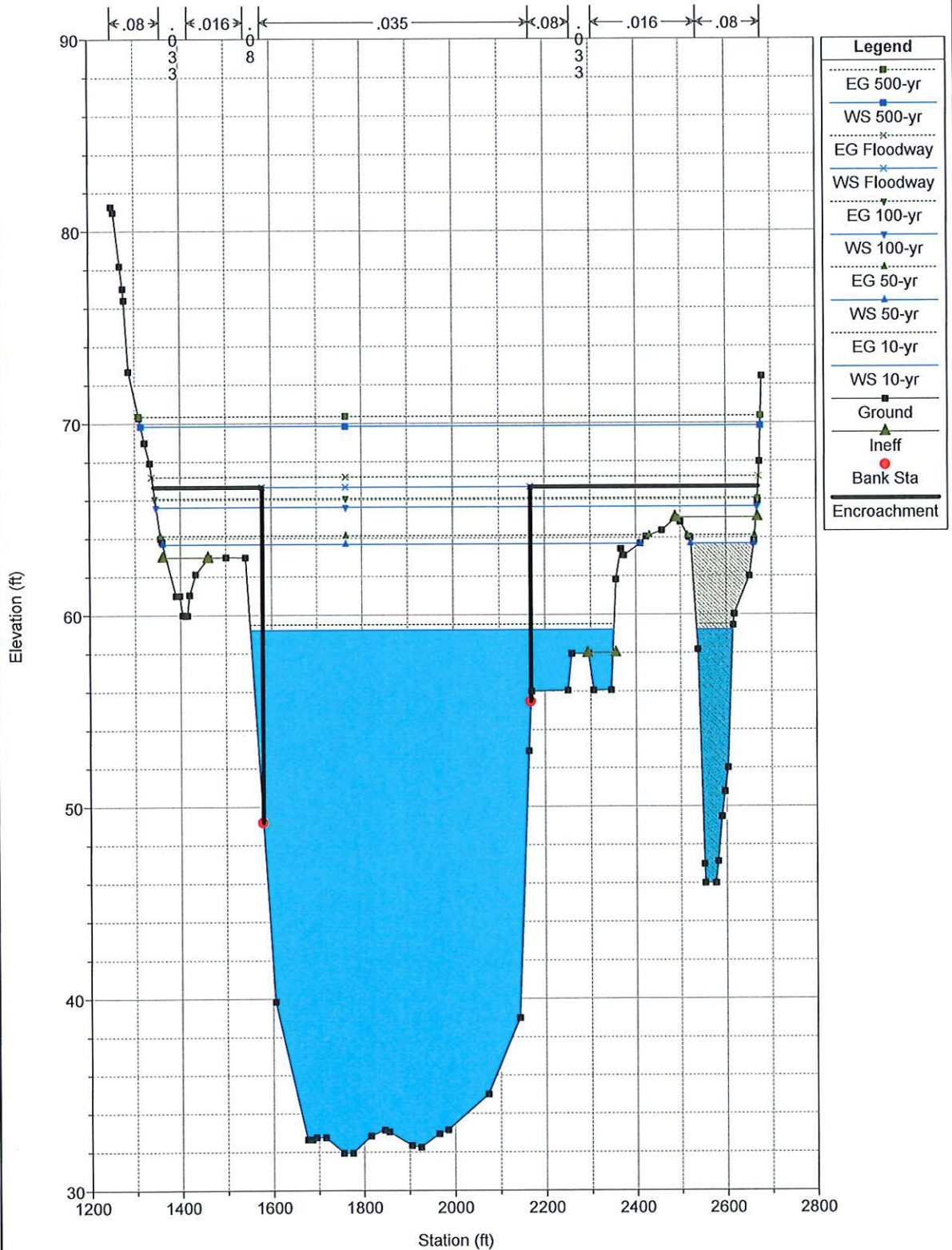
RS = 107856



FEMA Schuylkill River Plan: Existing 5/23/2020

Geom: Existing Localized

RS = 107816 X-107836 IS THE CREST OF PLYMOUTH DAM

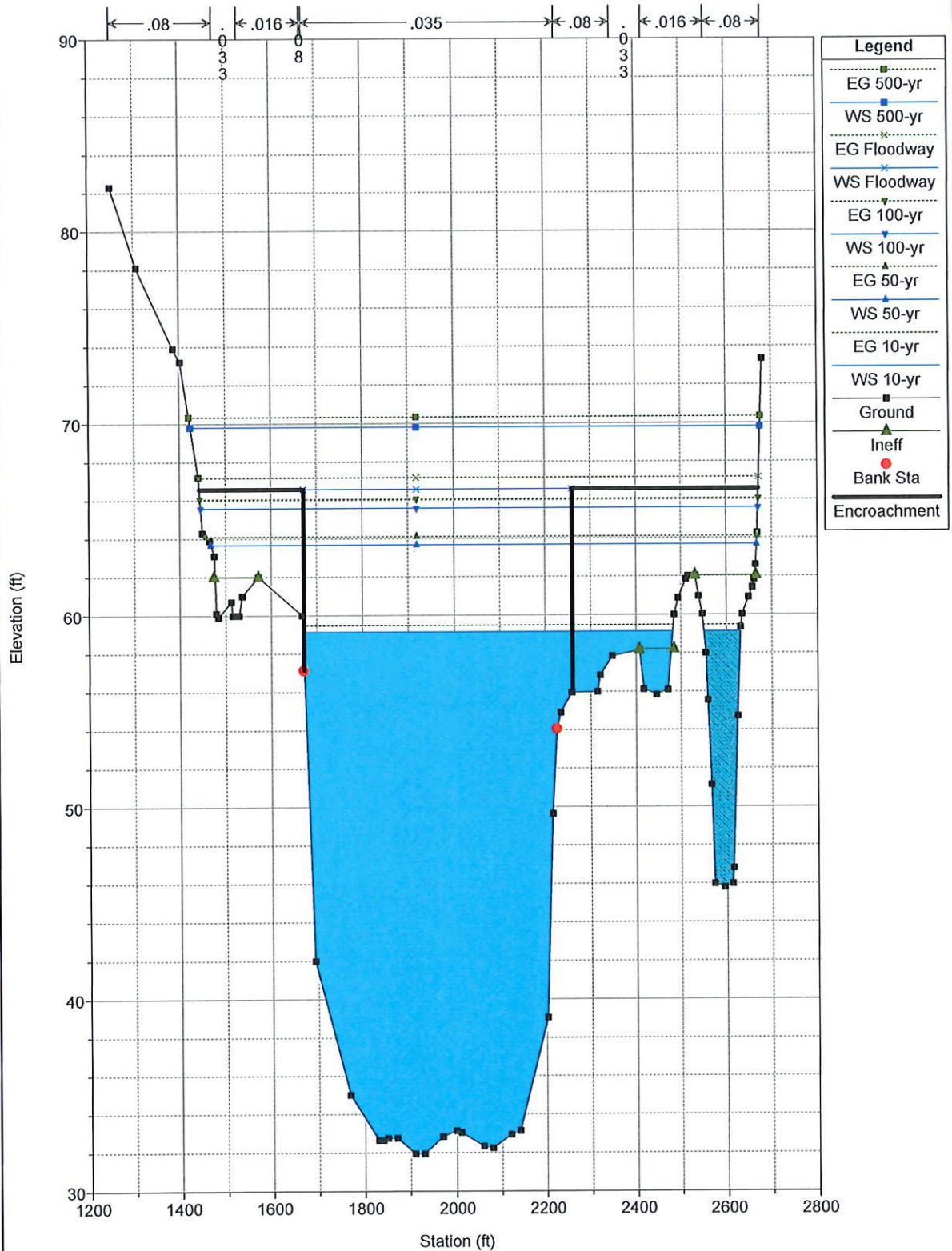


Legend	
EG 500-yr	■
WS 500-yr	■
EG Floodway	×
WS Floodway	×
EG 100-yr	▲
WS 100-yr	▲
EG 50-yr	●
WS 50-yr	●
EG 10-yr	●
WS 10-yr	●
Ground	■
Ineff	▲
Bank Sta	●
Encroachment	▨

FEMA Schuylkill River Plan: Existing 5/23/2020

Geom: Existing Localized

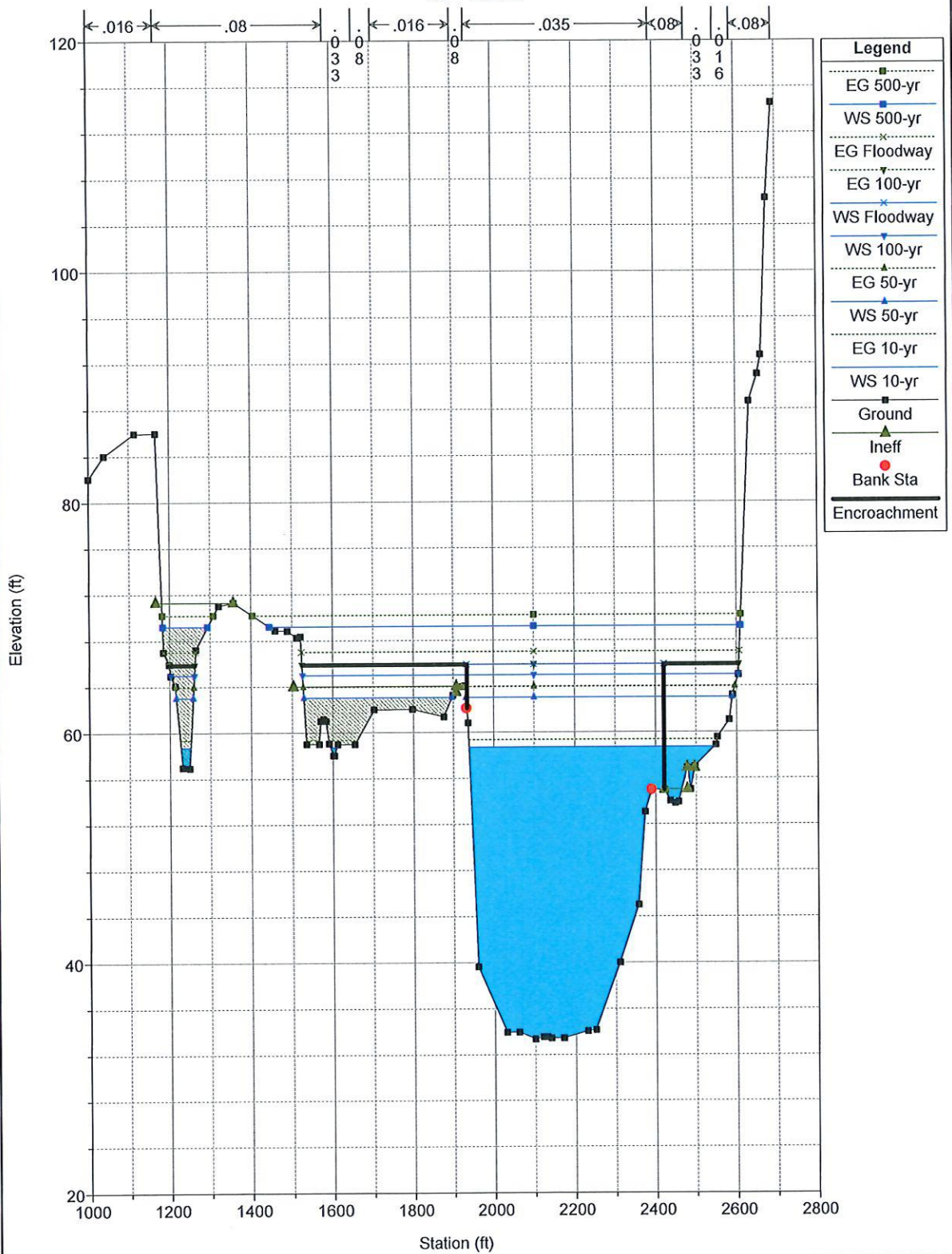
RS = 107696



FEMA Schuylkill River Plan: Existing 5/23/2020

Geom: Existing Localized

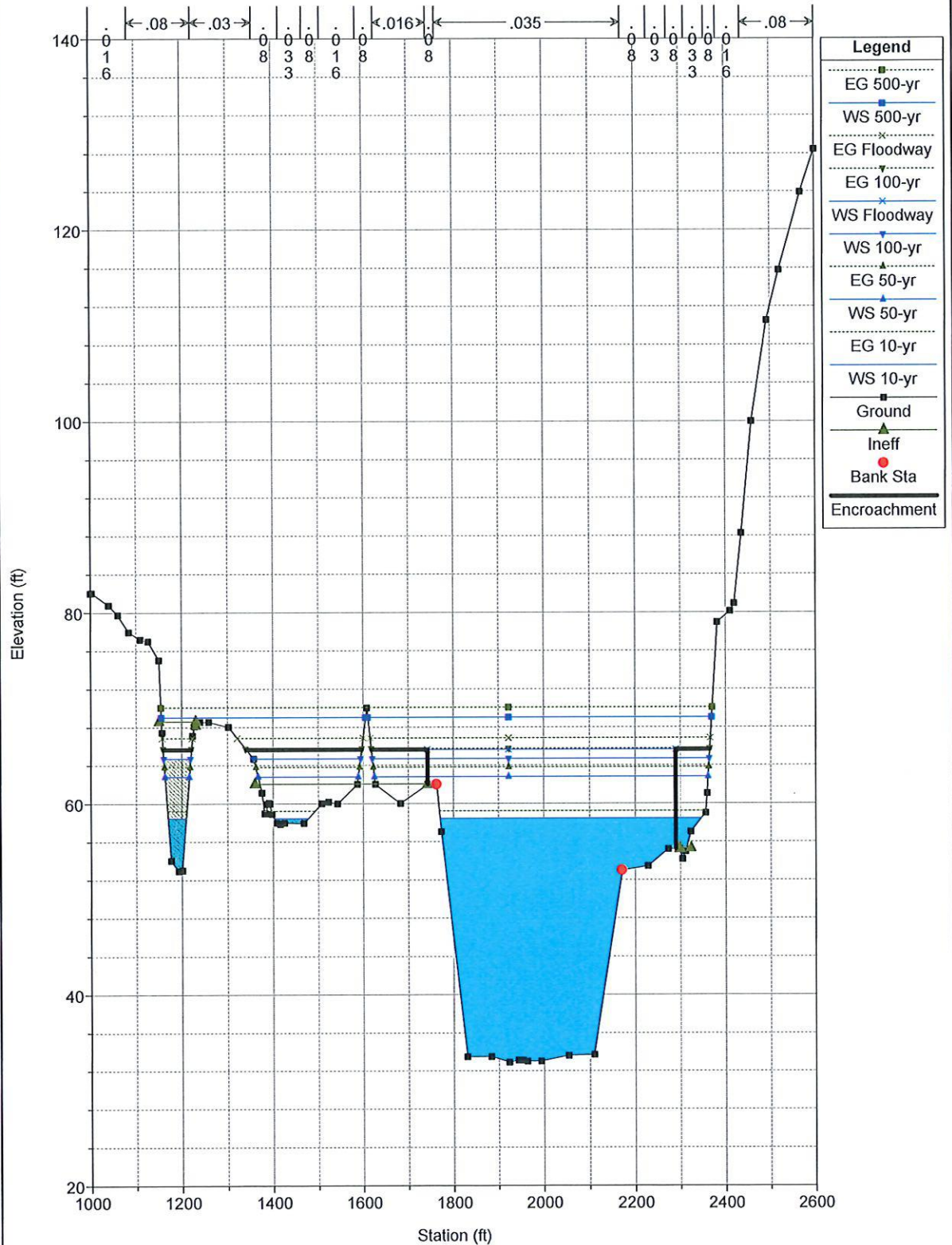
RS = 107348



FEMA Schuylkill River Plan: Existing 5/23/2020

Geom: Existing Localized

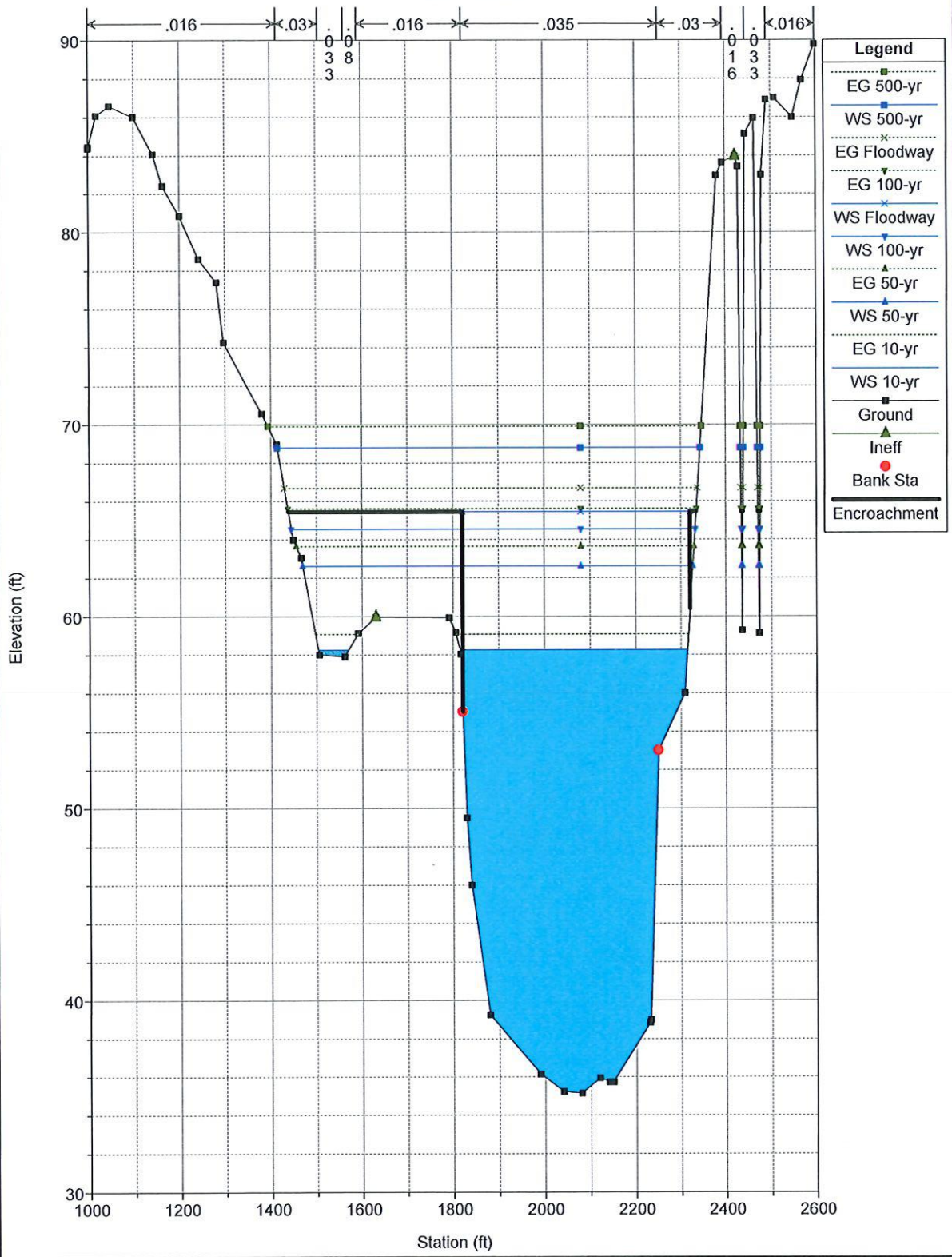
RS = 107070



FEMA Schuylkill River Plan: Existing 5/23/2020

Geom: Existing Localized

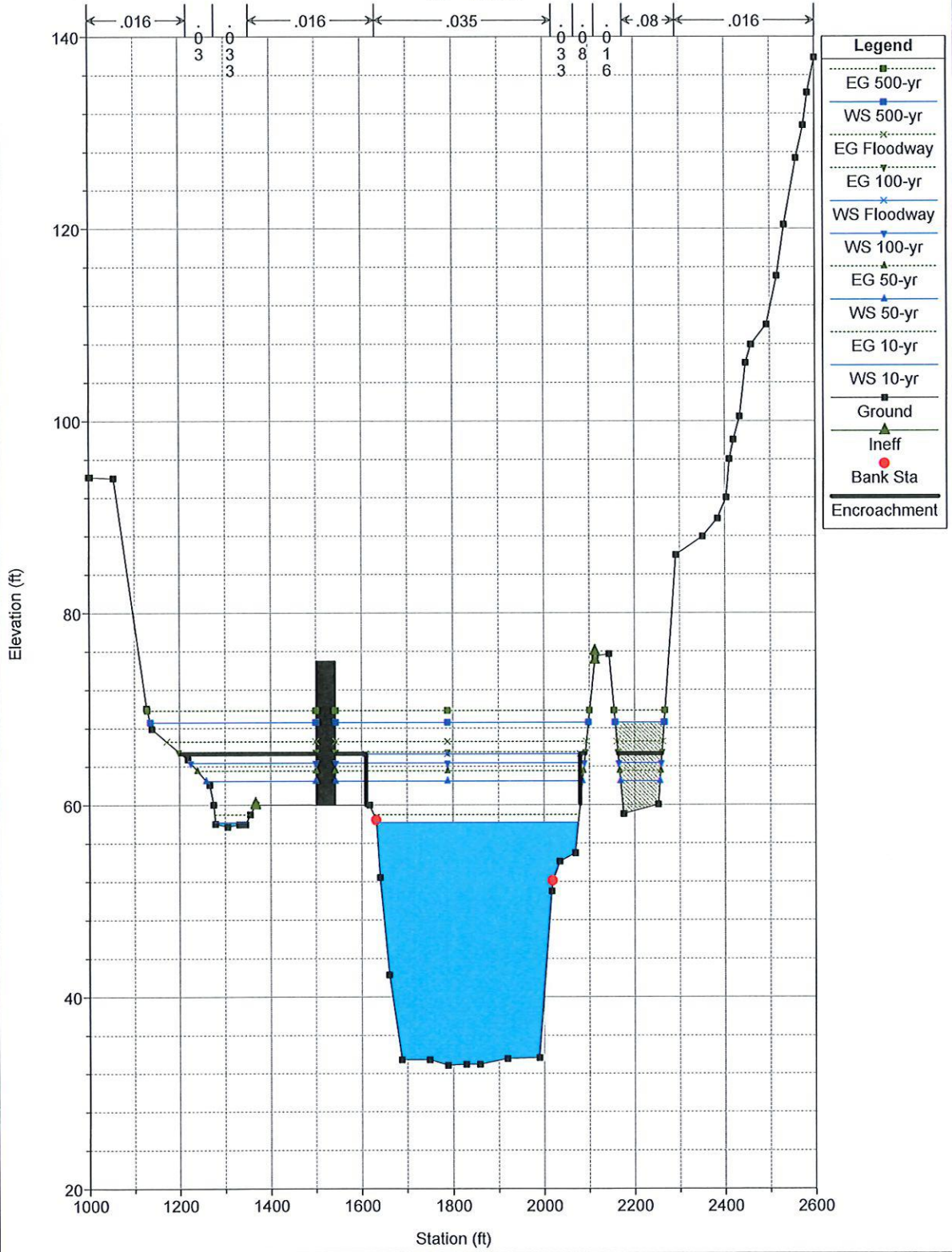
RS = 106758



FEMA Schuylkill River Plan: Existing 5/23/2020

Geom: Existing Localized

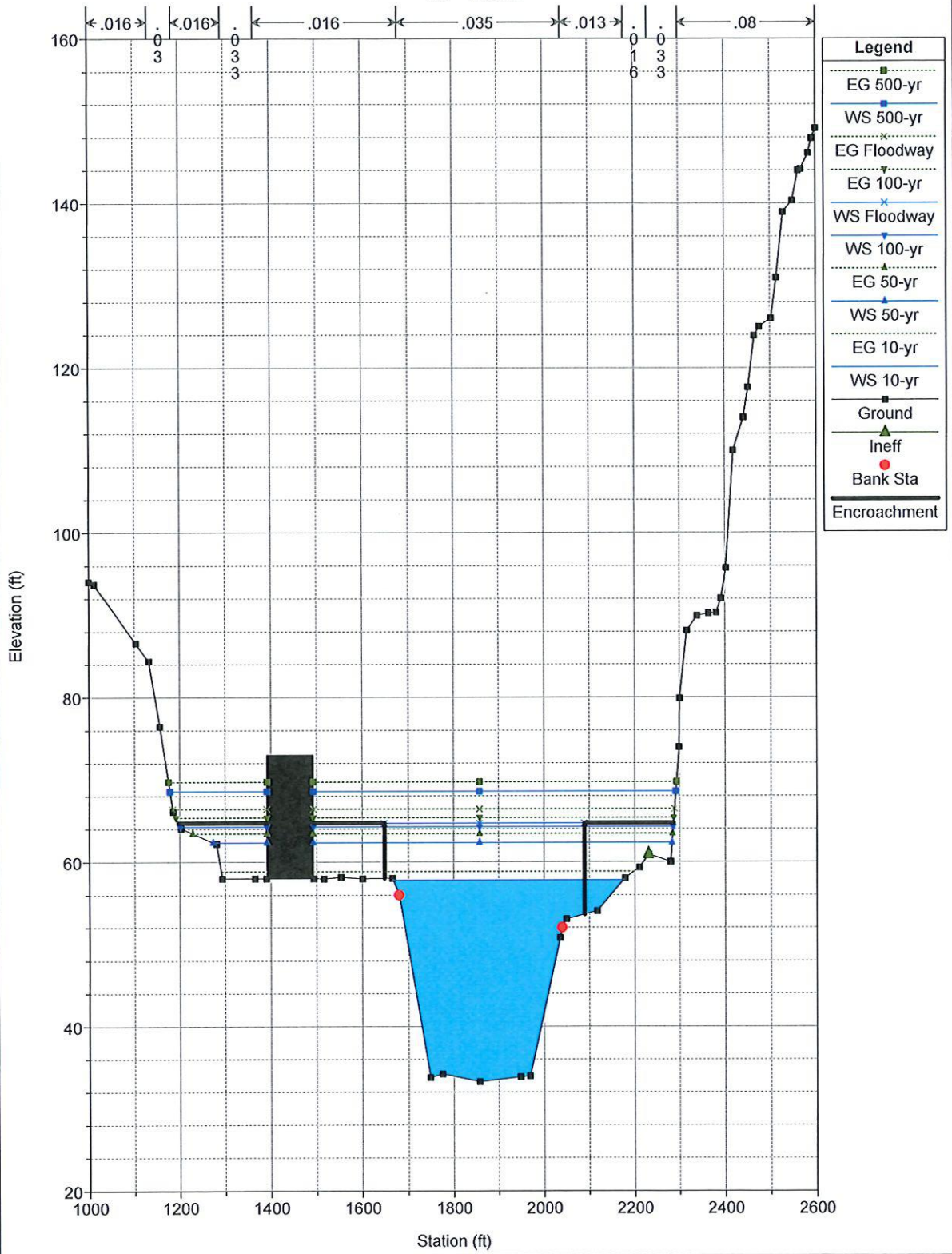
RS = 106601



FEMA Schuylkill River Plan: Existing 5/23/2020

Geom: Existing Localized

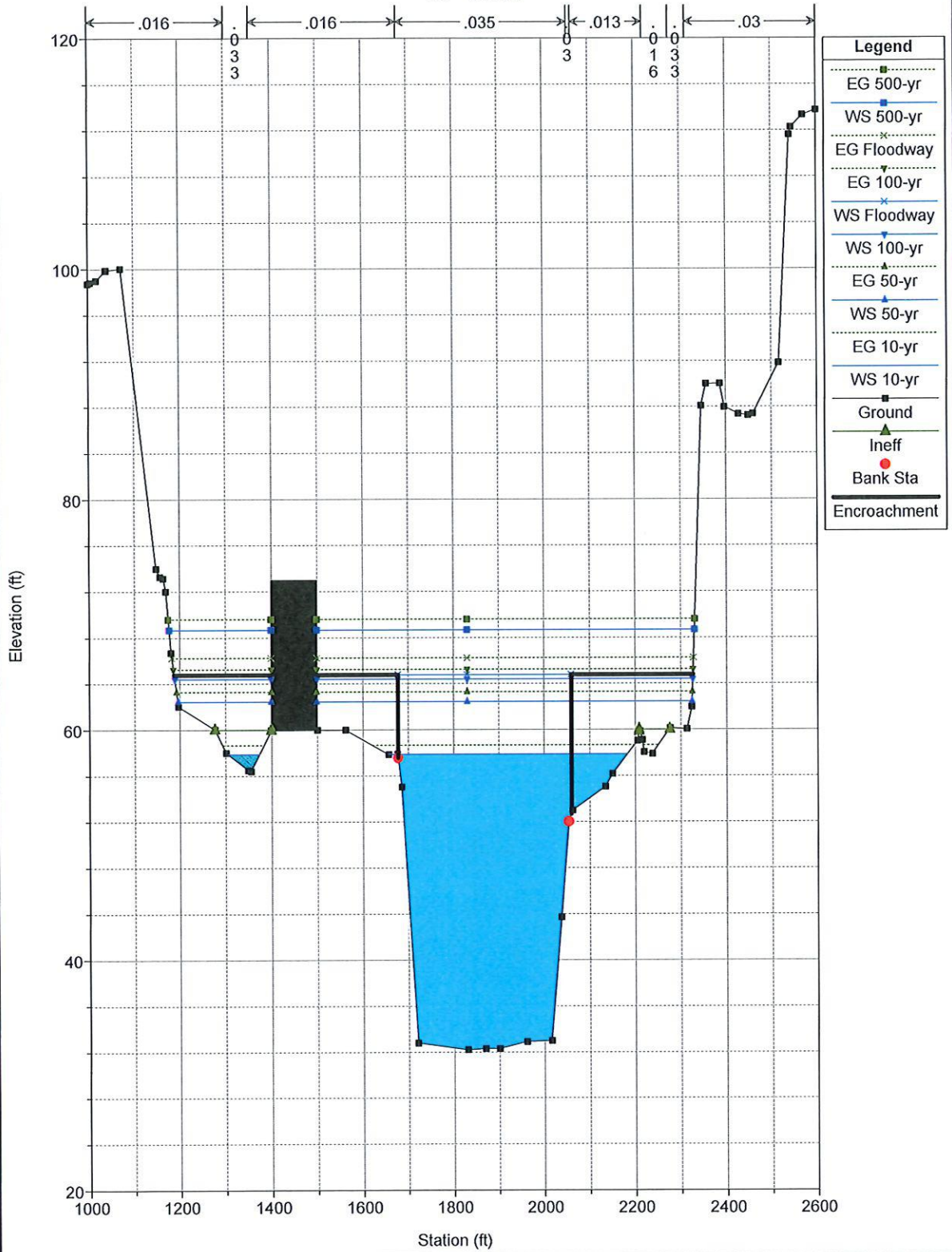
RS = 106407



FEMA Schuylkill River Plan: Existing 5/23/2020

Geom: Existing Localized

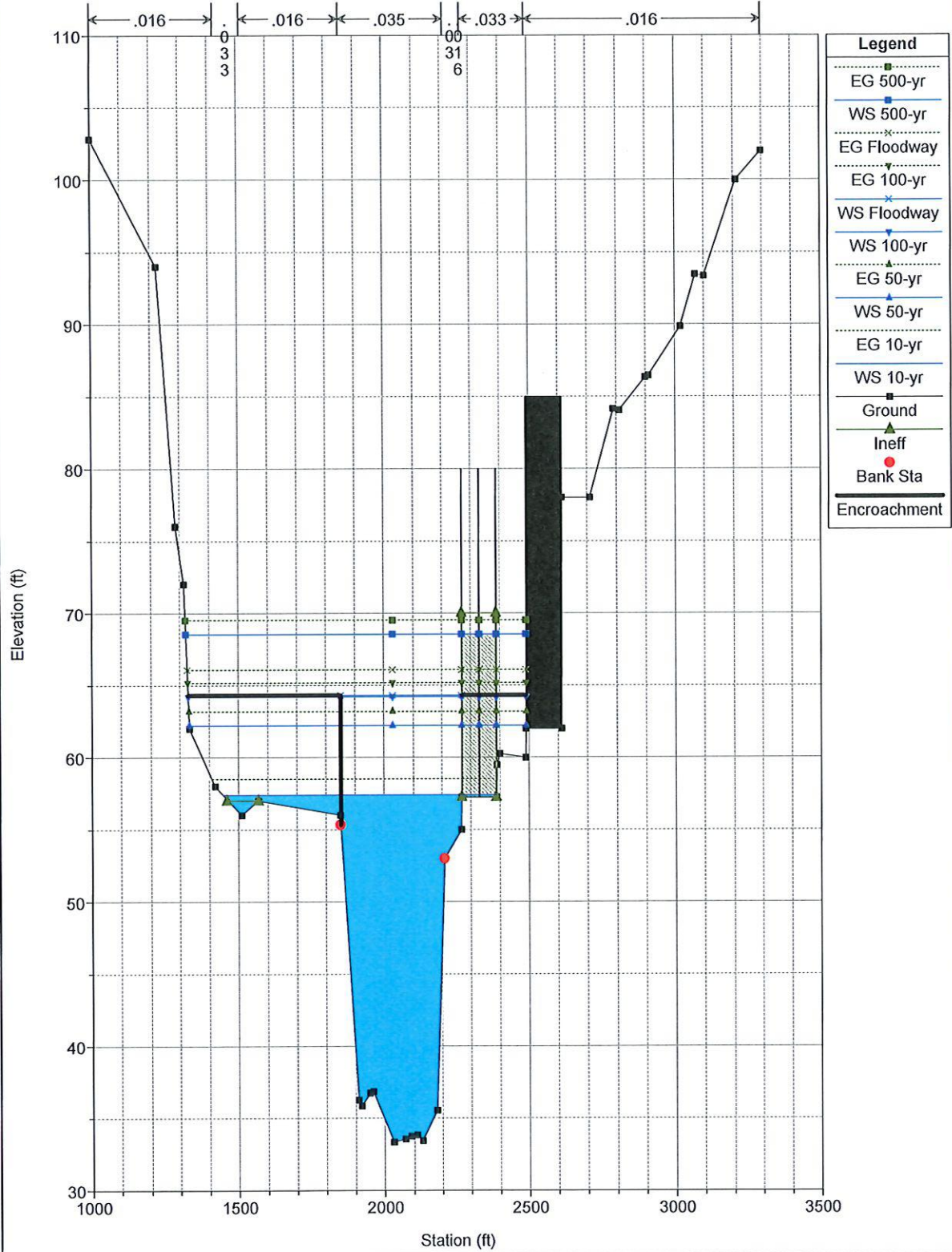
RS = 106213



FEMA Schuylkill River Plan: Existing 5/23/2020

Geom: Existing Localized

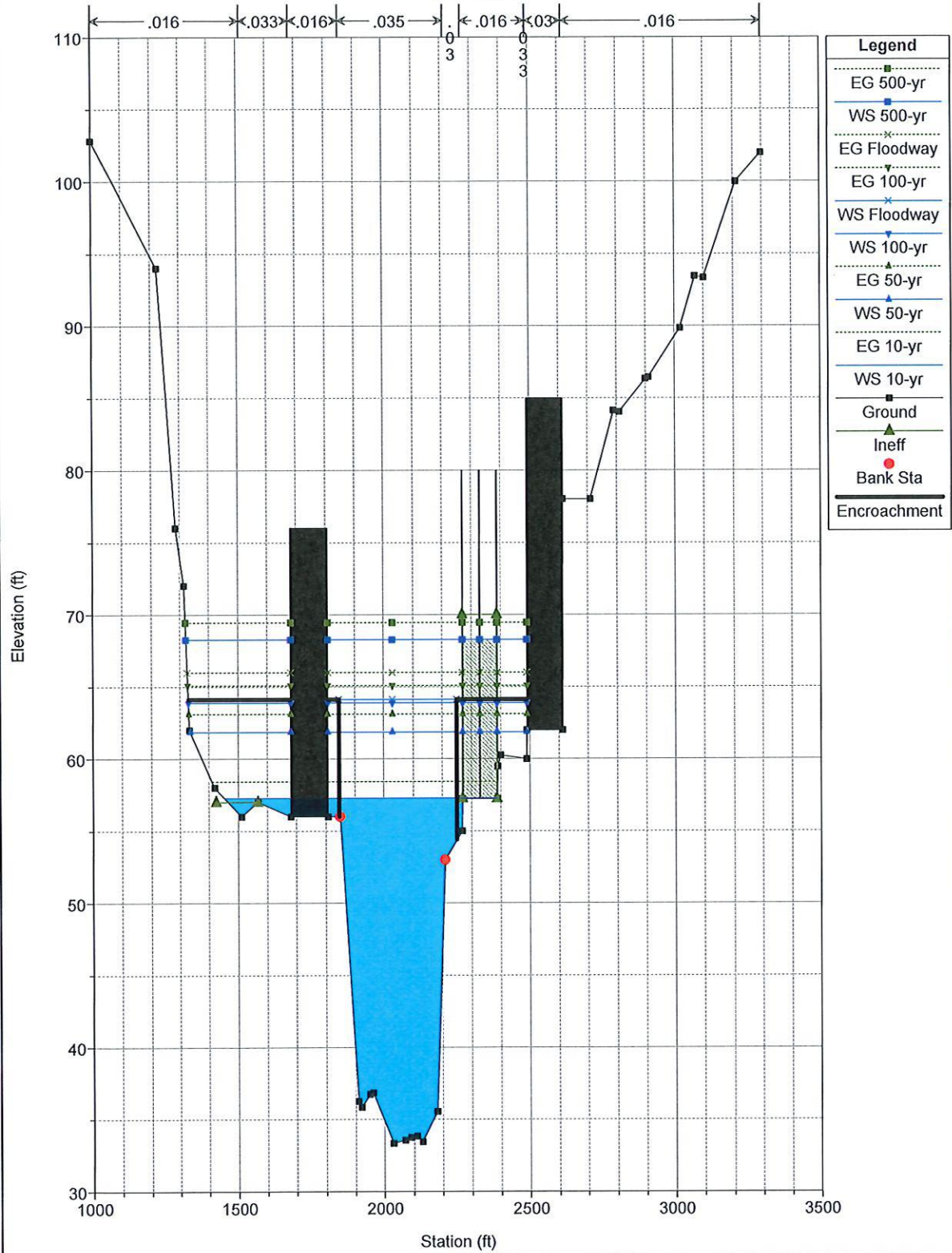
RS = 106049 FROM FILE SCT014.DAT



FEMA Schuylkill River Plan: Existing 5/23/2020

Geom: Existing Localized

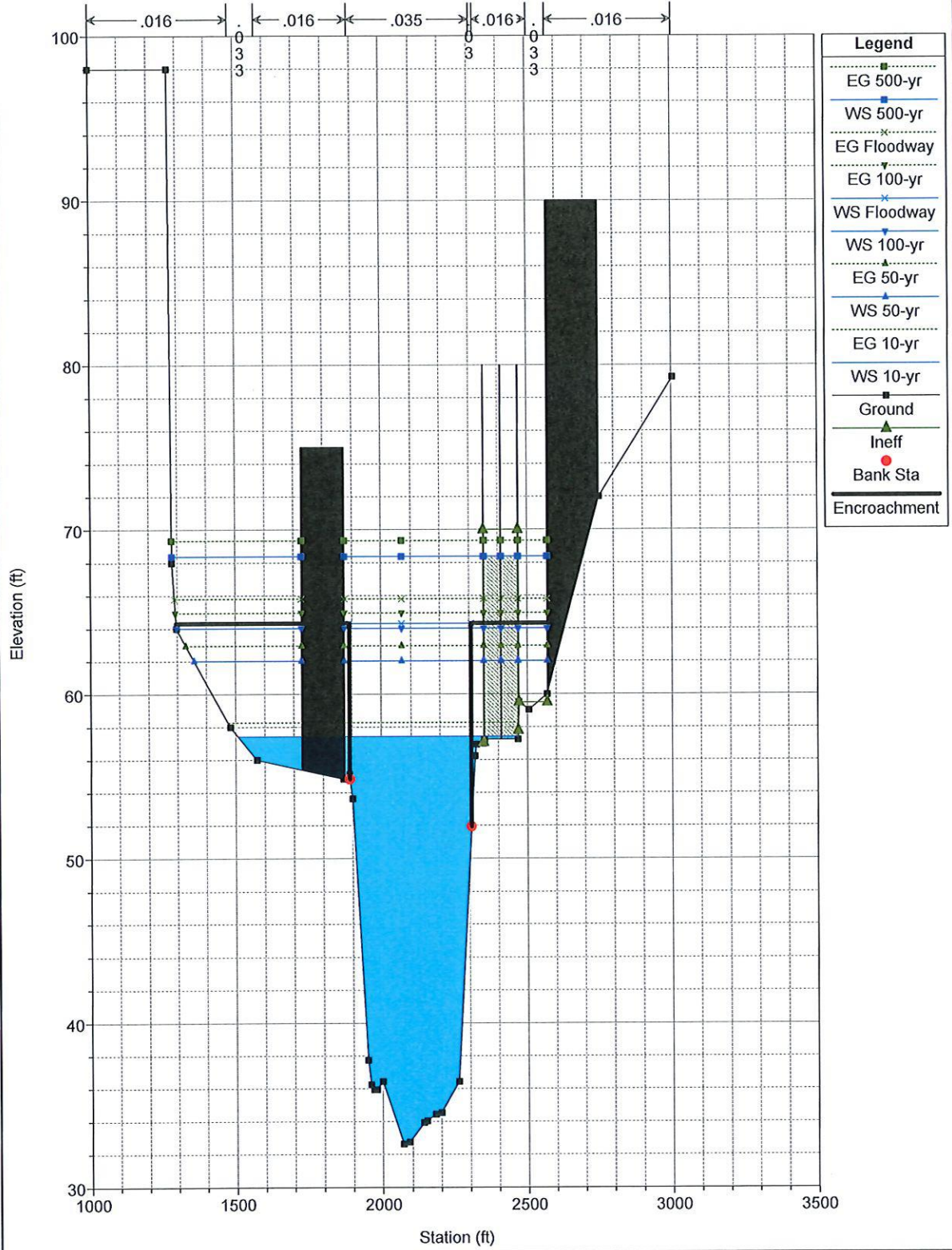
RS = 105946



FEMA Schuylkill River Plan: Existing 5/23/2020

Geom: Existing Localized

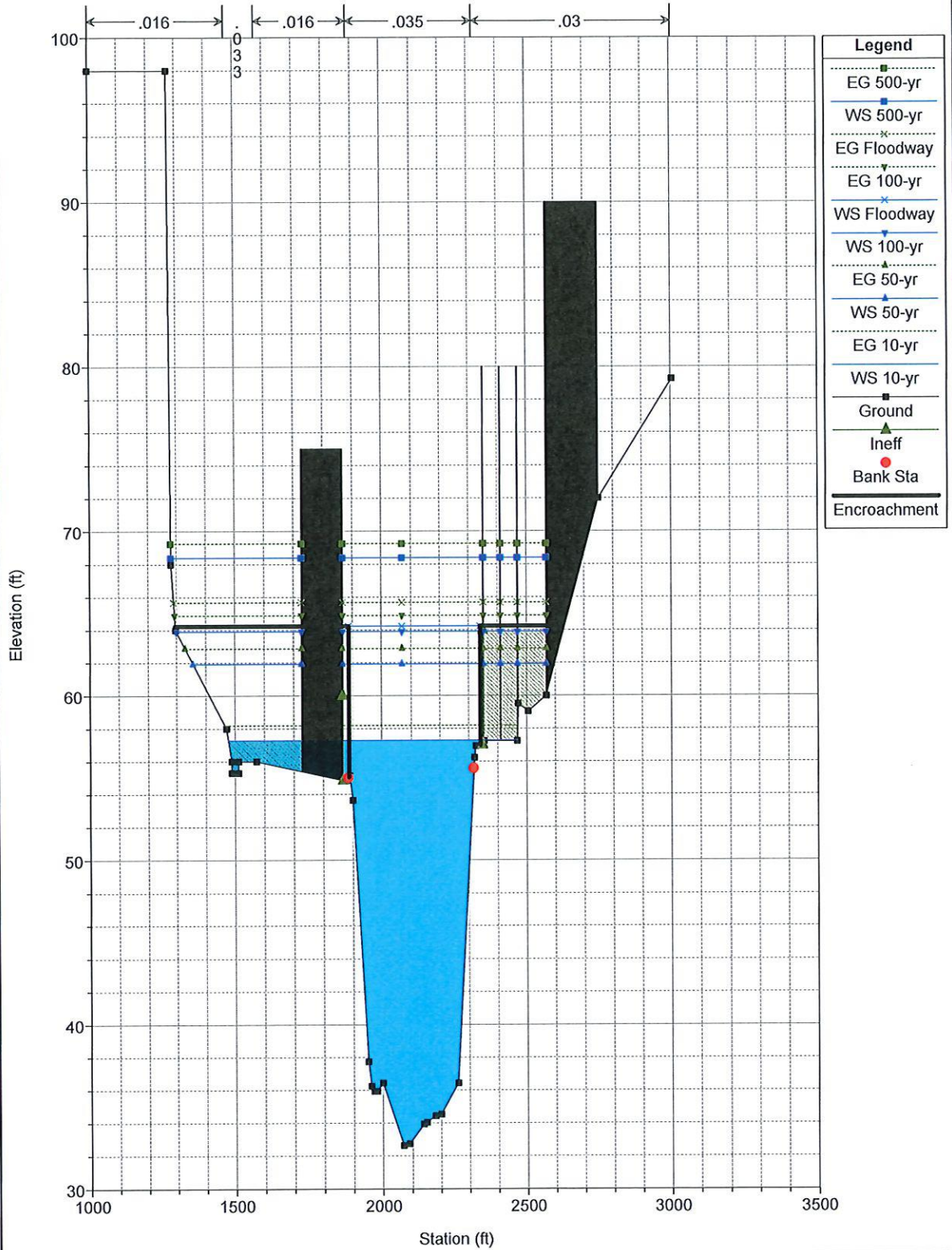
RS = 105836



FEMA Schuylkill River Plan: Existing 5/23/2020

Geom: Existing Localized

RS = 105690 X-105514 IS THE US FACE DTM STATION OF FAYETTE ST

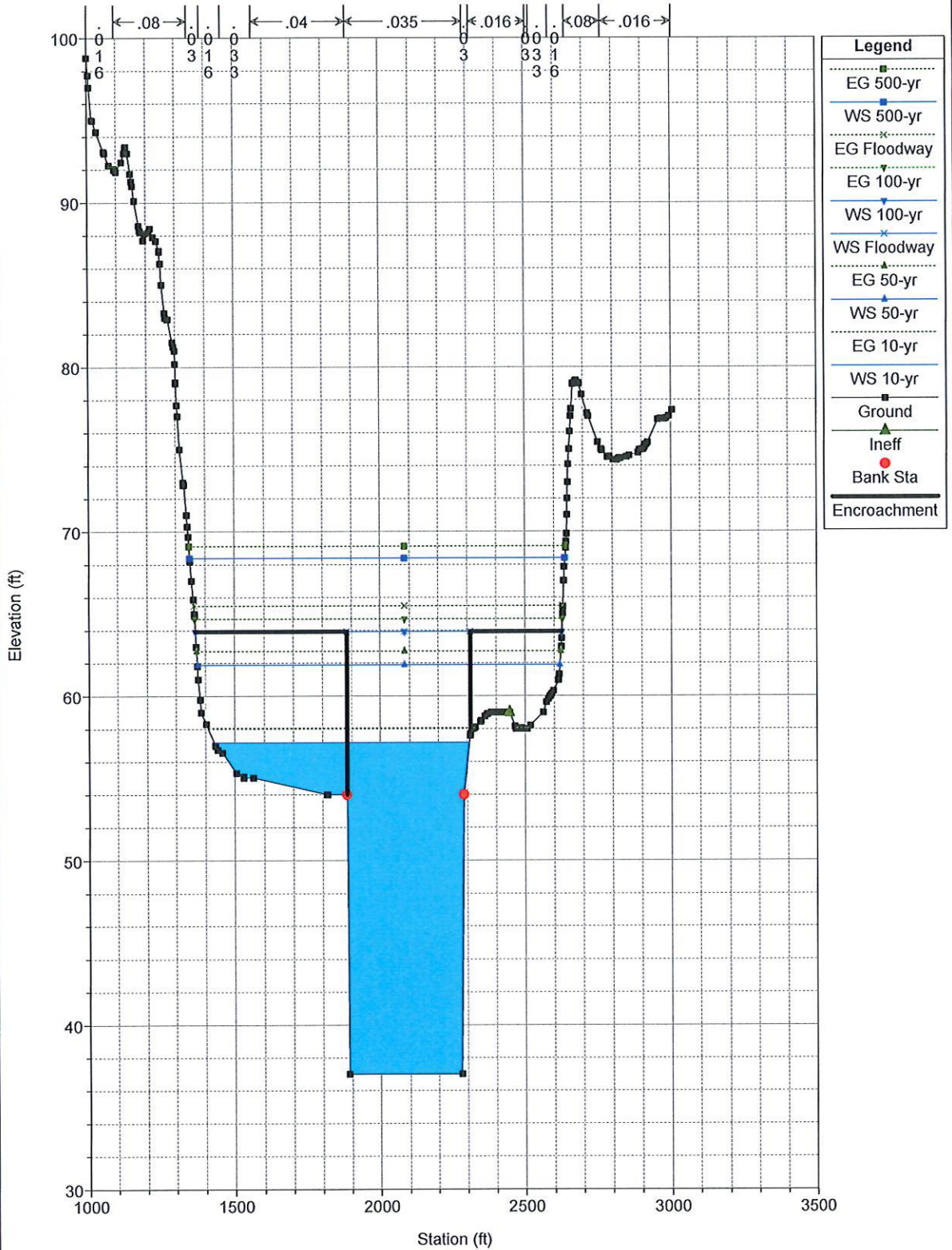


Legend	
■	EG 500-yr
■	WS 500-yr
×	EG Floodway
▲	EG 100-yr
×	WS Floodway
▲	WS 100-yr
▲	EG 50-yr
▲	WS 50-yr
▲	EG 10-yr
▲	WS 10-yr
■	Ground
▲	Ineff
●	Bank Sta
█	Encroachment

FEMA Schuylkill River Plan: Existing 5/23/2020

Geom: Existing Localized

RS = 105520

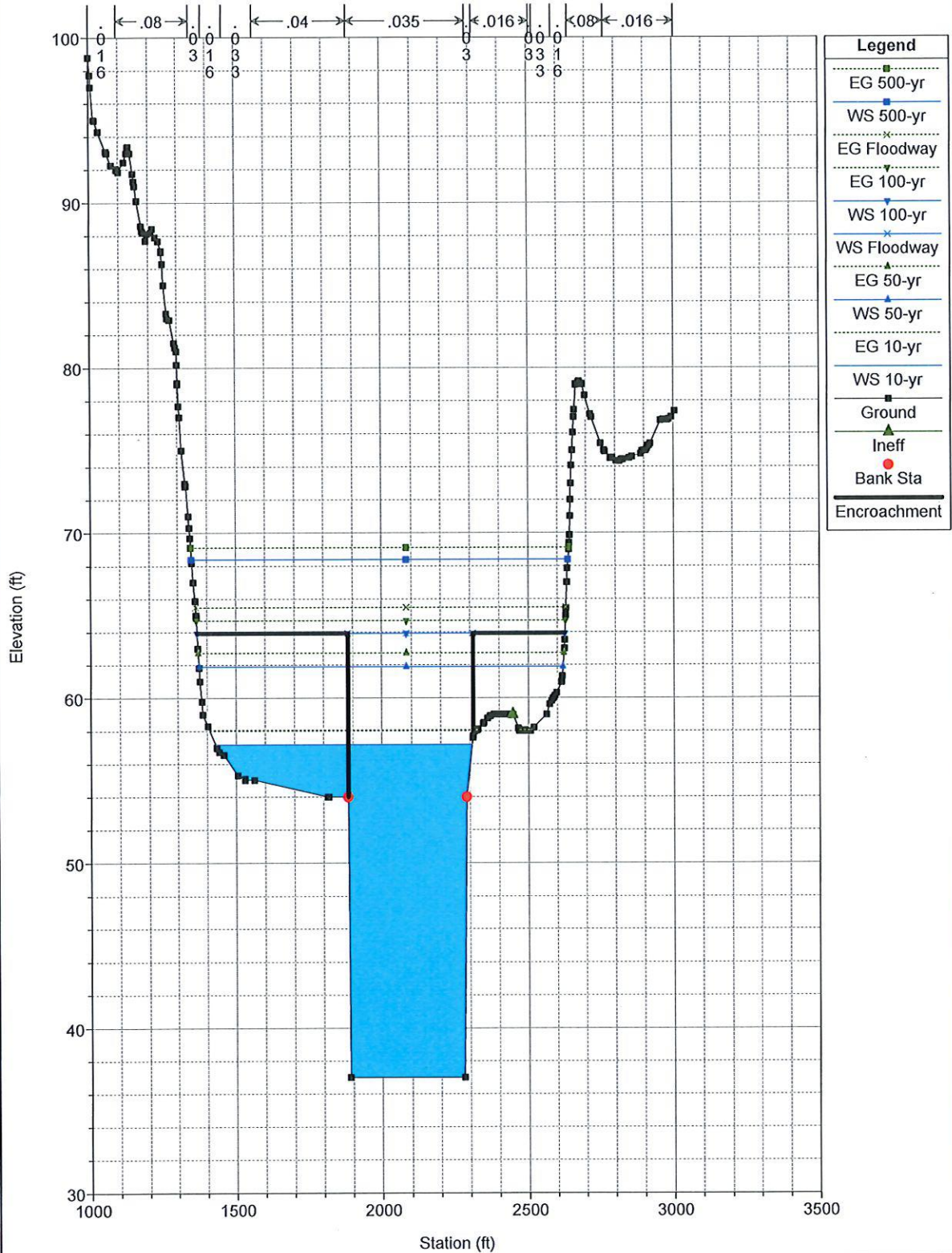


PP1: SEPTA Station

FEMA Schuylkill River Plan: PP1 5/23/2020

Geom: PP1_Baker+trainstation

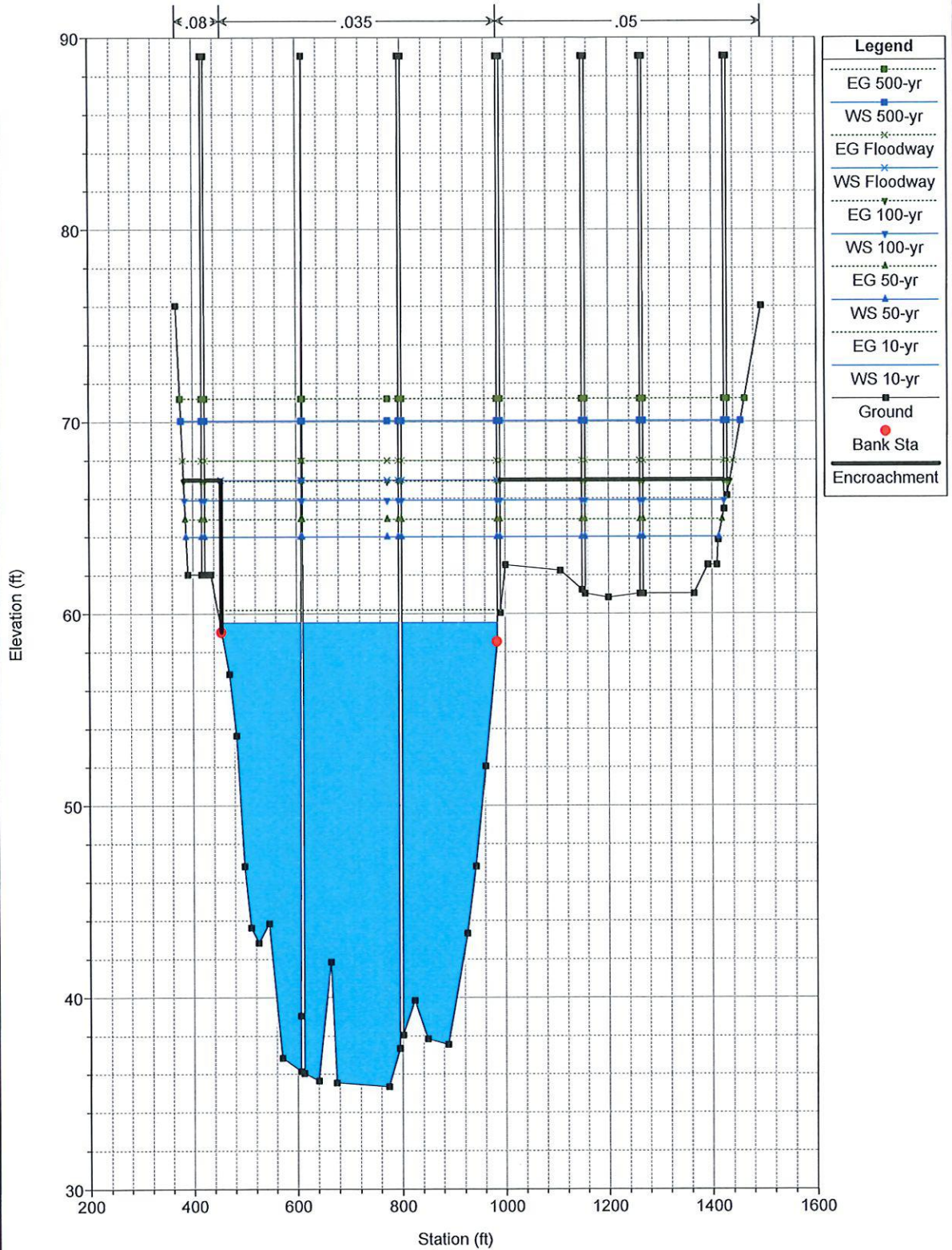
RS = 105520



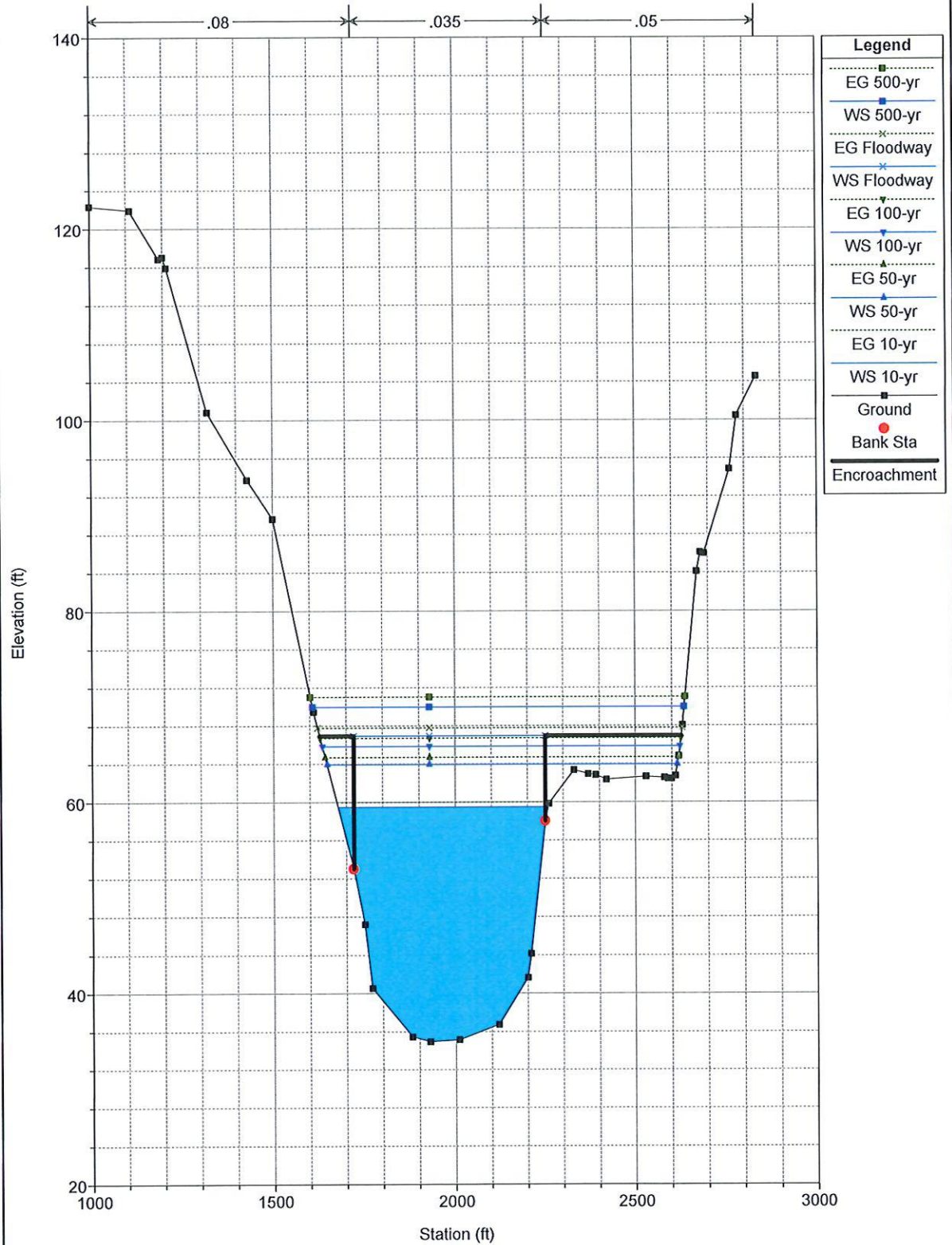
FEMA Schuylkill River Plan: PP1 5/23/2020

Geom: PP1_Baker+trainstation

RS = 109108



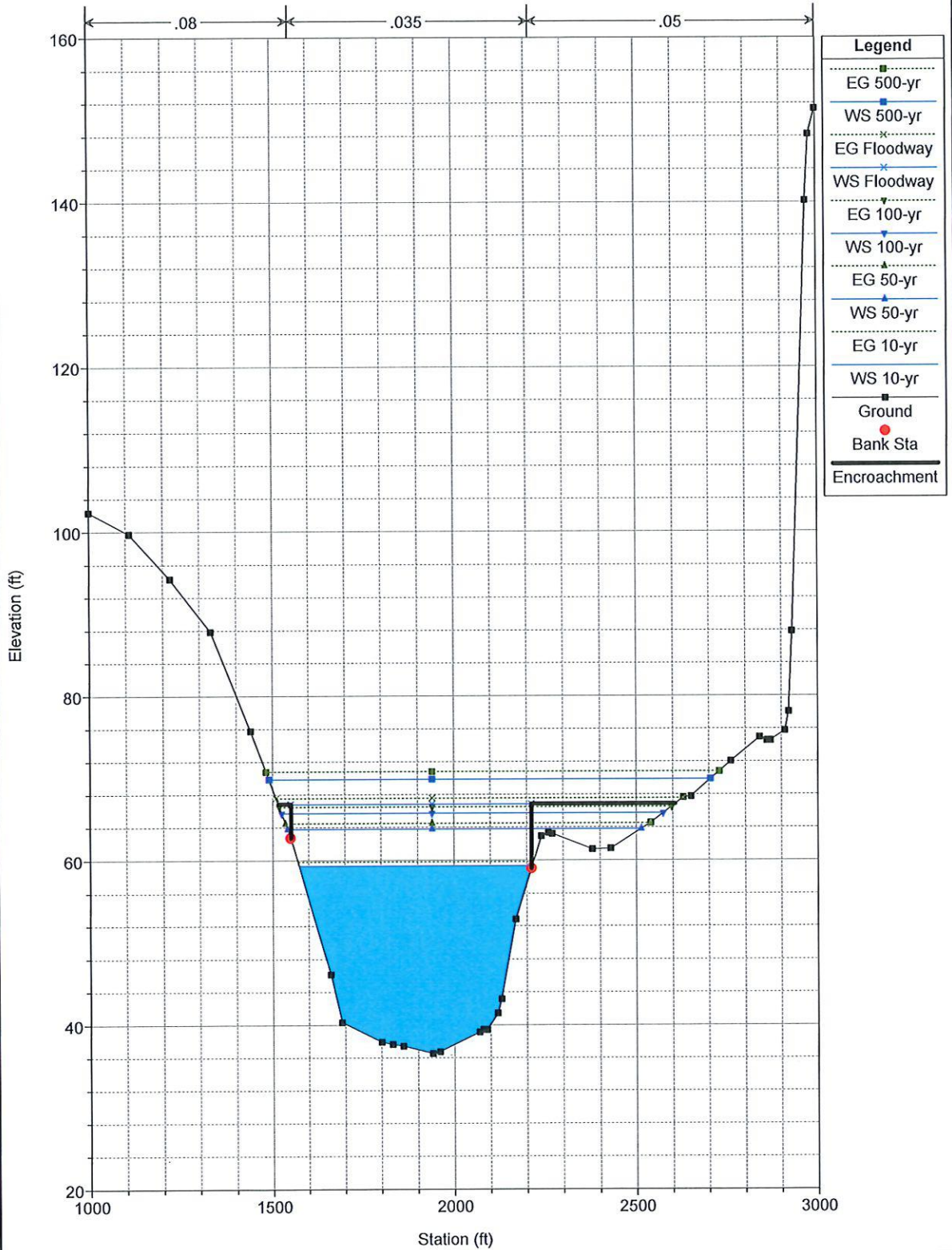
FEMA Schuylkill River Plan: PP1 5/23/2020
 Geom: PP1_Baker+trainstation
 RS = 108858



FEMA Schuylkill River Plan: PP1 5/23/2020

Geom: PP1_Baker+trainstation

RS = 108437

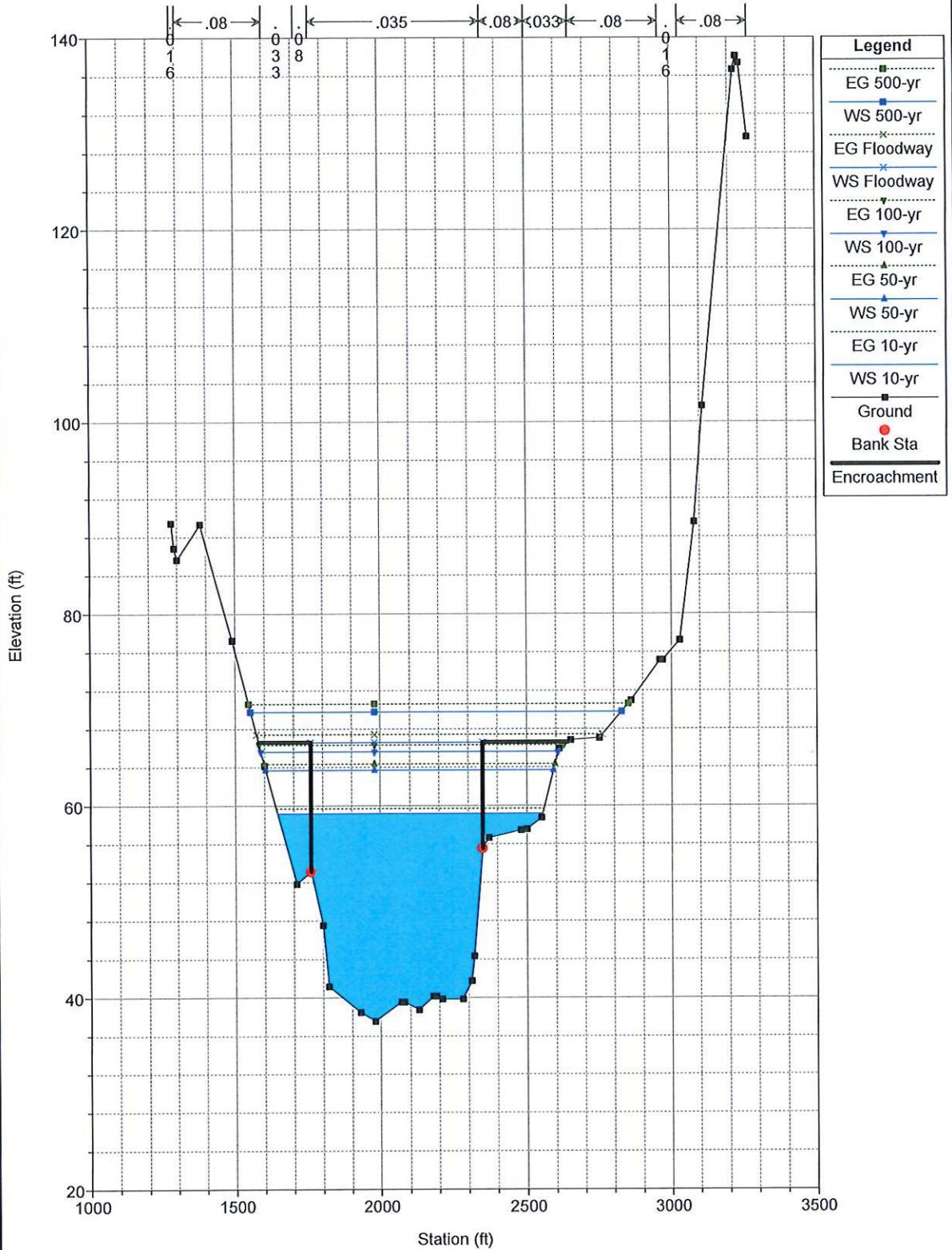


Legend	
EG 500-yr	(dotted line with square markers)
WS 500-yr	(solid blue line with square markers)
EG Floodway	(dotted line with cross markers)
WS Floodway	(solid blue line with cross markers)
EG 100-yr	(dotted line with triangle markers)
WS 100-yr	(solid blue line with triangle markers)
EG 50-yr	(dotted line with triangle markers)
WS 50-yr	(solid blue line with triangle markers)
EG 10-yr	(dotted line with triangle markers)
WS 10-yr	(solid blue line with triangle markers)
Ground	(solid black line with square markers)
Bank Sta	(red dot)
Encroachment	(thick black line)

FEMA Schuylkill River Plan: PP1 5/23/2020

Geom: PP1_Baker+trainstation

RS = 108025

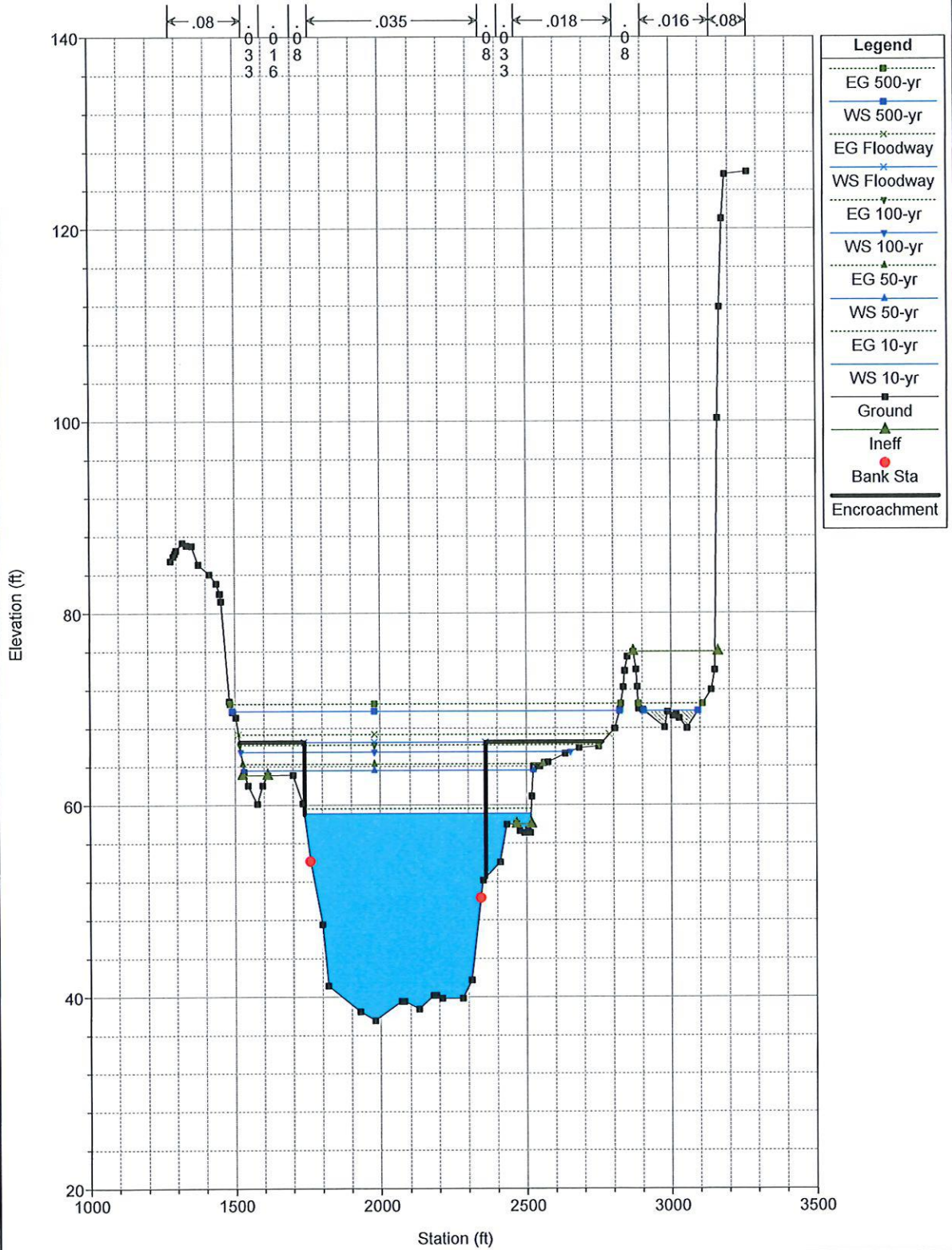


Legend	
EG 500-yr	—■—
WS 500-yr	—■—
EG Floodway	—x—
WS Floodway	—x—
EG 100-yr	—■—
WS 100-yr	—■—
EG 50-yr	—■—
WS 50-yr	—■—
EG 10-yr	—■—
WS 10-yr	—■—
Ground	—■—
Bank Sta	●
Encroachment	—

FEMA Schuylkill River Plan: PP1 5/23/2020

Geom: PP1_Baker+trainstation

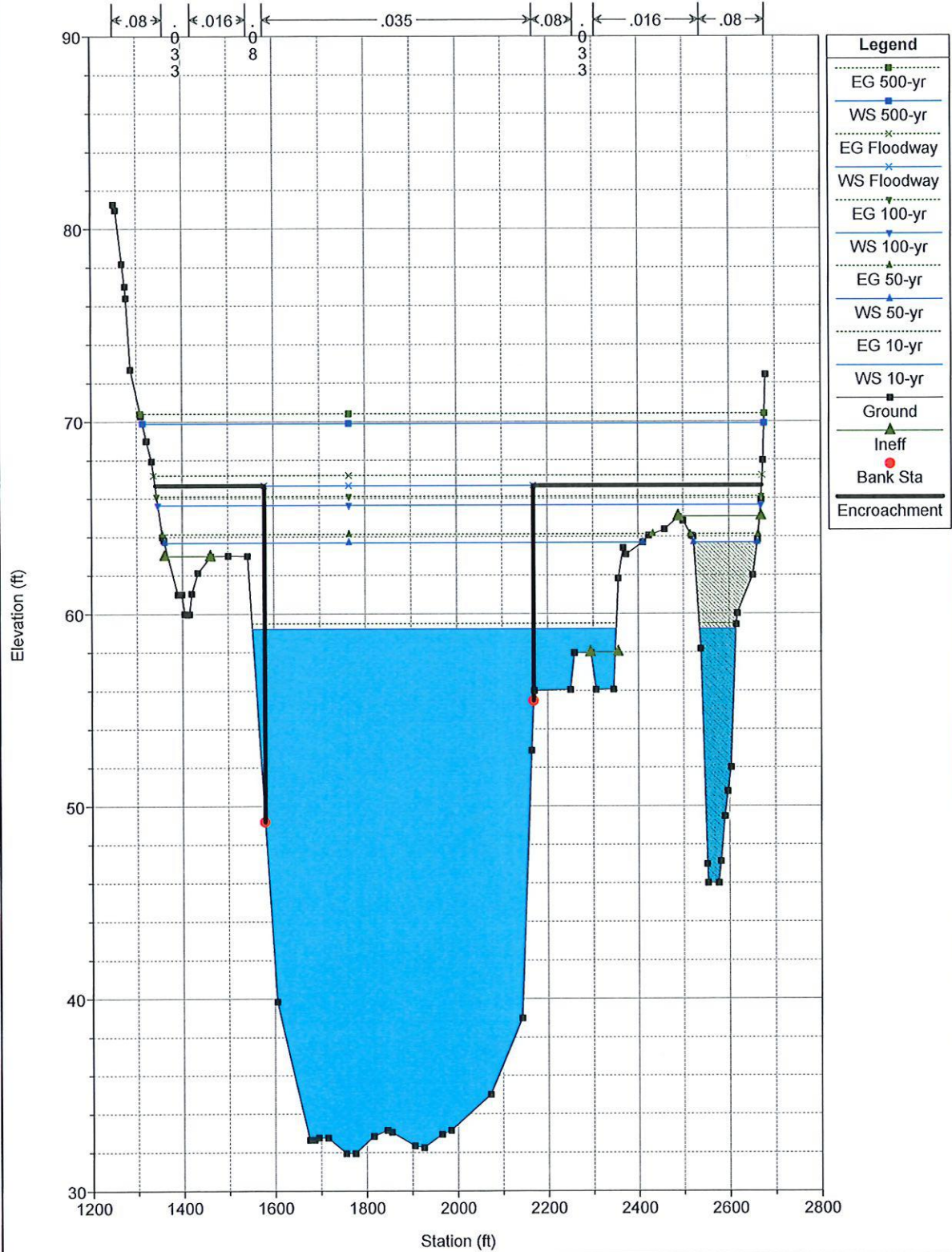
RS = 107856



FEMA Schuylkill River Plan: PP1 5/23/2020

Geom: PP1_Baker+trainstation

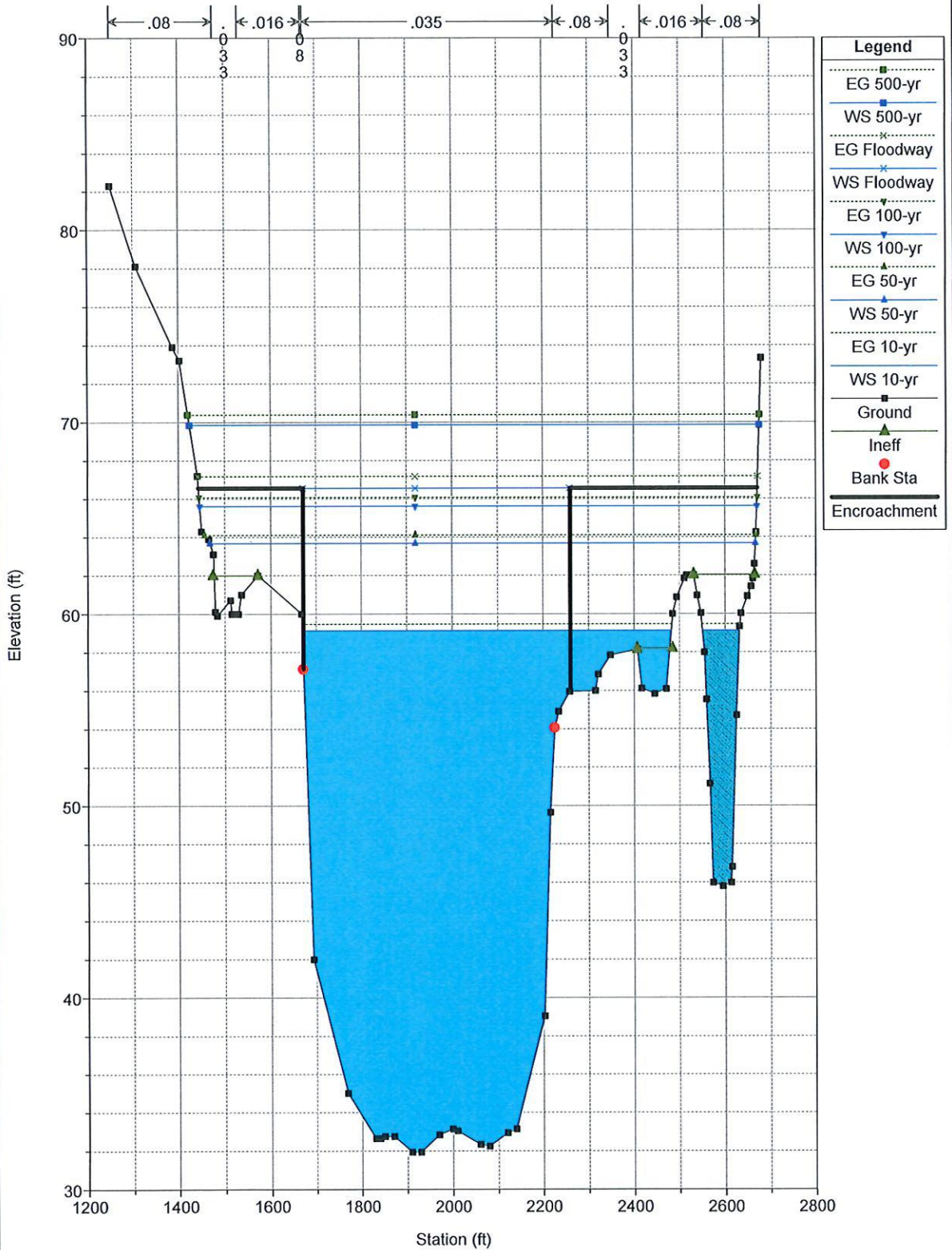
RS = 107816 X-107836 IS THE CREST OF PLYMOUTH DAM



FEMA Schuylkill River Plan: PP1 5/23/2020

Geom: PP1_Baker+trainstation

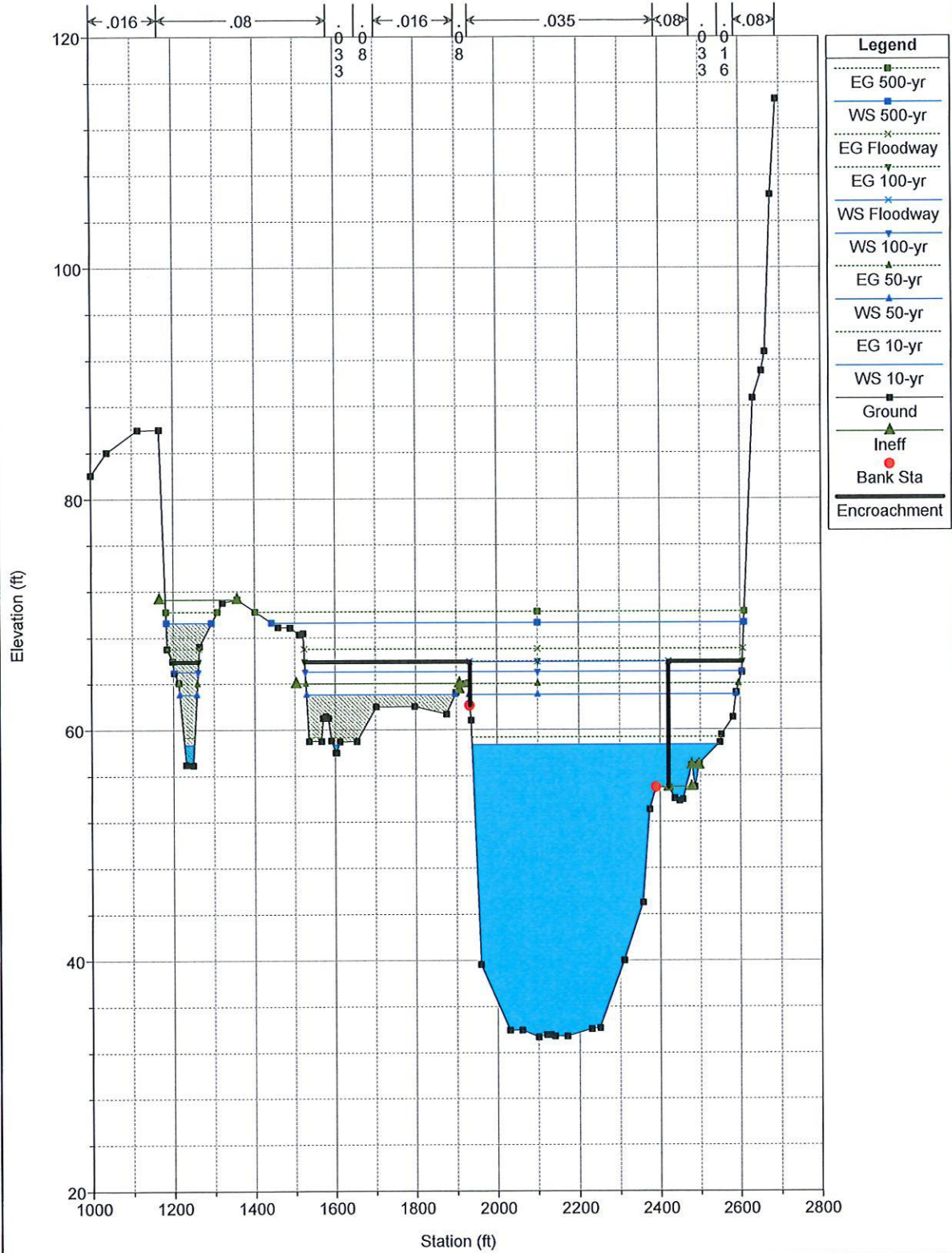
RS = 107696



FEMA Schuylkill River Plan: PP1 5/23/2020

Geom: PP1_Baker+trainstation

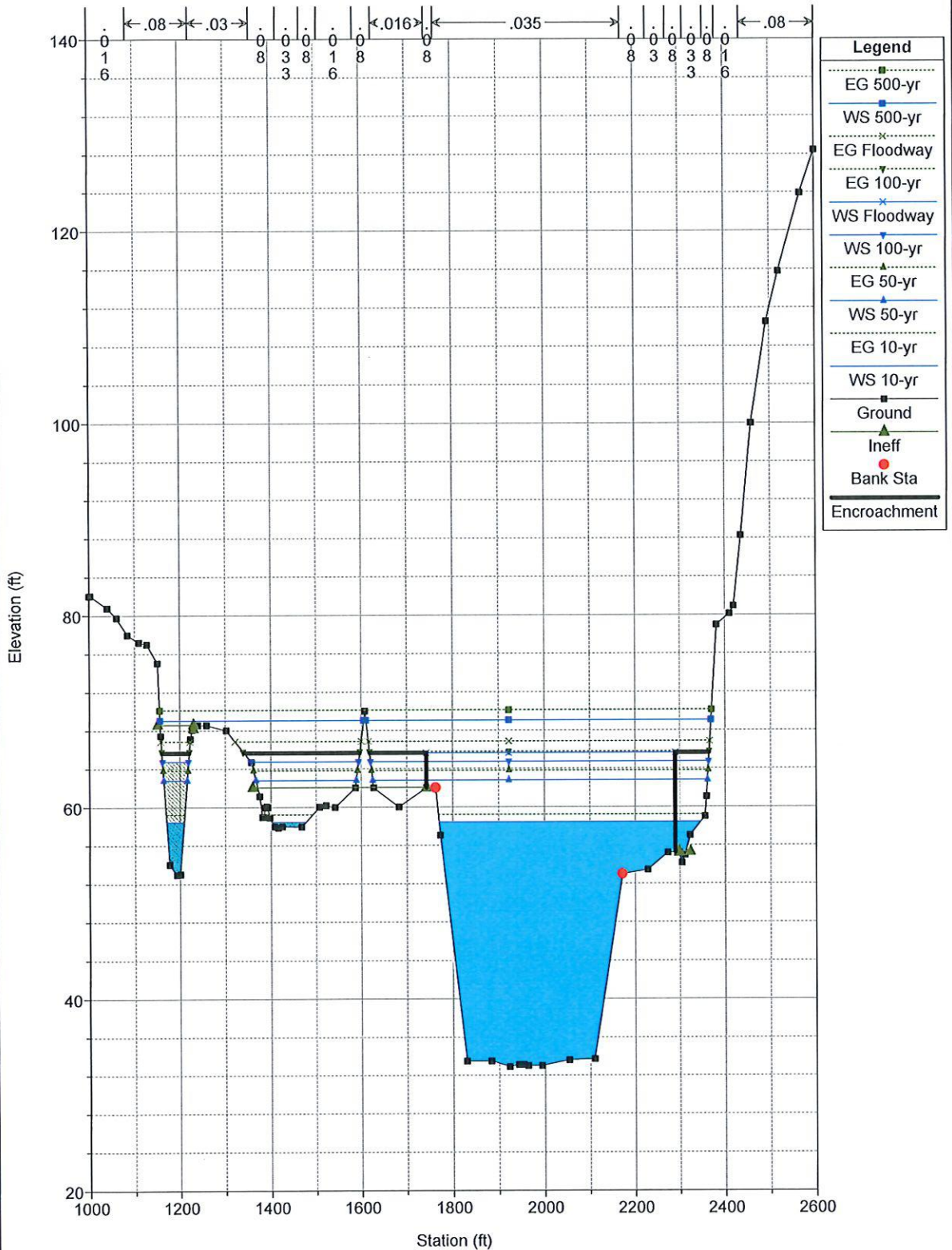
RS = 107348



FEMA Schuylkill River Plan: PP1 5/23/2020

Geom: PP1_Baker+trainstation

RS = 107070

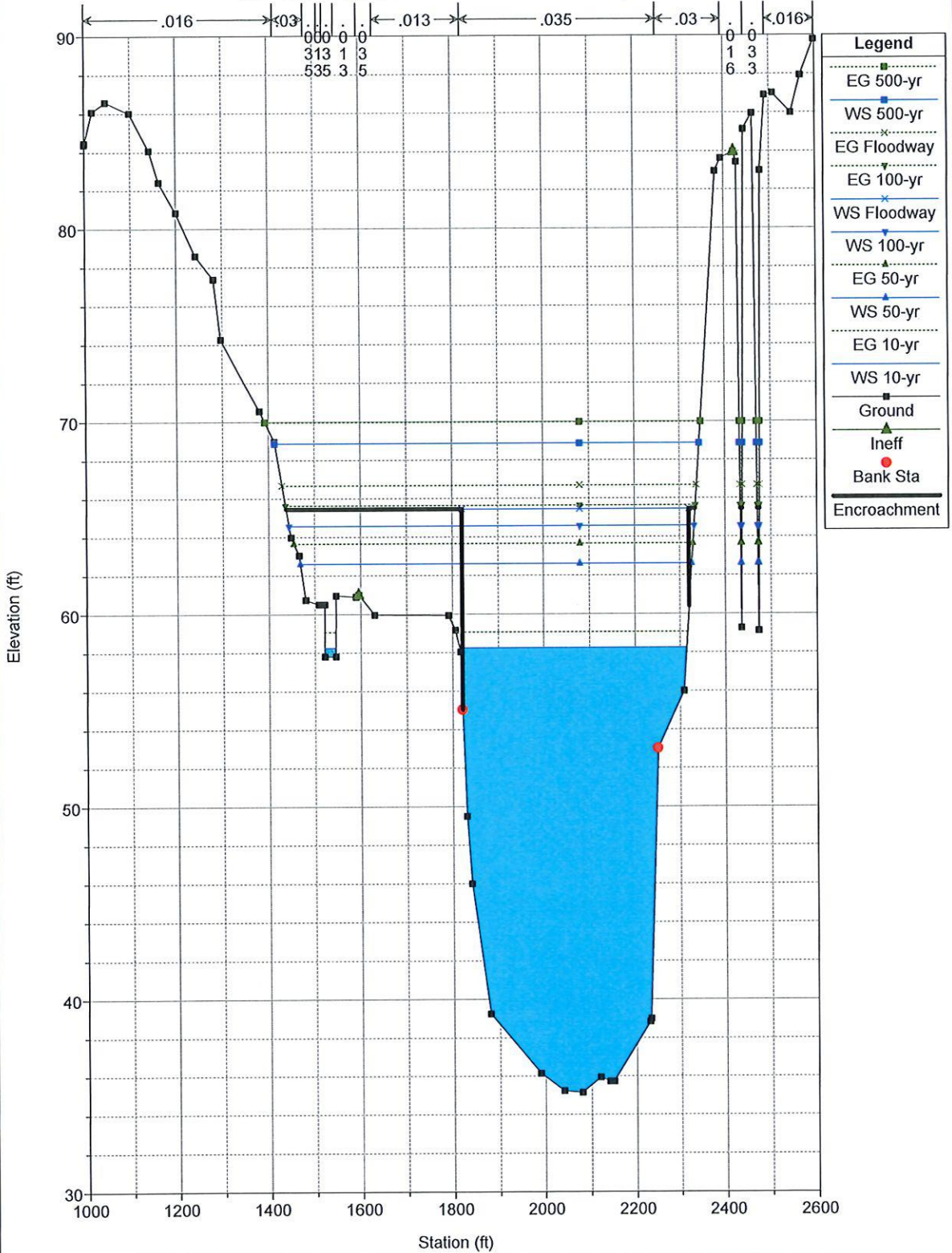


Legend	
EG 500-yr	(Blue line with cross markers)
WS 500-yr	(Blue line with square markers)
EG Floodway	(Dotted line)
EG 100-yr	(Blue line with triangle markers)
WS Floodway	(Blue line with cross markers)
WS 100-yr	(Blue line with triangle markers)
EG 50-yr	(Blue line with triangle markers)
WS 50-yr	(Blue line with triangle markers)
EG 10-yr	(Blue line with triangle markers)
WS 10-yr	(Blue line with triangle markers)
Ground	(Black line with square markers)
Ineff	(Green triangle marker)
Bank Sta	(Red circle marker)
Encroachment	(Thick black line)

FEMA Schuylkill River Plan: PP1 5/23/2020

Geom: PP1_Baker+trainstation

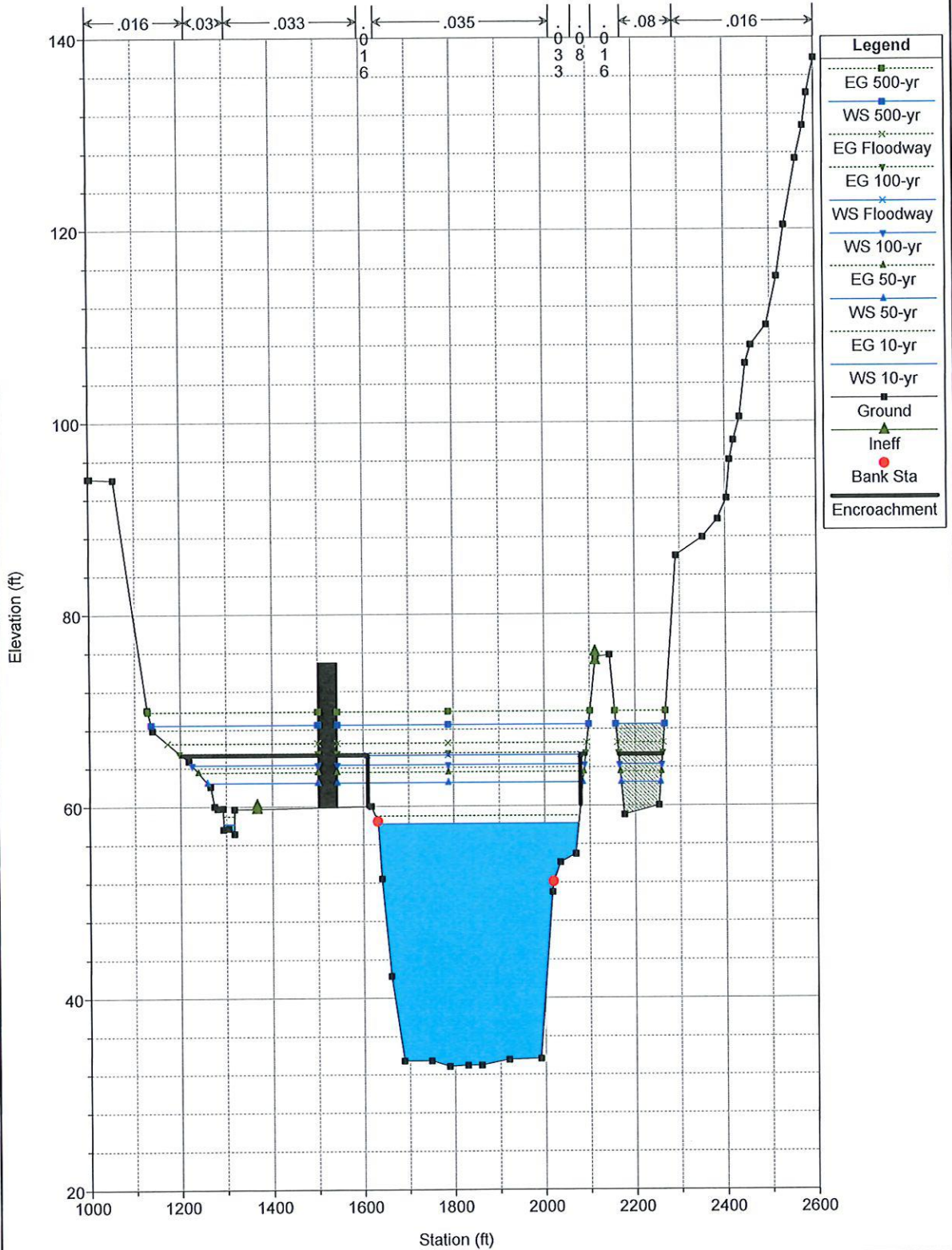
RS = 106758 updated with train station. this is the upstream end.



FEMA Schuylkill River Plan: PP1 5/23/2020

Geom: PP1_Baker+trainstation

RS = 106601

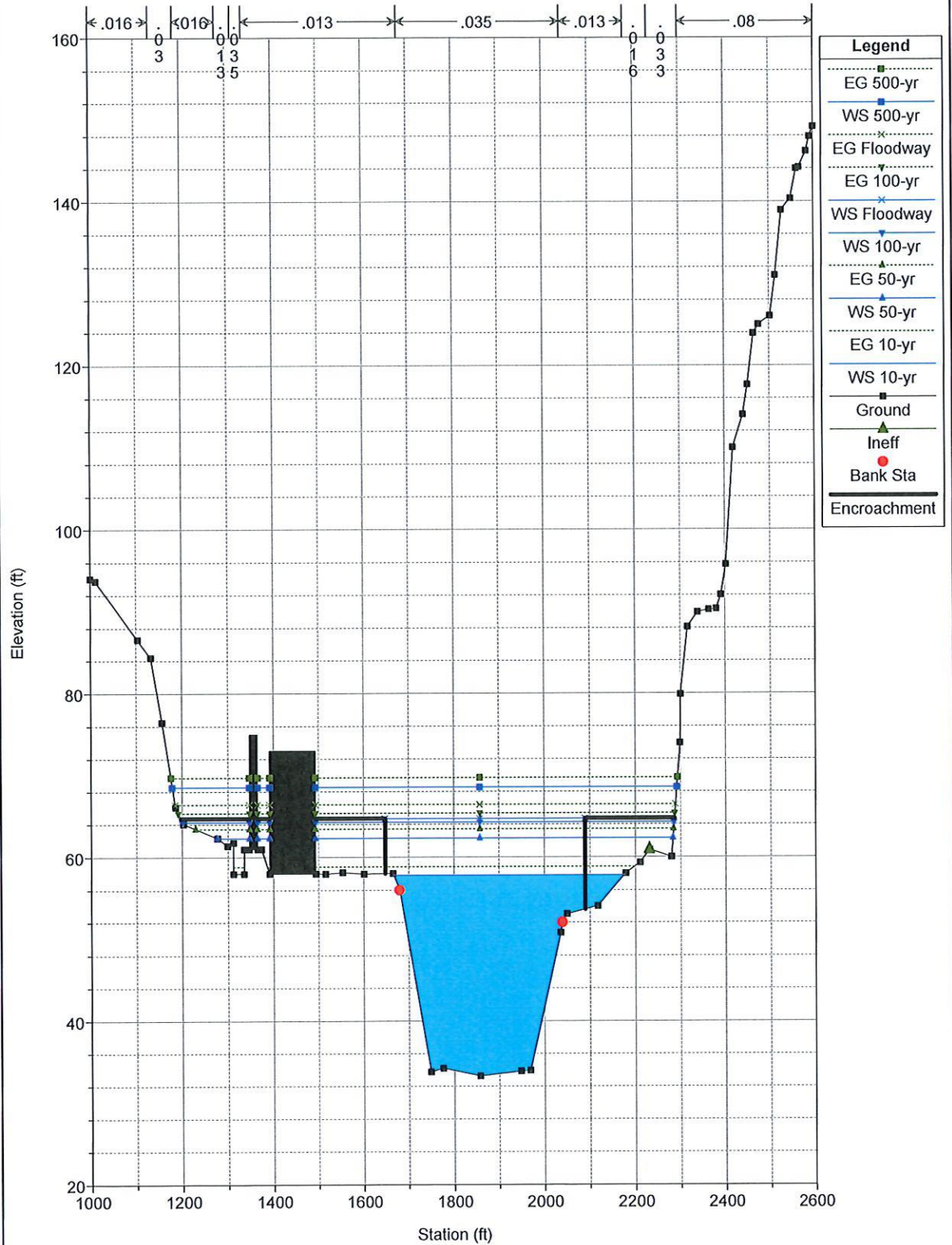


Legend	
EG 500-yr	Green square
WS 500-yr	Blue square
EG Floodway	Black cross
EG 100-yr	Green triangle
WS Floodway	Blue cross
WS 100-yr	Blue triangle
EG 50-yr	Green square
WS 50-yr	Blue triangle
EG 10-yr	Green square
WS 10-yr	Blue triangle
Ground	Black square
Ineff	Green triangle
Bank Sta	Red circle
Encroachment	Thick black line

FEMA Schuylkill River Plan: PP1 5/23/2020

Geom: PP1_Baker+trainstation

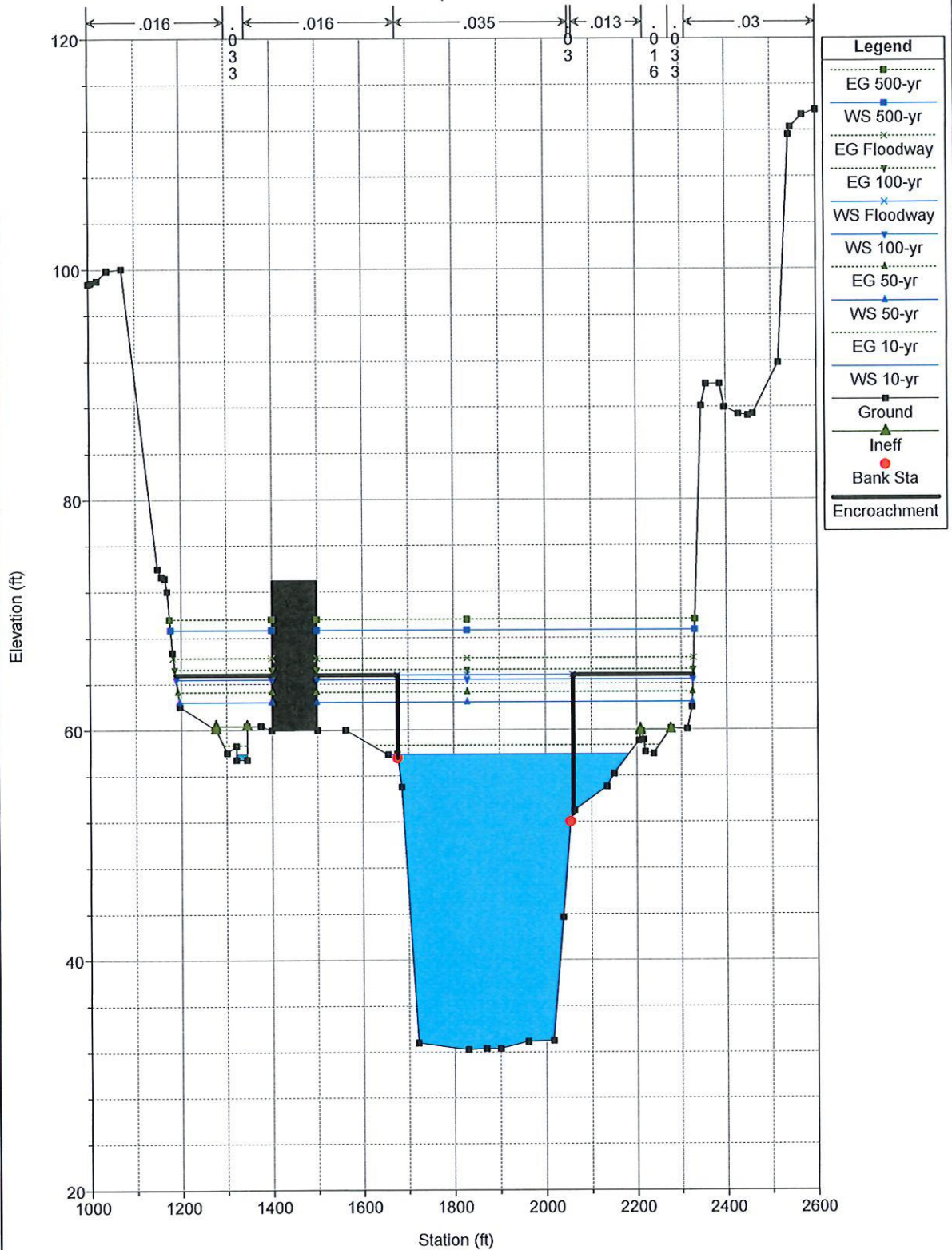
RS = 106407



FEMA Schuylkill River Plan: PP1 5/23/2020

Geom: PP1_Baker+trainstation

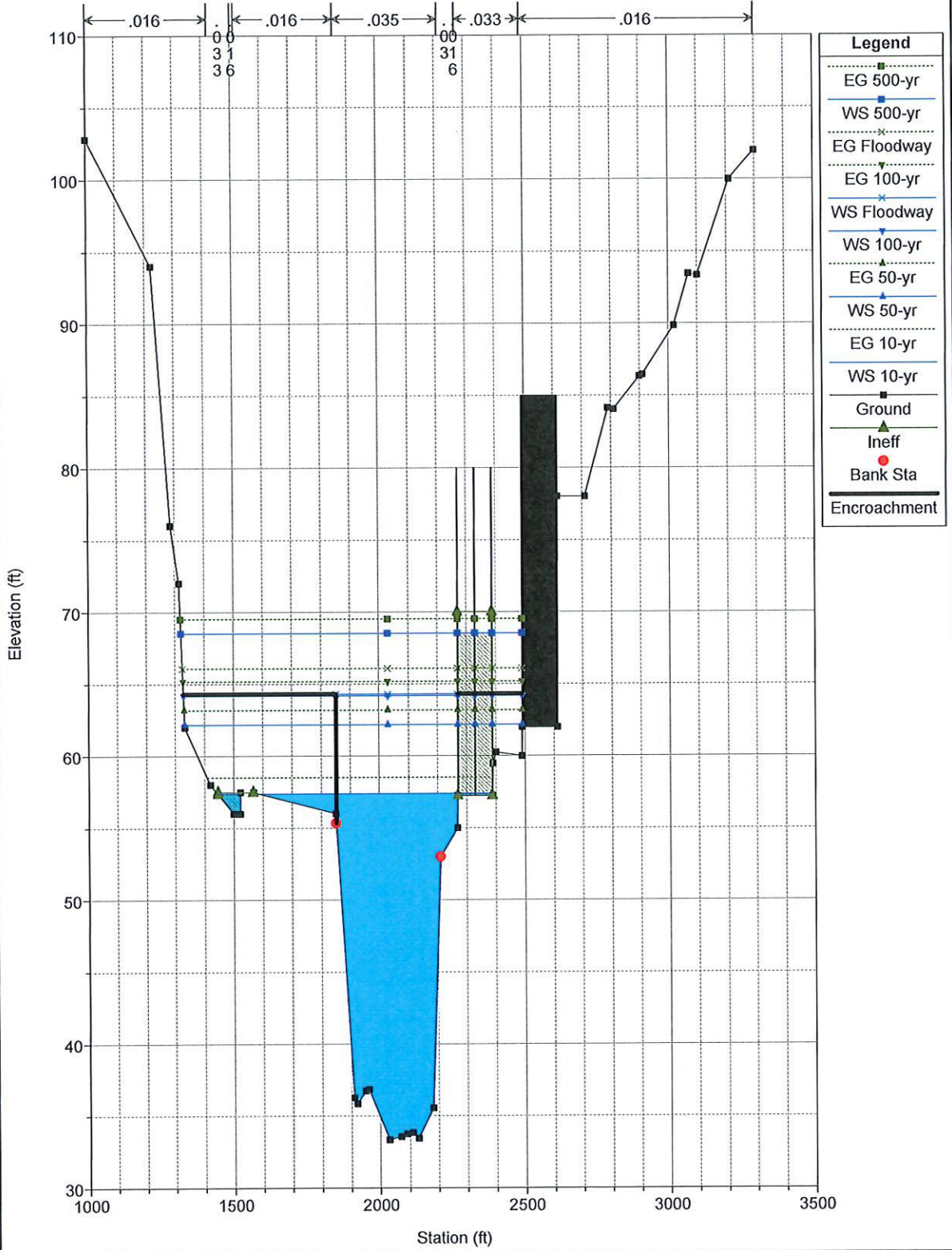
RS = 106213 update with the train station



FEMA Schuylkill River Plan: PP1 5/23/2020

Geom: PP1_Baker+trainstation

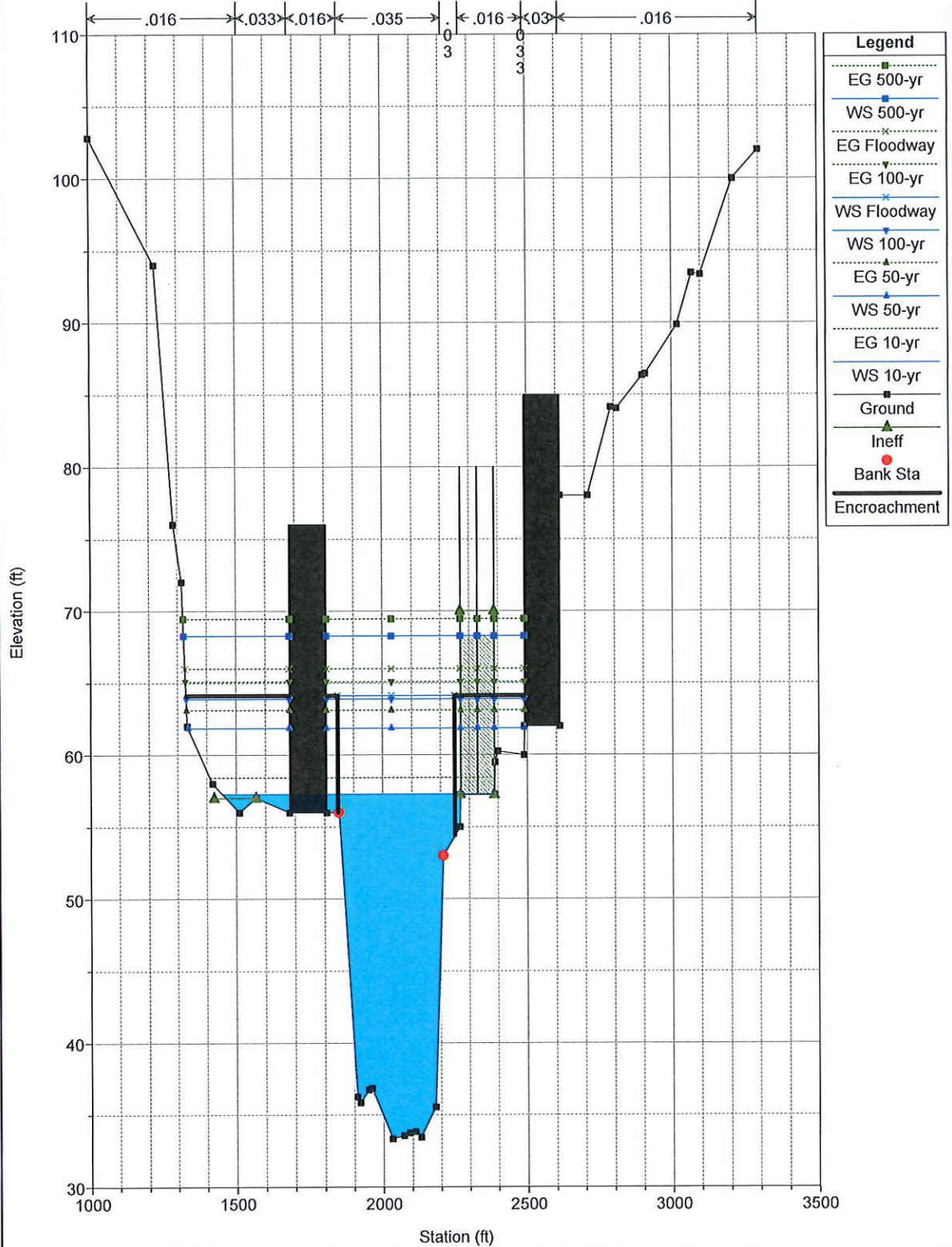
RS = 106049 FROM FILE SCT014.DAT



FEMA Schuylkill River Plan: PP1 5/23/2020

Geom: PP1_Baker+trainstation

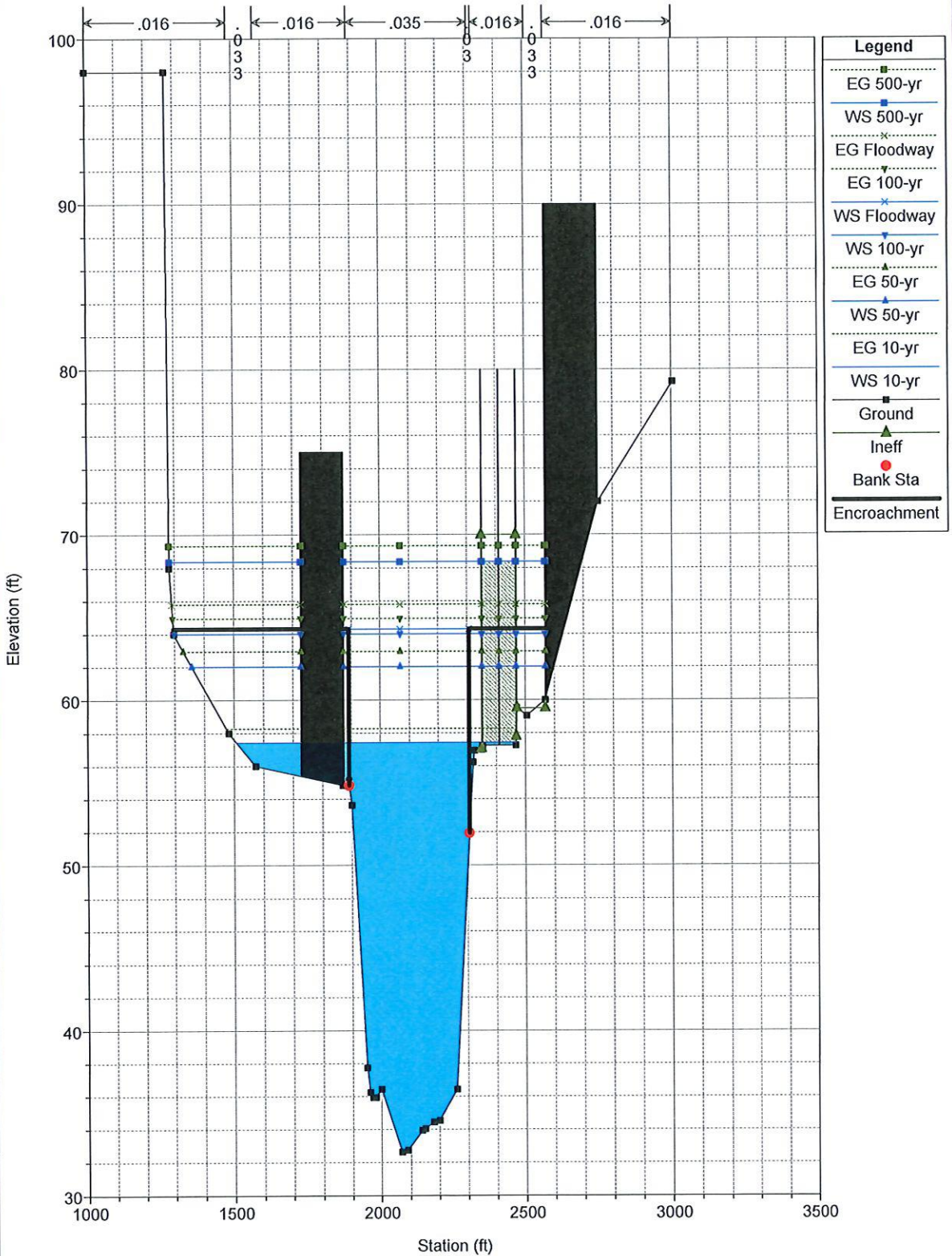
RS = 105946



FEMA Schuylkill River Plan: PP1 5/23/2020

Geom: PP1_Baker+trainstation

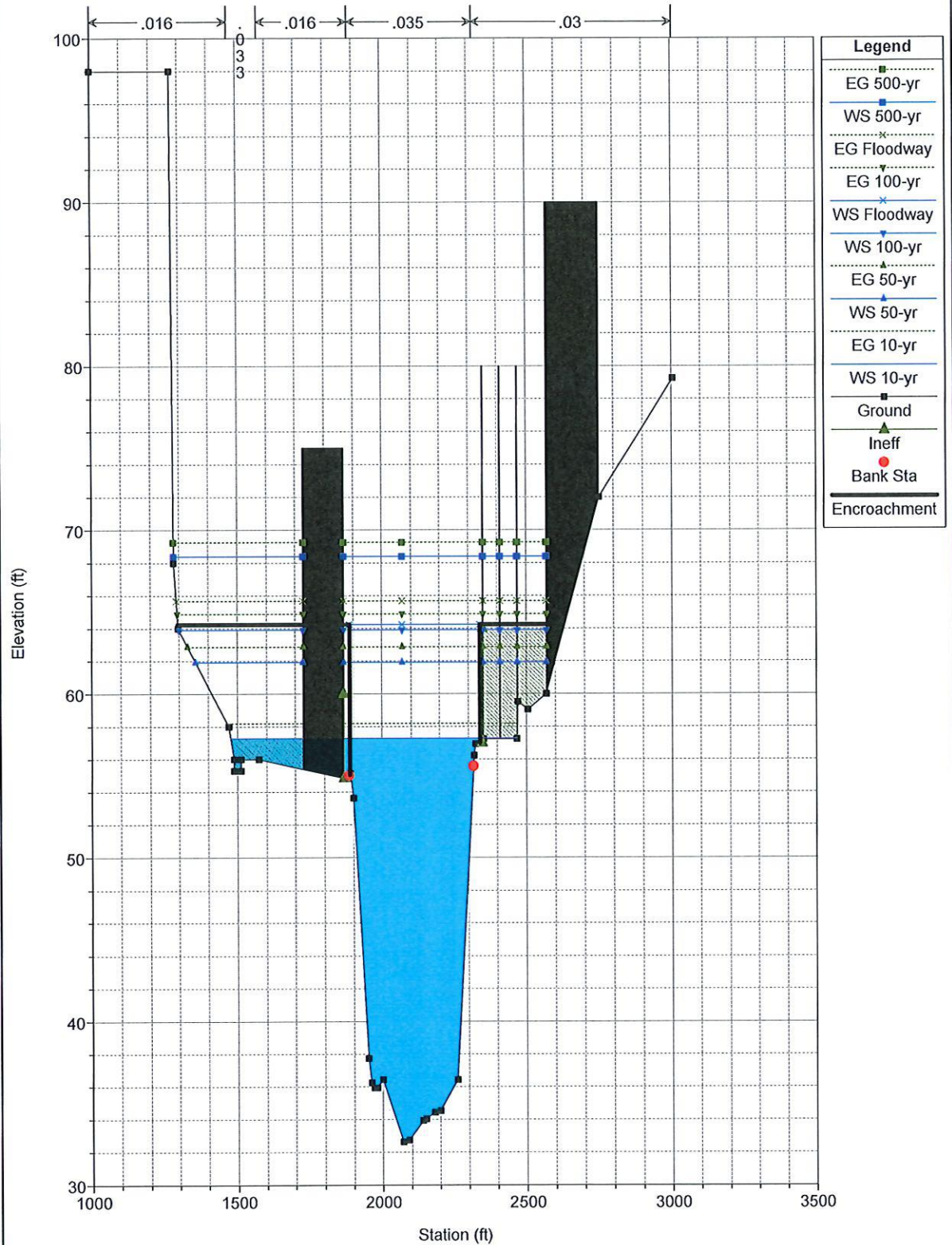
RS = 105836



FEMA Schuylkill River Plan: PP1 5/23/2020

Geom: PP1_Baker+trainstation

RS = 105690 X-105514 IS THE US FACE DTM STATION OF FAYETTE ST

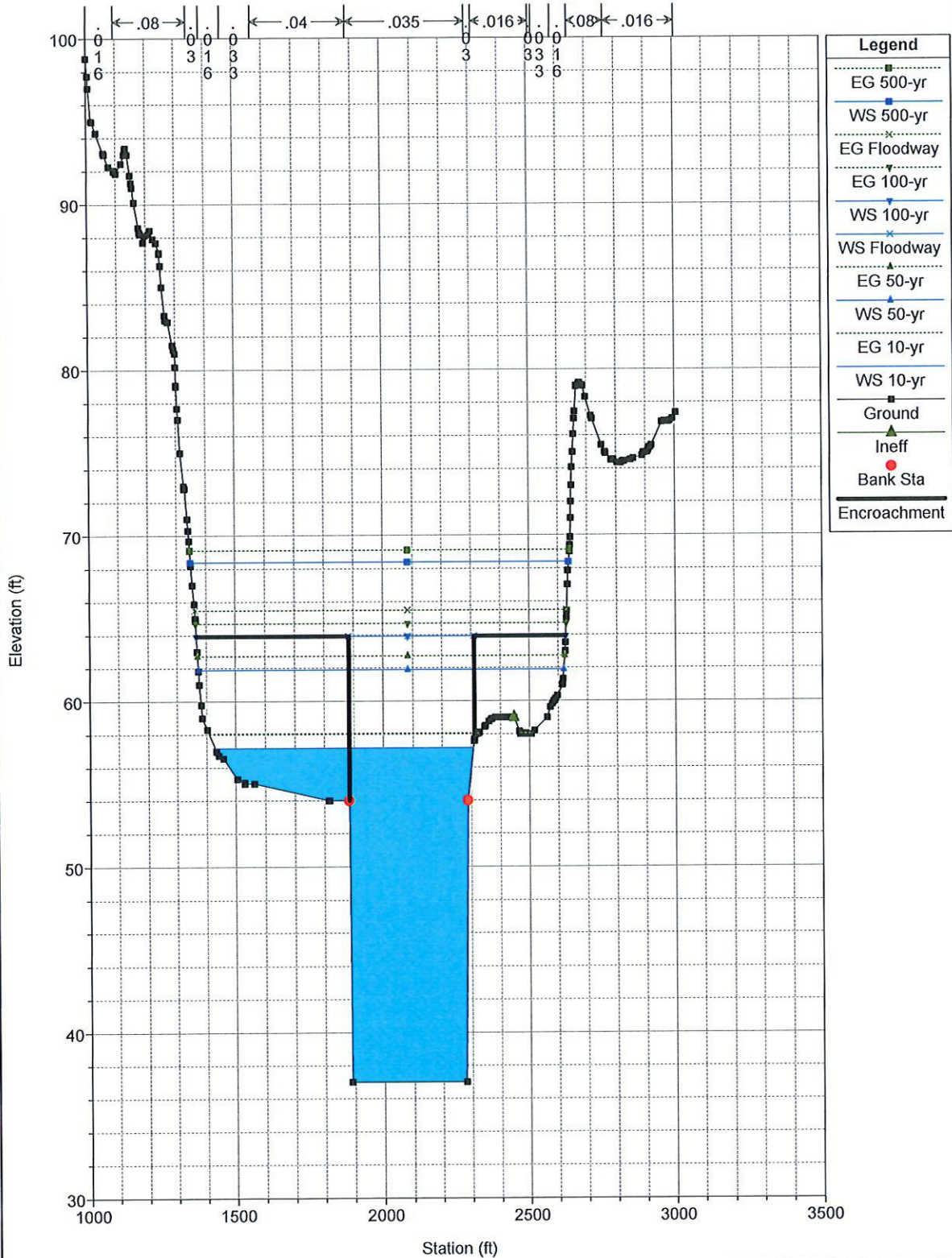


PP2: SEPTA Station + SEPTA Parking Garage

FEMA Schuylkill River Plan: pp2 5/23/2020

Geom: PP2_Baker+trainstation+parkinglot

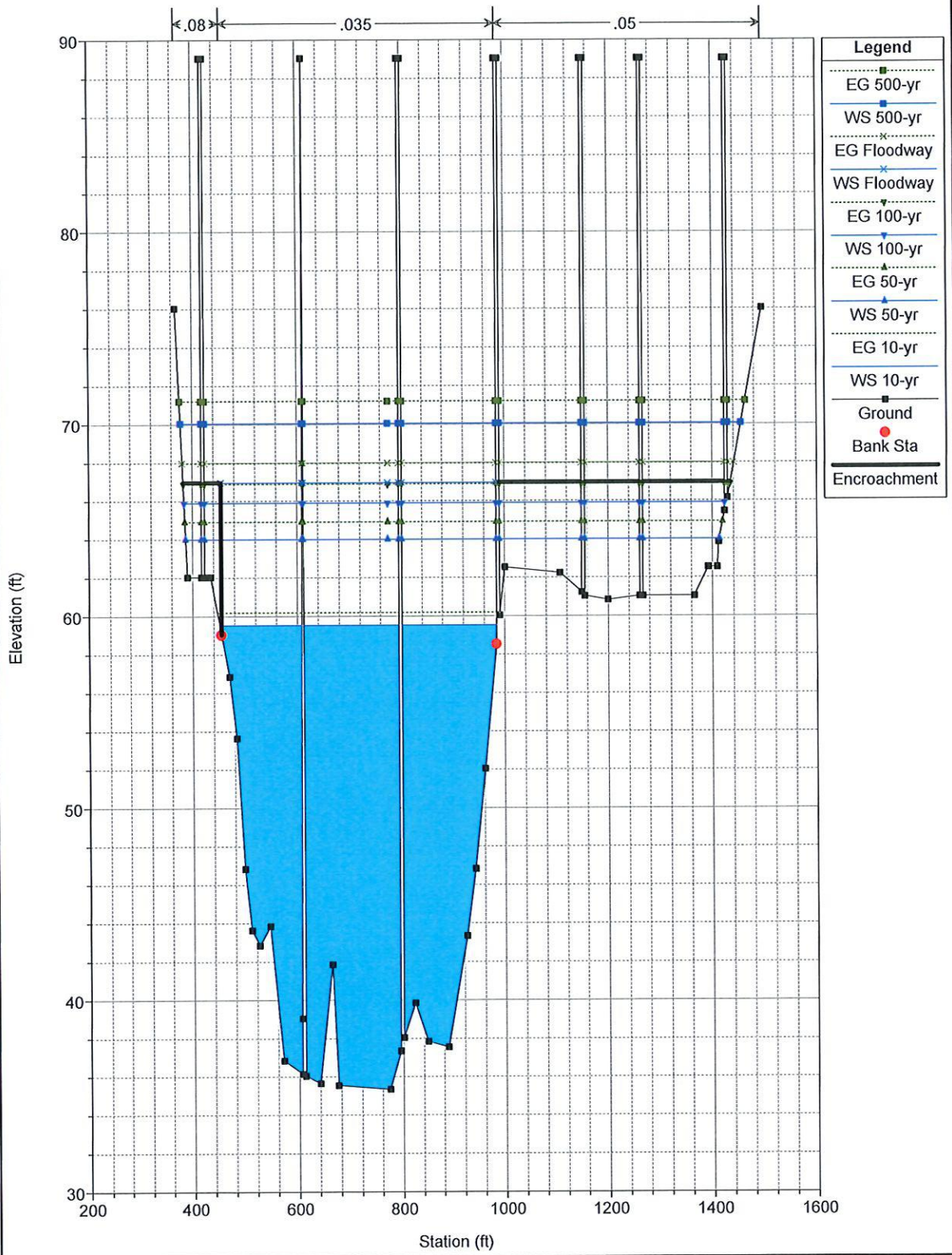
RS = 105520



FEMA Schuylkill River Plan: pp2 5/23/2020

Geom: PP2_Baker+trainstation+parkinglot

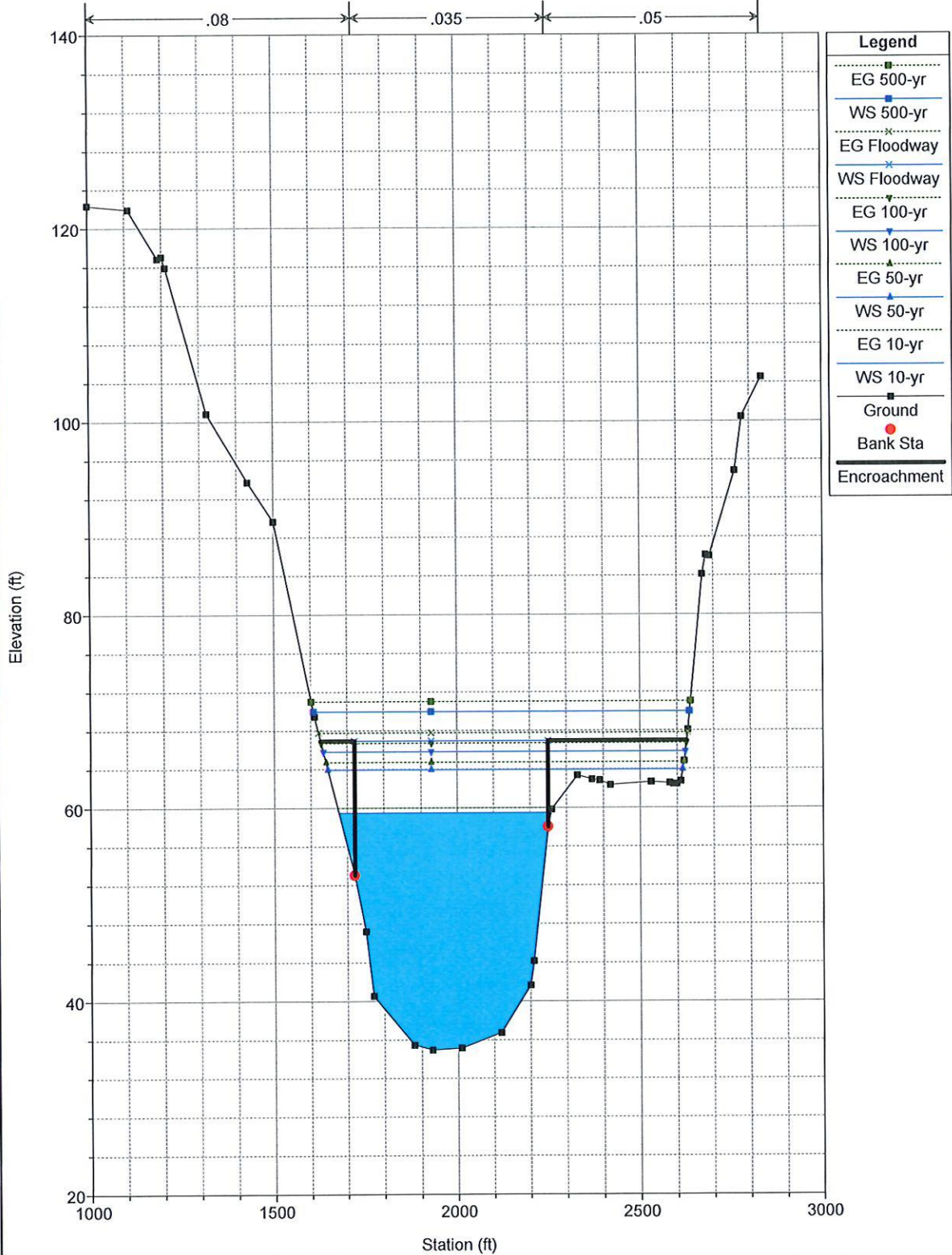
RS = 109108



FEMA Schuylkill River Plan: pp2 5/23/2020

Geom: PP2_Baker+trainstation+parkinglot

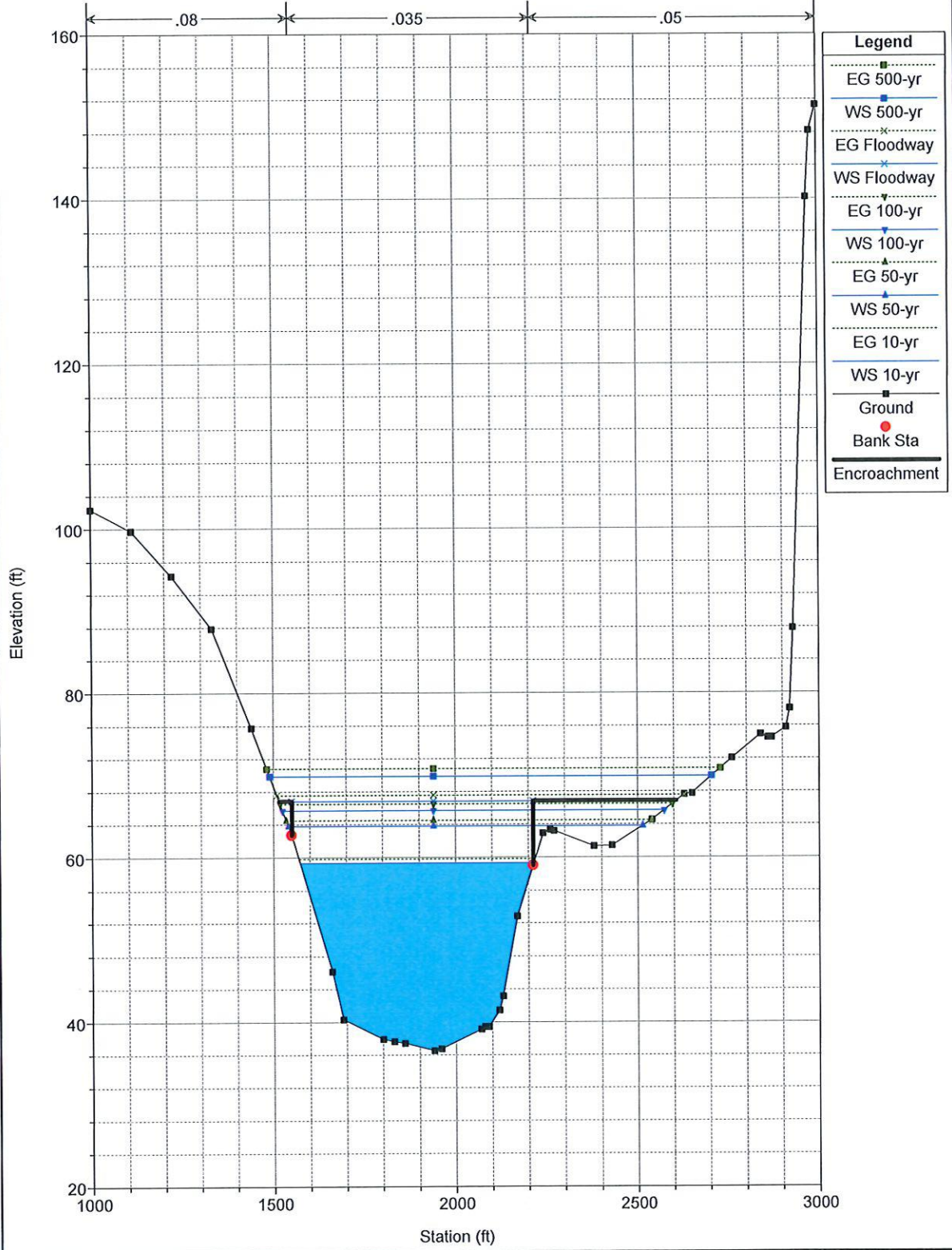
RS = 108858



FEMA Schuylkill River Plan: pp2 5/23/2020

Geom: PP2_Baker+trainstation+parkinglot

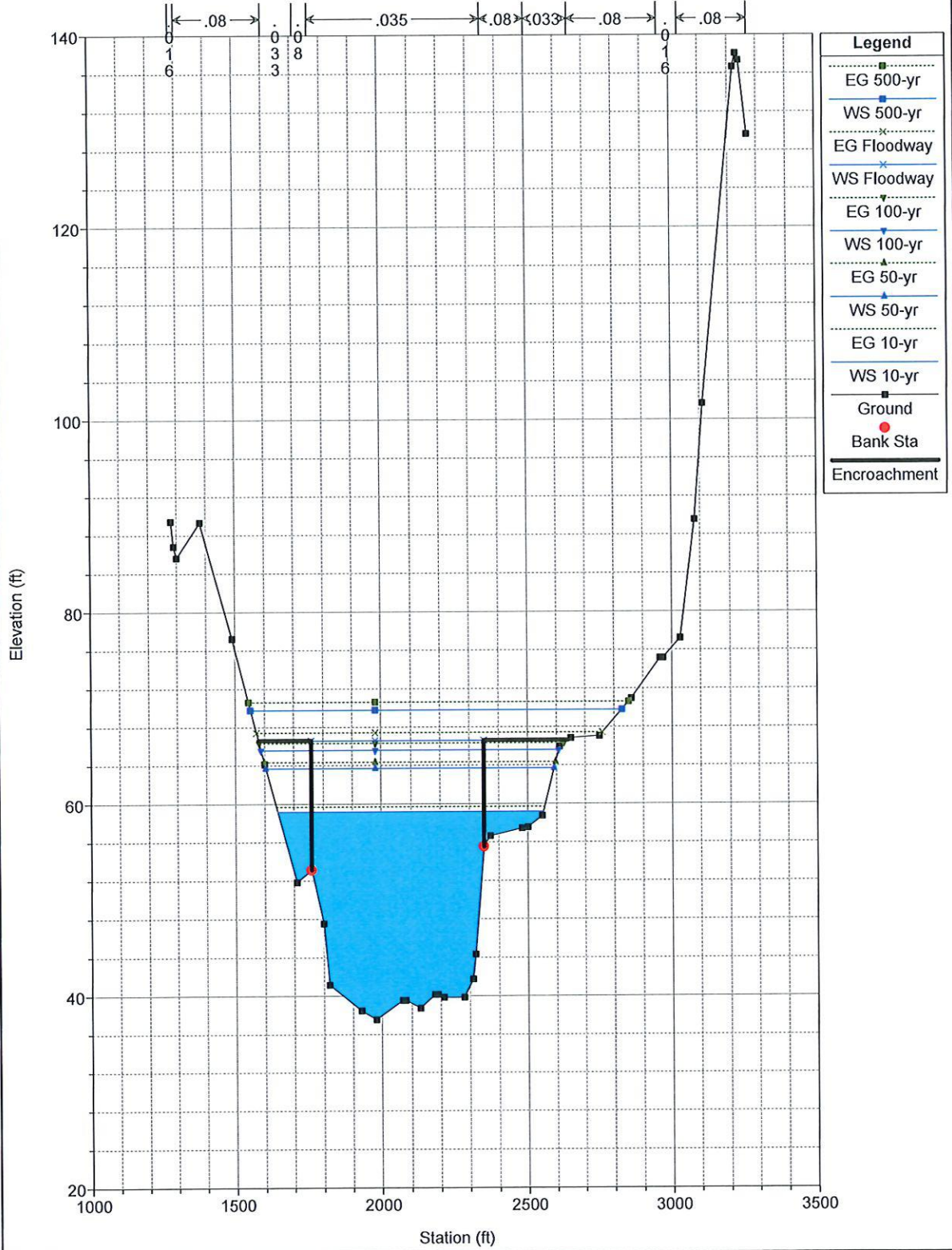
RS = 108437



FEMA Schuylkill River Plan: pp2 5/23/2020

Geom: PP2_Baker+trainstation+parkinglot

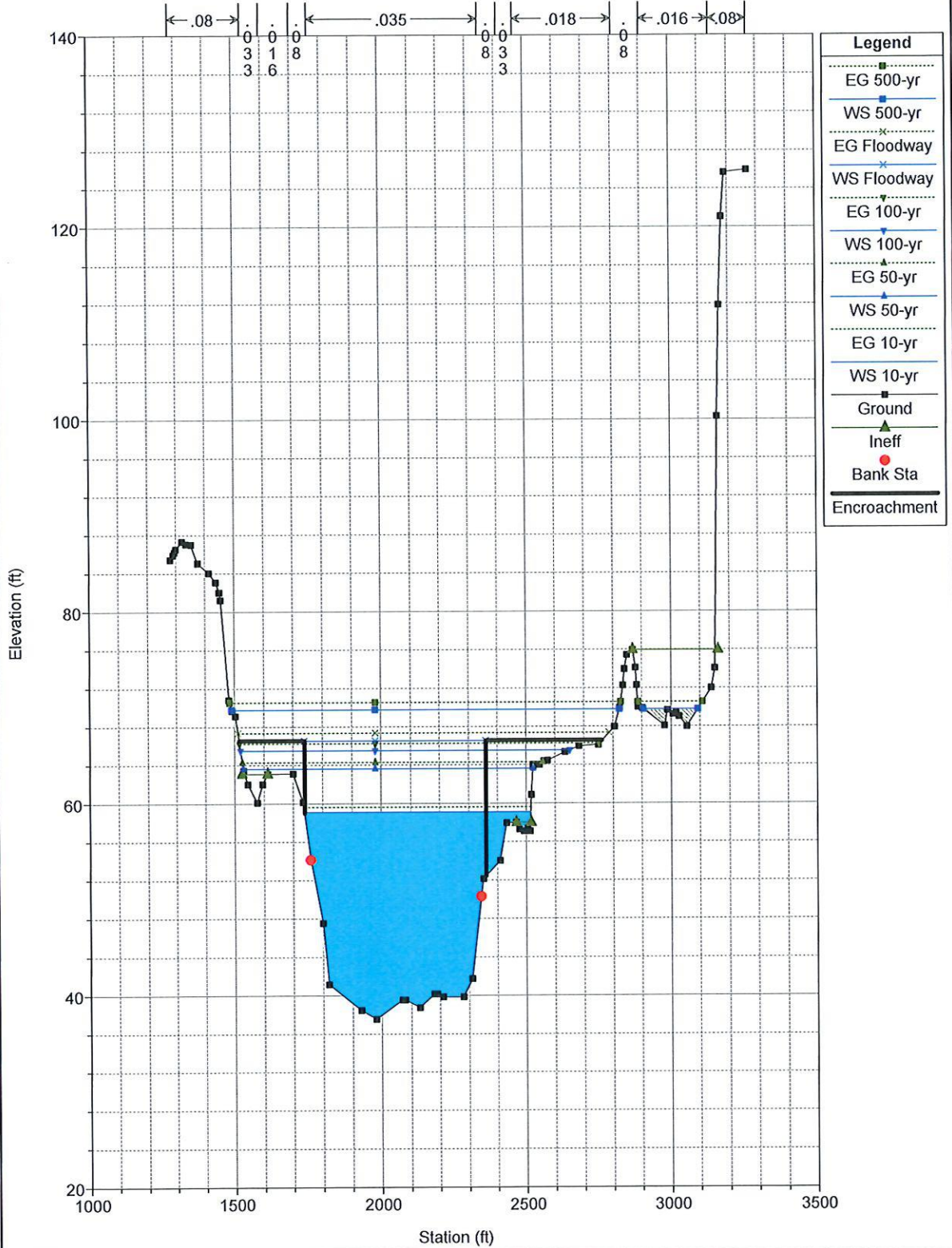
RS = 108025



FEMA Schuylkill River Plan: pp2 5/23/2020

Geom: PP2_Baker+trainstation+parkinglot

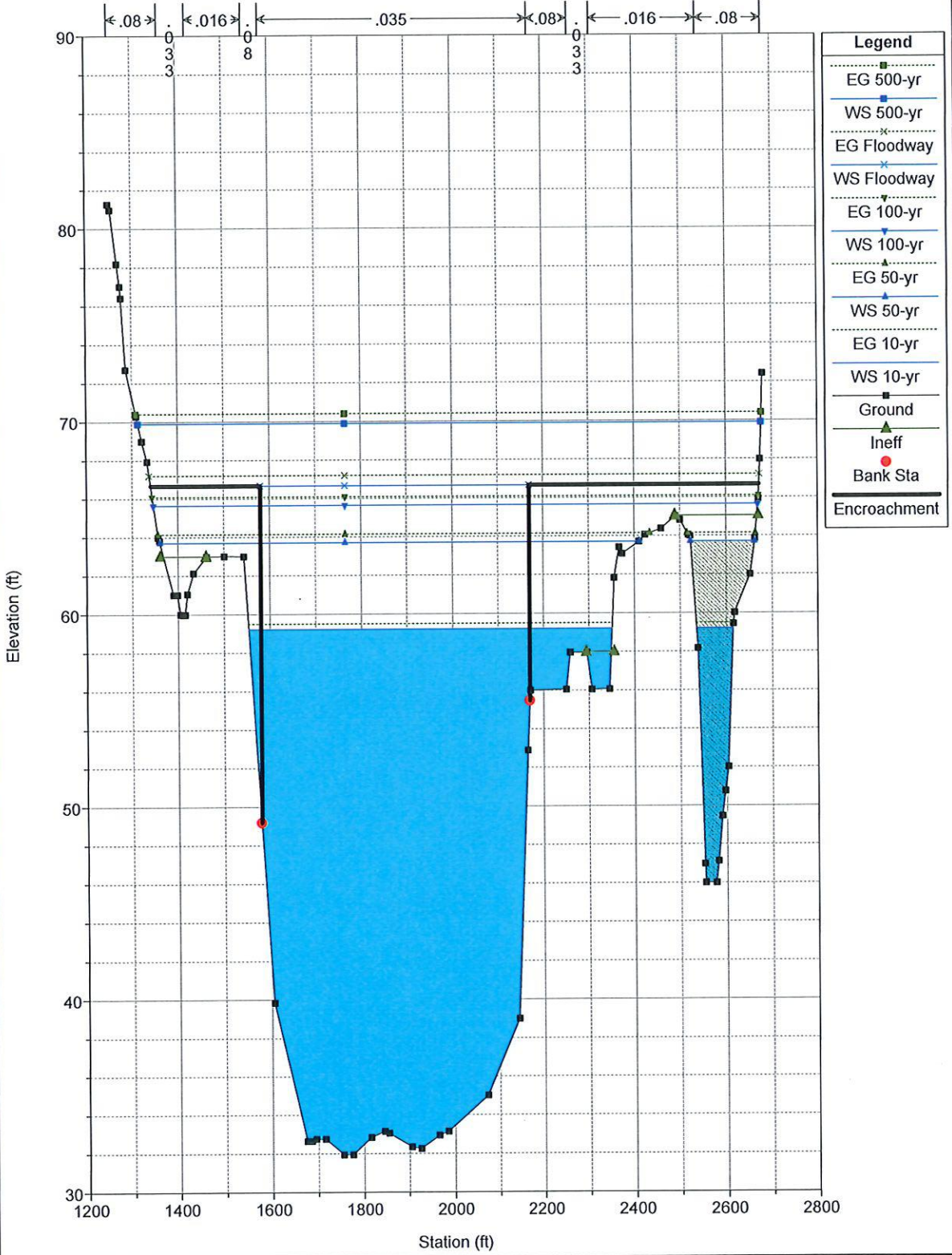
RS = 107856



FEMA Schuylkill River Plan: pp2 5/23/2020

Geom: PP2_Baker+trainstation+parkinglot

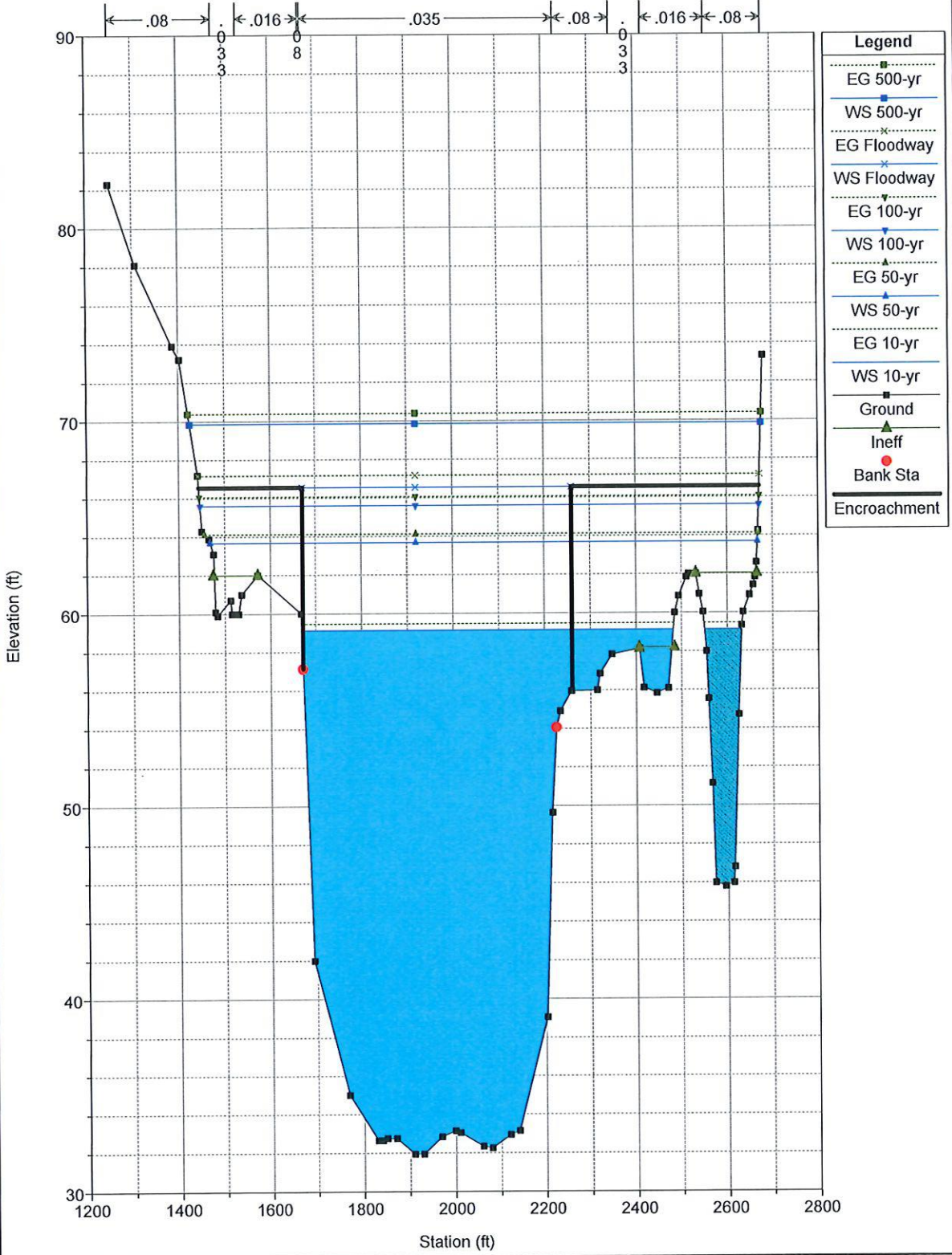
RS = 107816 X-107836 IS THE CREST OF PLYMOUTH DAM



FEMA Schuylkill River Plan: pp2 5/23/2020

Geom: PP2_Baker+trainstation+parkinglot

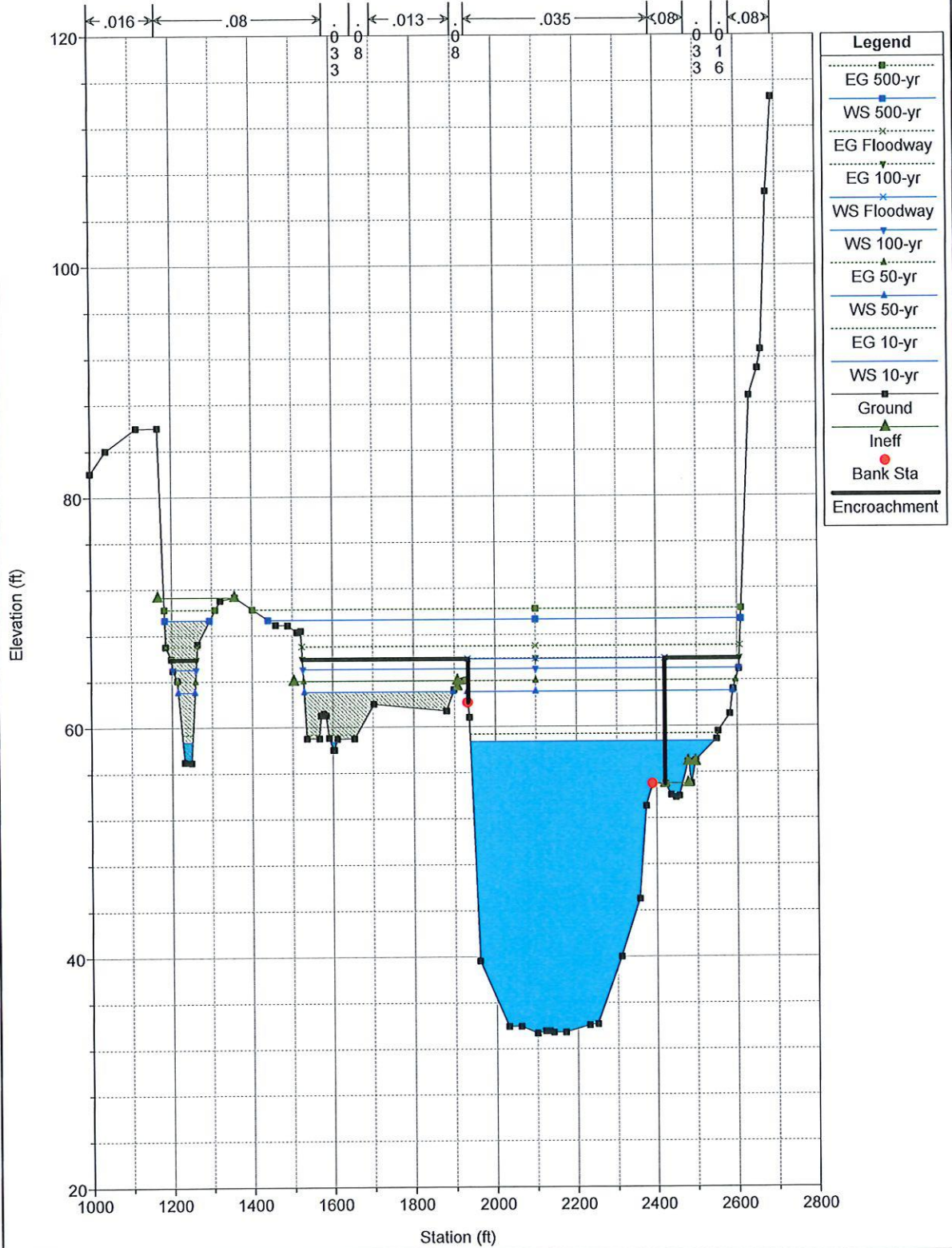
RS = 107696



FEMA Schuylkill River Plan: pp2 5/23/2020

Geom: PP2_Baker+trainstation+parkinglot

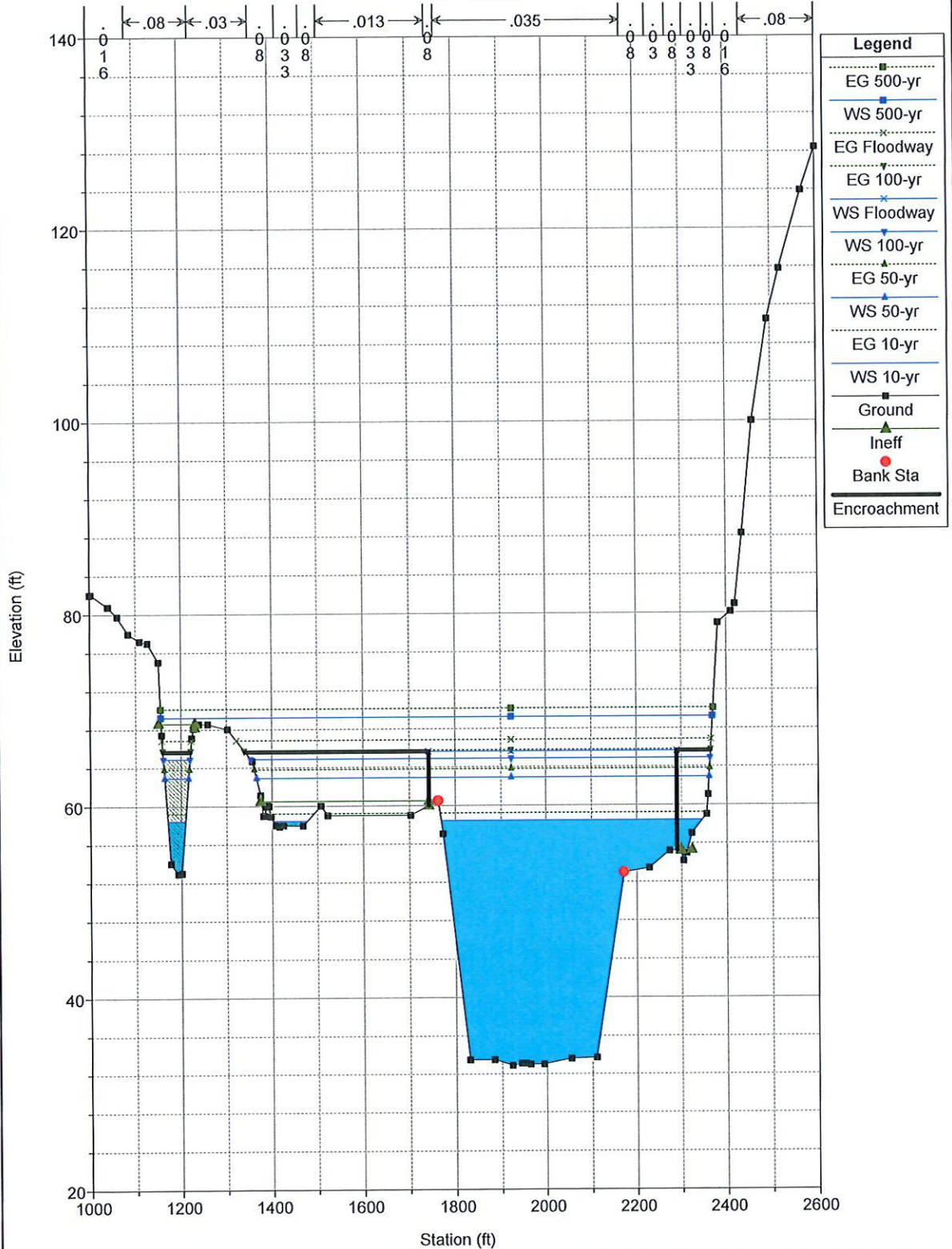
RS = 107348



FEMA Schuylkill River Plan: pp2 5/23/2020

Geom: PP2_Baker+trainstation+parkinglot

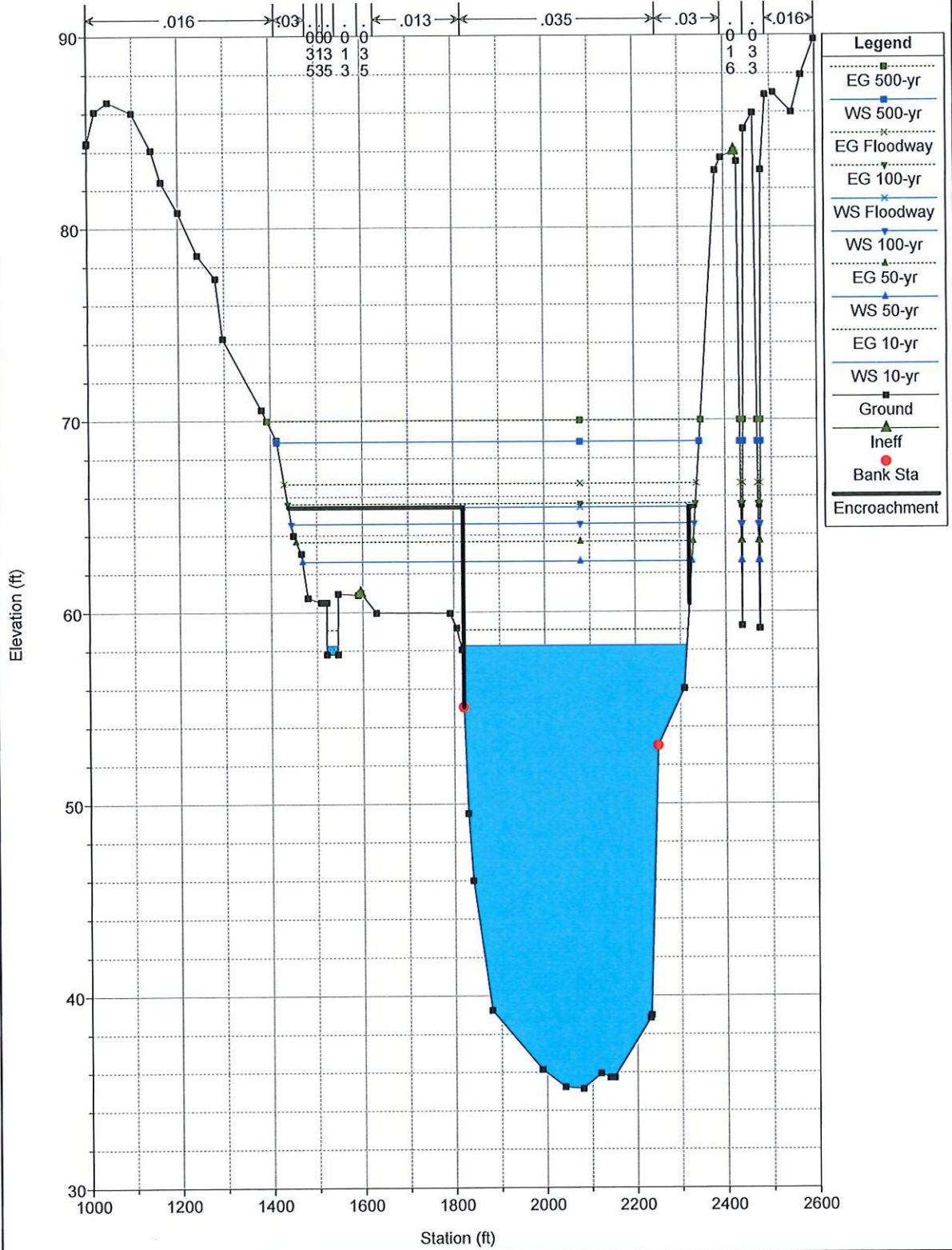
RS = 107070



FEMA Schuylkill River Plan: pp2 5/23/2020

Geom: PP2_Baker+trainstation+parkinglot

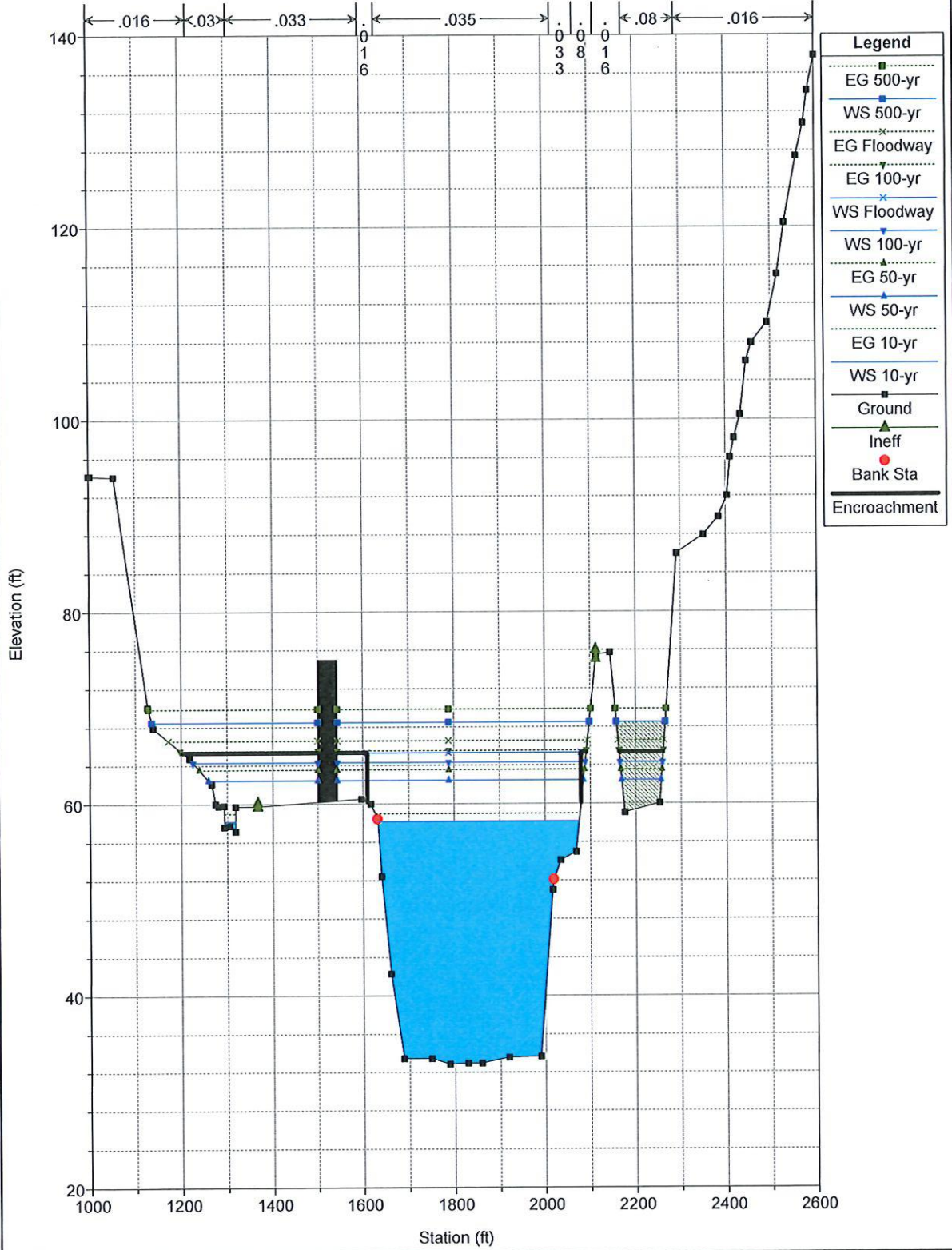
RS = 106758 updated with train station. this is the upstream end.



FEMA Schuylkill River Plan: pp2 5/23/2020

Geom: PP2_Baker+trainstation+parkinglot

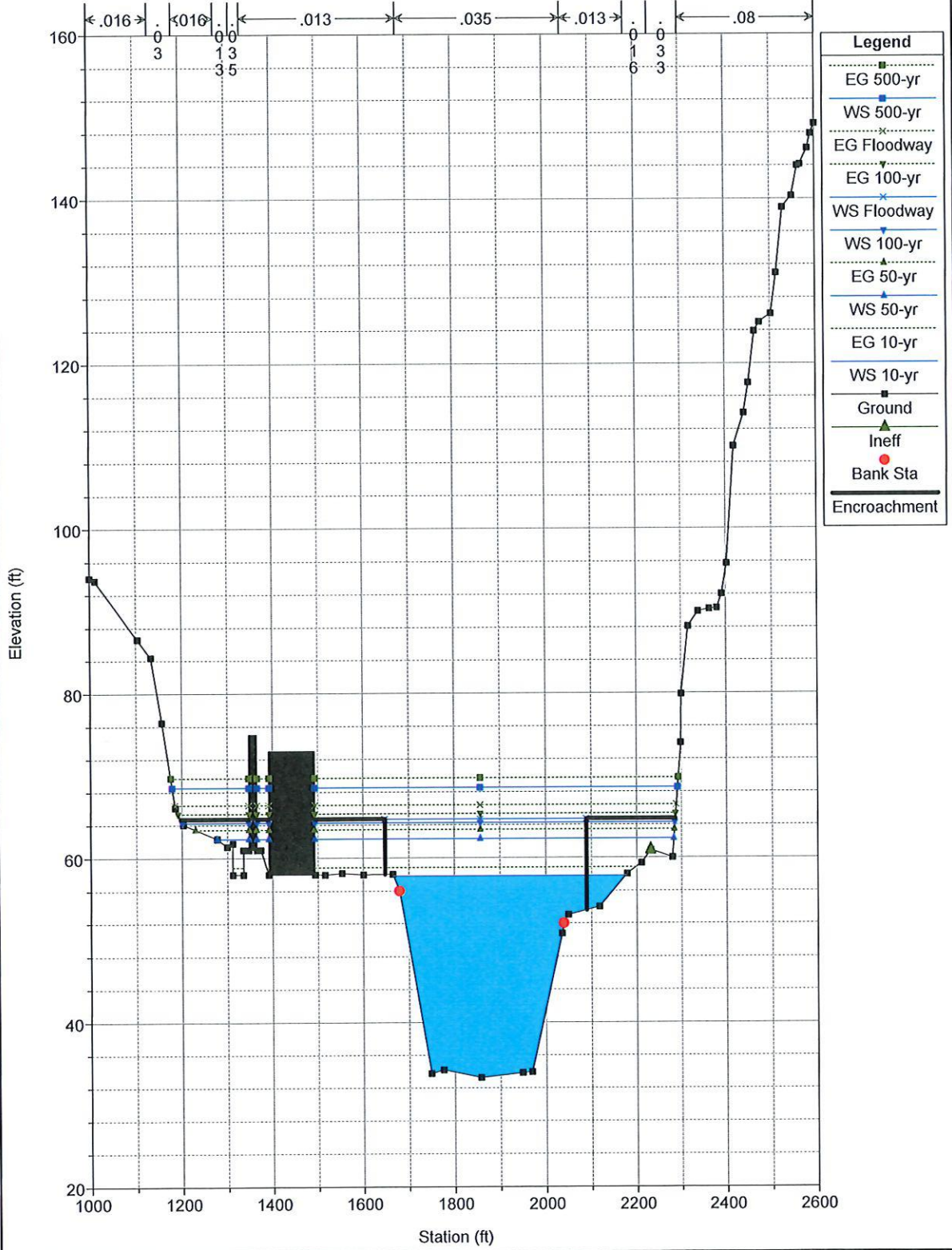
RS = 106601



FEMA Schuylkill River Plan: pp2 5/23/2020

Geom: PP2_Baker+trainstation+parkinglot

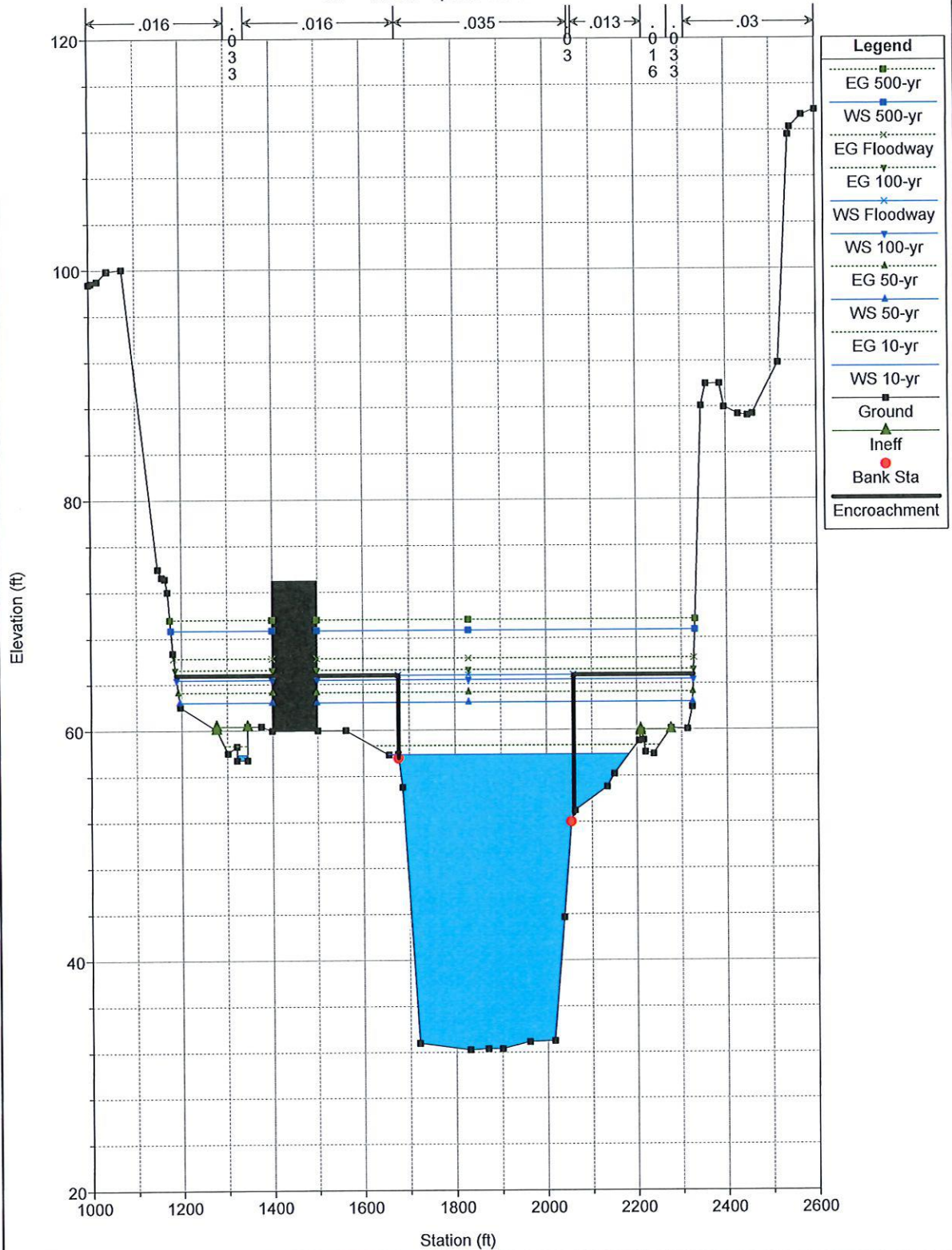
RS = 106407



FEMA Schuylkill River Plan: pp2 5/23/2020

Geom: PP2_Baker+trainstation+parkinglot

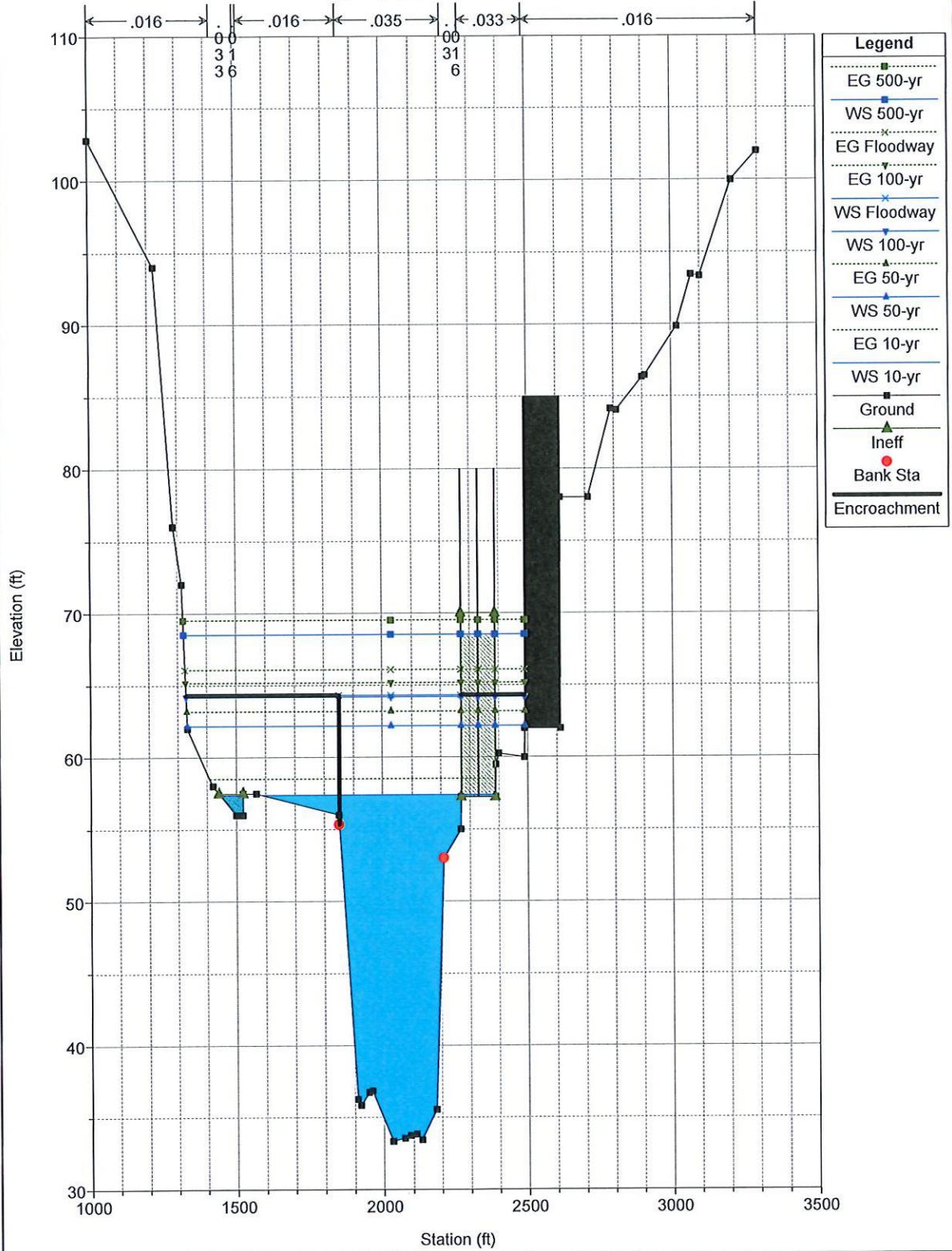
RS = 106213 update with the train station



FEMA Schuylkill River Plan: pp2 5/23/2020

Geom: PP2_Baker+trainstation+parkinglot

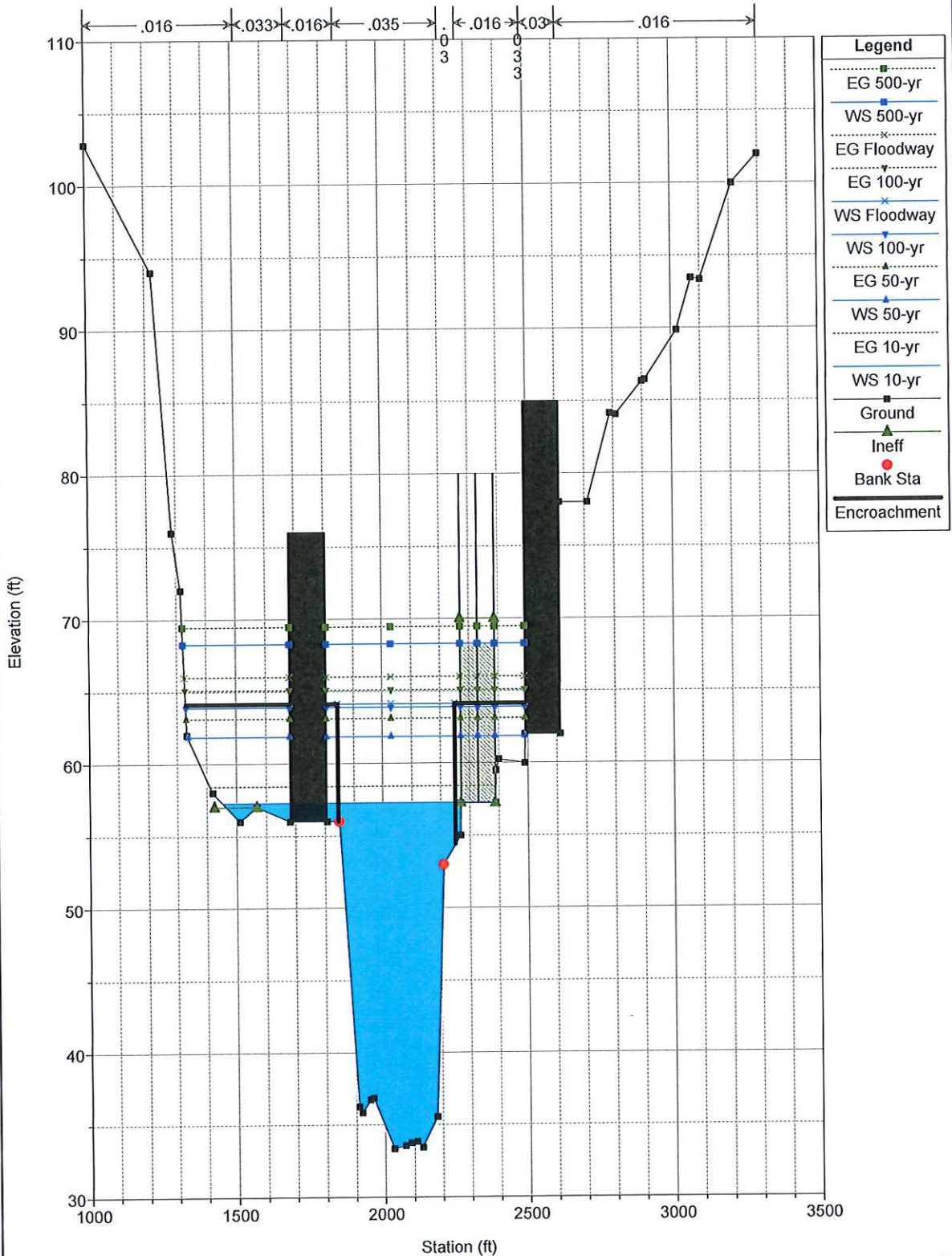
RS = 106049 FROM FILE SCT014.DAT



FEMA Schuylkill River Plan: pp2 5/23/2020

Geom: PP2_Baker+trainstation+parkinglot

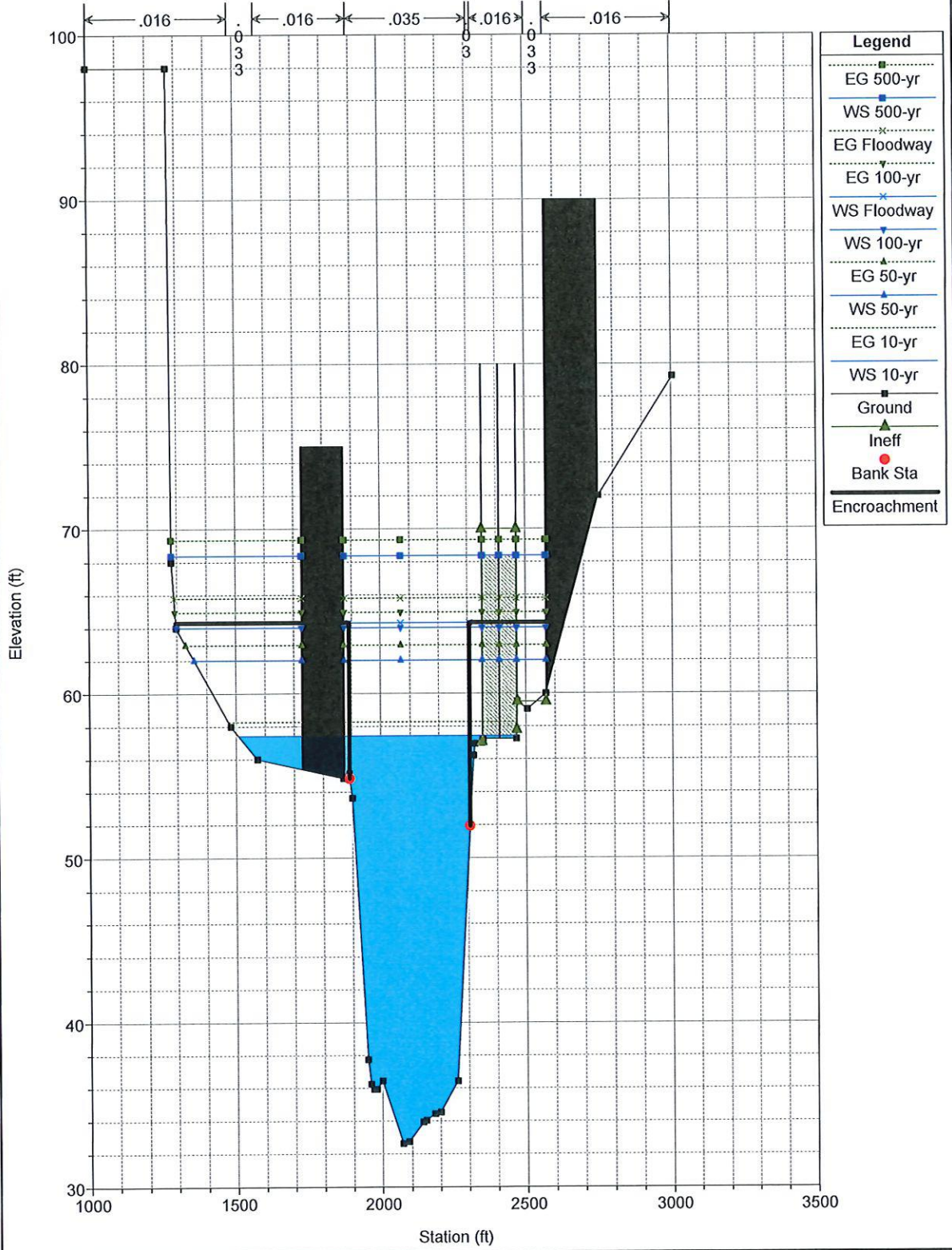
RS = 105946



FEMA Schuylkill River Plan: pp2 5/23/2020

Geom: PP2_Baker+trainstation+parkinglot

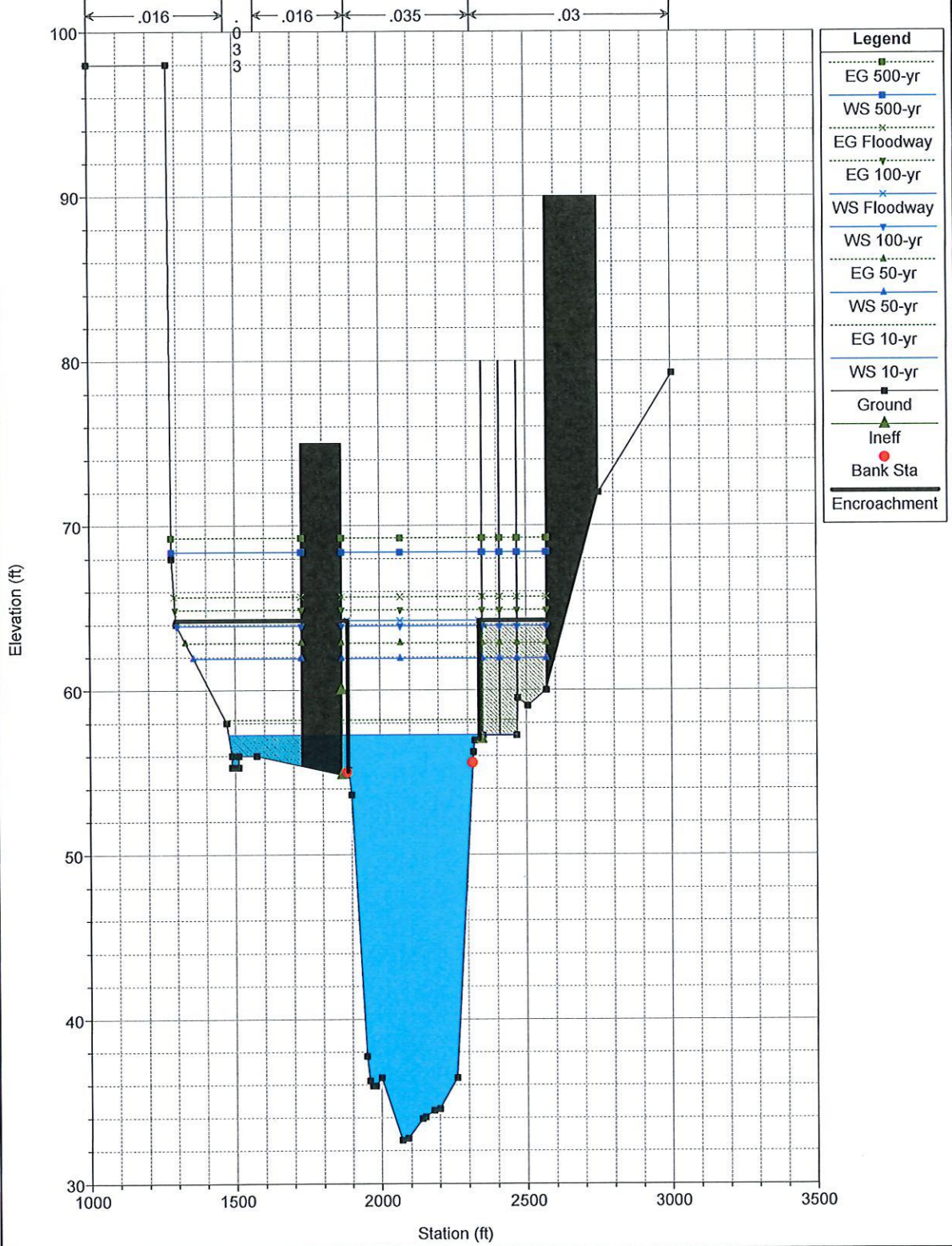
RS = 105836



FEMA Schuylkill River Plan: pp2 5/23/2020

Geom: PP2_Baker+trainstation+parkinglot

RS = 105690 X-105514 IS THE US FACE DTM STATION OF FAYETTE ST

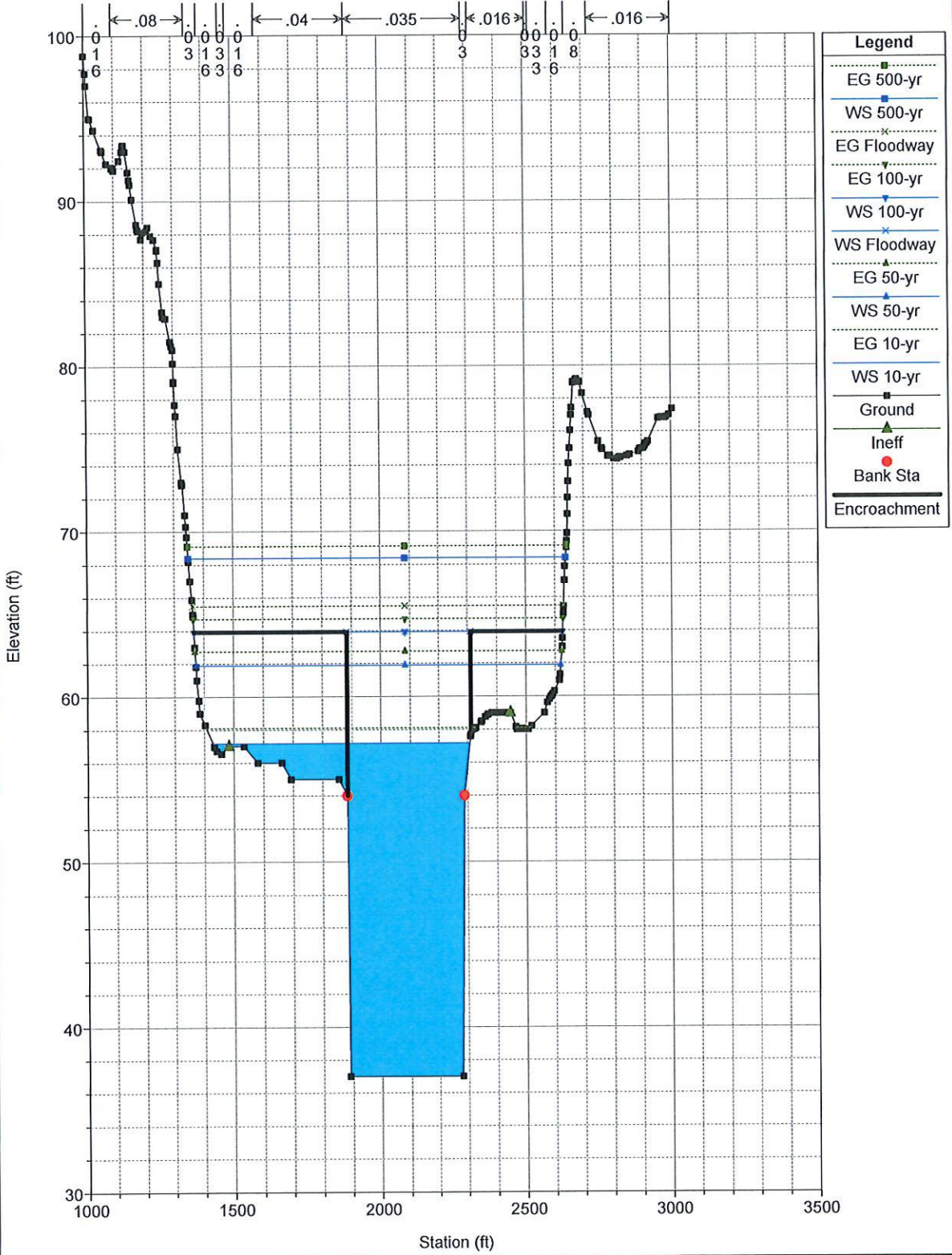


PP3: SEPTA Station/Garage + Adjacent Residential Developments

FEMA Schuylkill River Plan: pp3 5/23/2020

Geom: pp3-trainstation+pkglot+adjacent prties

RS = 105520

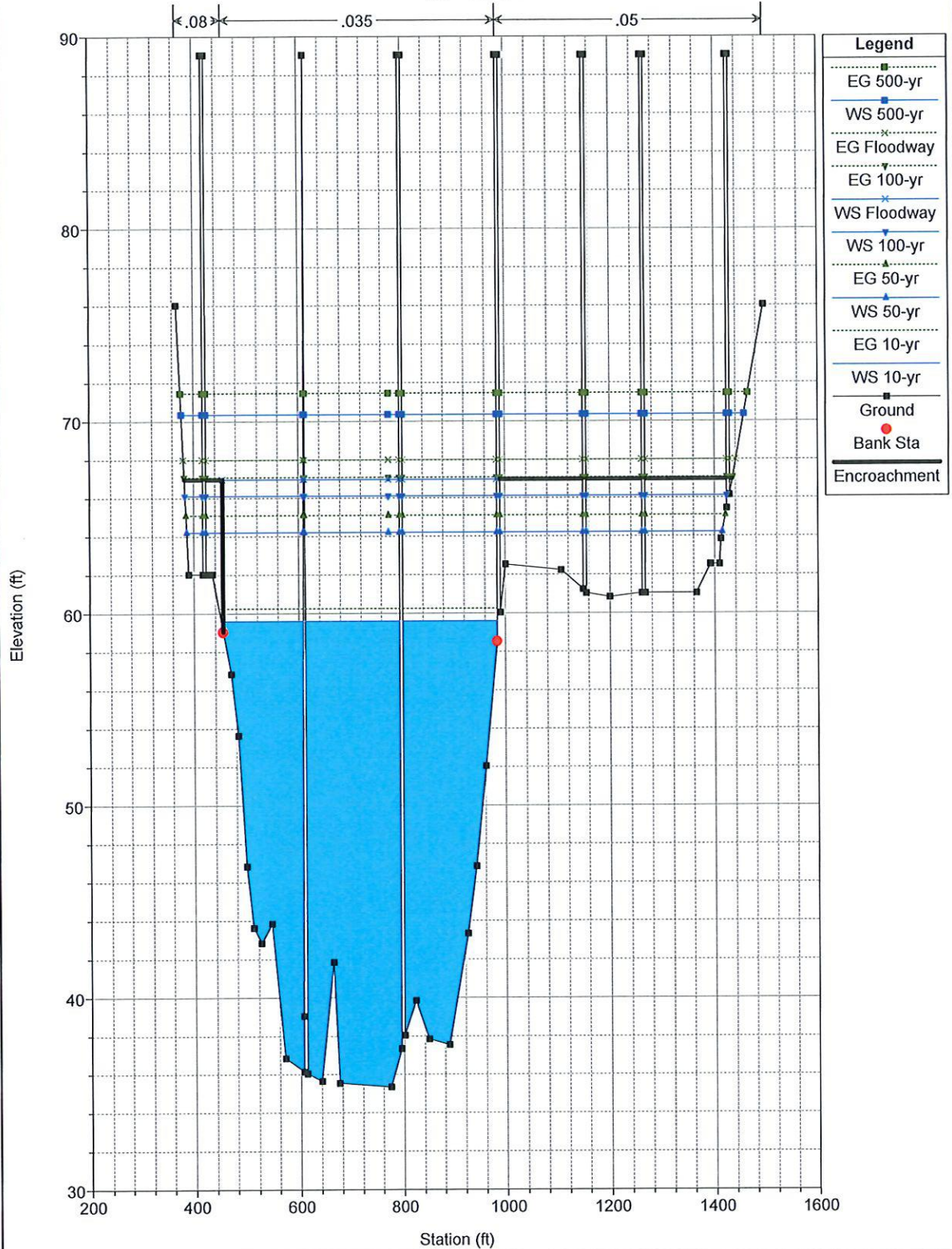


Legend	
EG 500-yr	(Dotted line with square markers)
WS 500-yr	(Solid blue line with square markers)
EG Floodway	(Dotted line with cross markers)
EG 100-yr	(Dotted line with triangle markers)
WS 100-yr	(Solid blue line with triangle markers)
WS Floodway	(Solid blue line with cross markers)
EG 50-yr	(Dotted line with triangle markers)
WS 50-yr	(Solid blue line with triangle markers)
EG 10-yr	(Dotted line with triangle markers)
WS 10-yr	(Solid blue line with triangle markers)
Ground	(Solid black line with square markers)
Ineff	(Red dot)
Bank Sta	(Red dot)
Encroachment	(Thick black line)

FEMA Schuylkill River Plan: pp3 5/23/2020

Geom: pp3-trainstation+pkglot+adjacent prpties

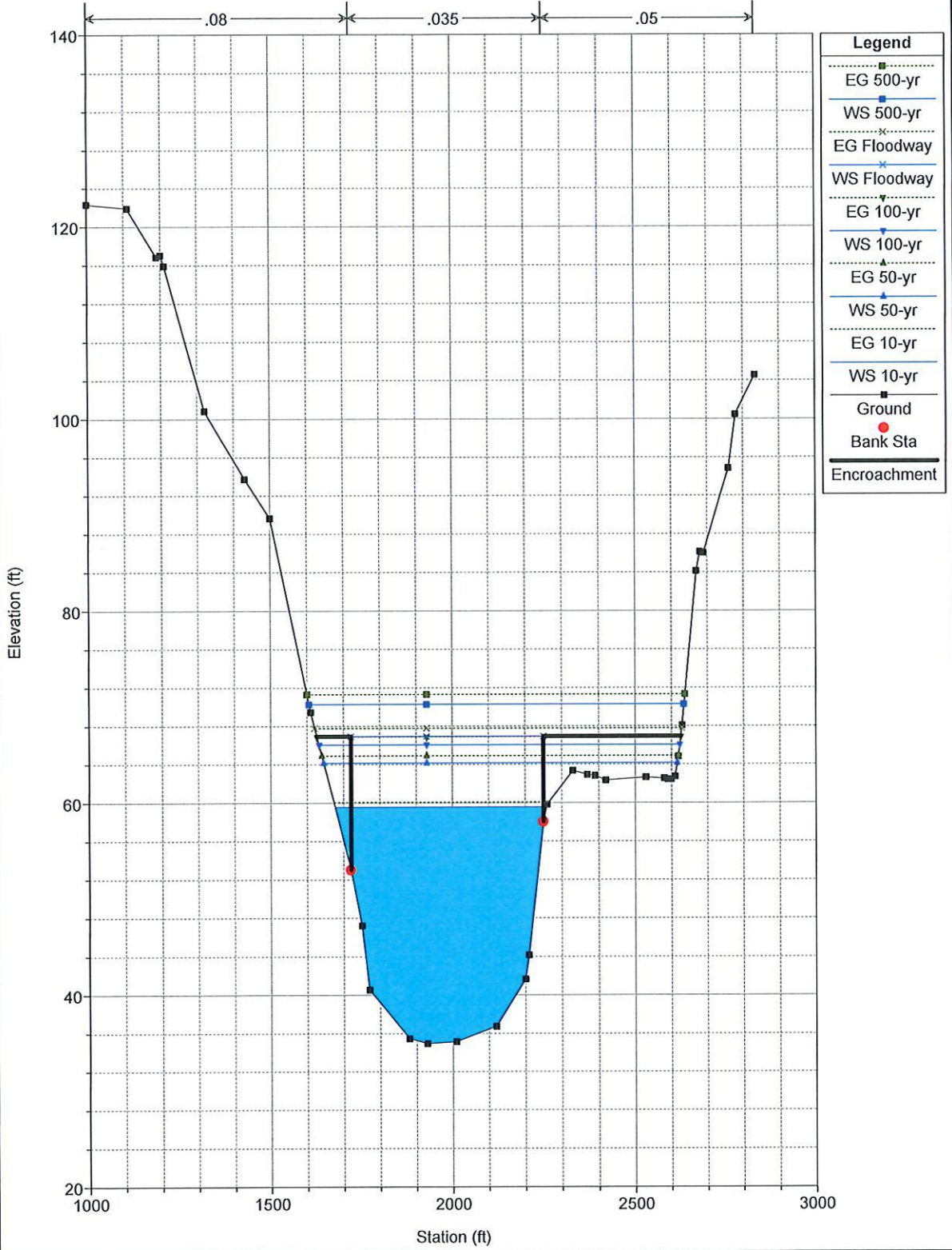
RS = 109108



FEMA Schuylkill River Plan: pp3 5/23/2020

Geom: pp3-trainstation+pkglot+adjacent prpties

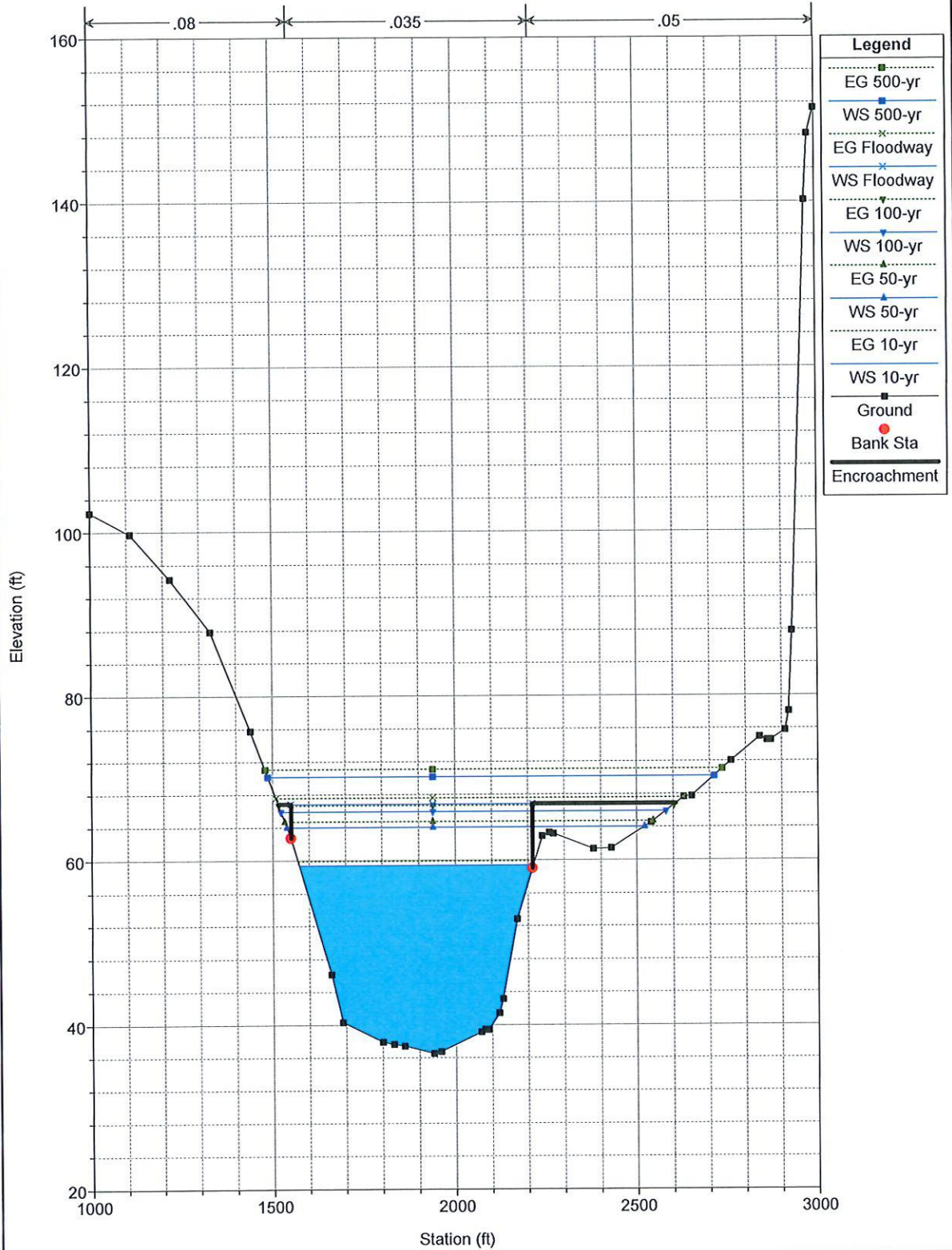
RS = 108858



FEMA Schuylkill River Plan: pp3 5/23/2020

Geom: pp3-trainstation+pkglot+adjacent prpties

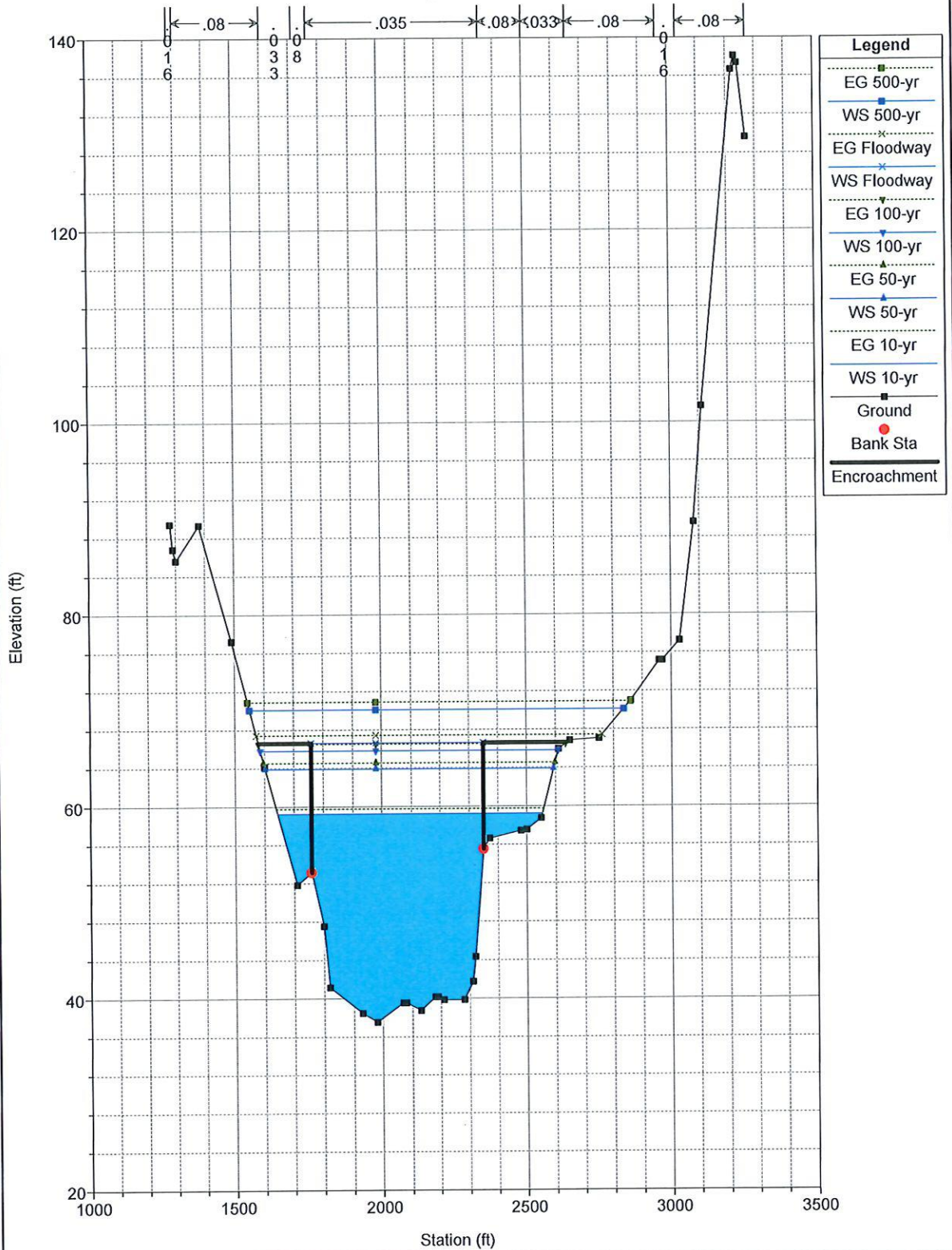
RS = 108437



FEMA Schuylkill River Plan: pp3 5/23/2020

Geom: pp3-trainstation+pkglot+adjacent prpties

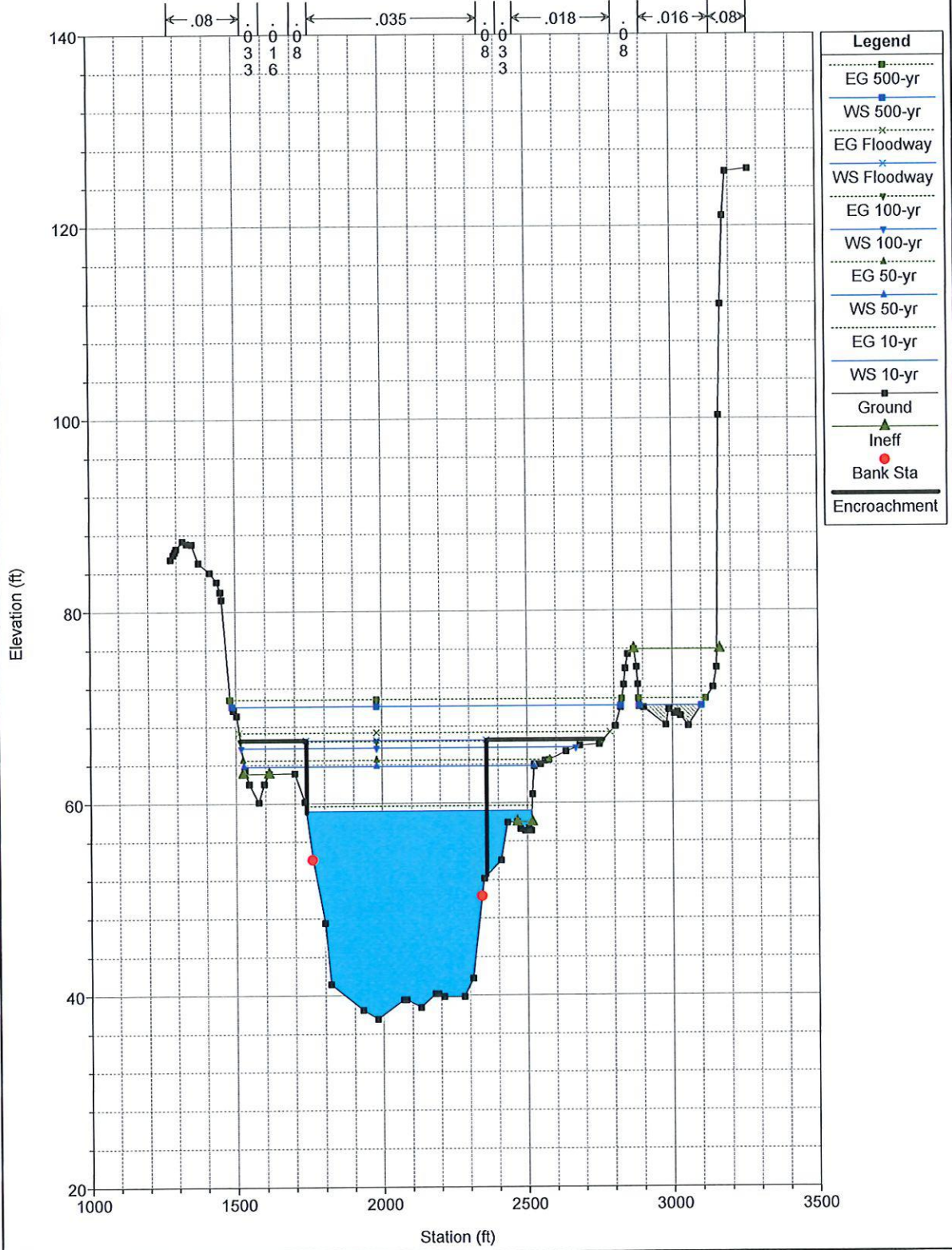
RS = 108025



FEMA Schuylkill River Plan: pp3 5/23/2020

Geom: pp3-trainstation+pkglot+adjacent prpties

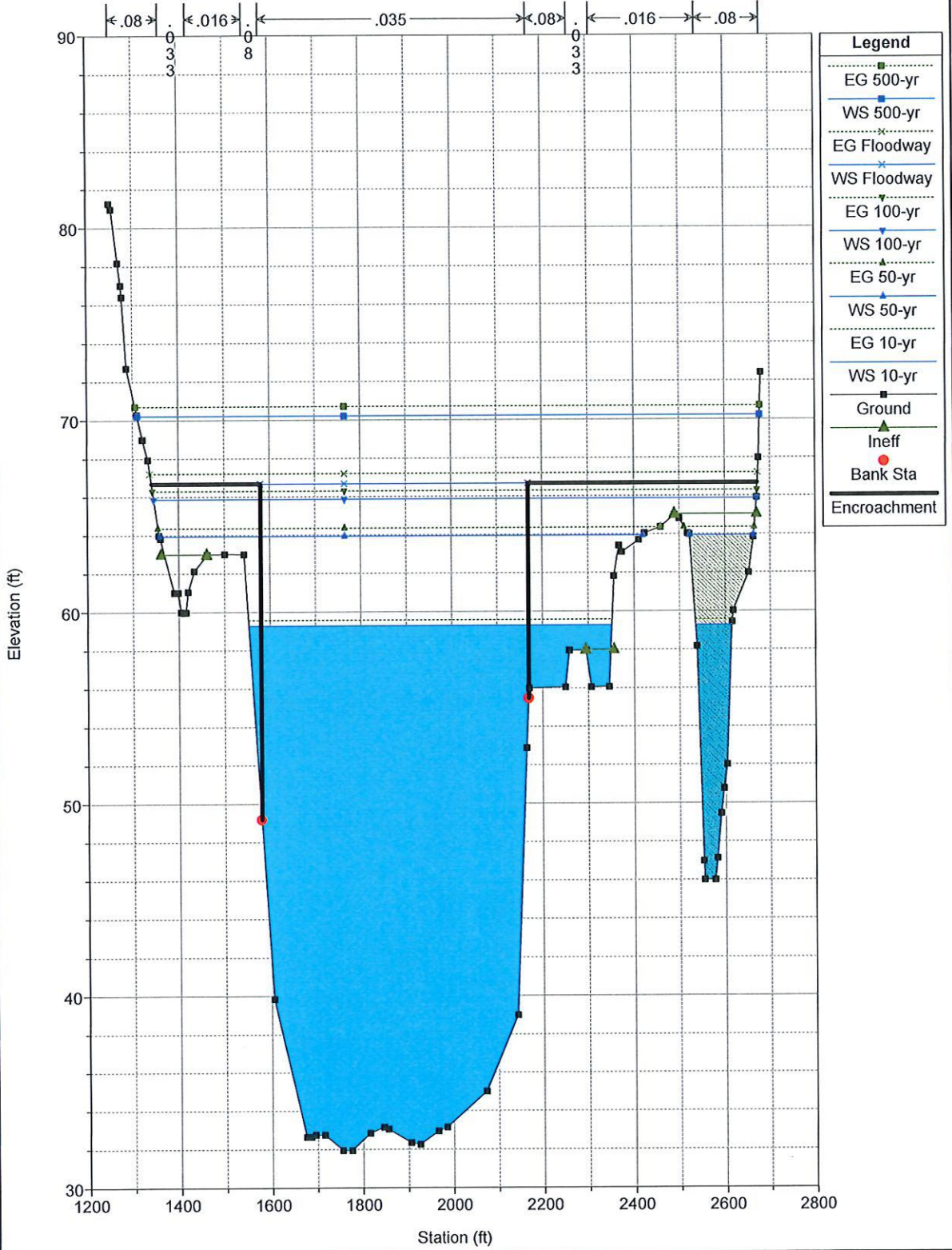
RS = 107856



FEMA Schuylkill River Plan: pp3 5/23/2020

Geom: pp3-trainstation+pkglot+adjacent prpties

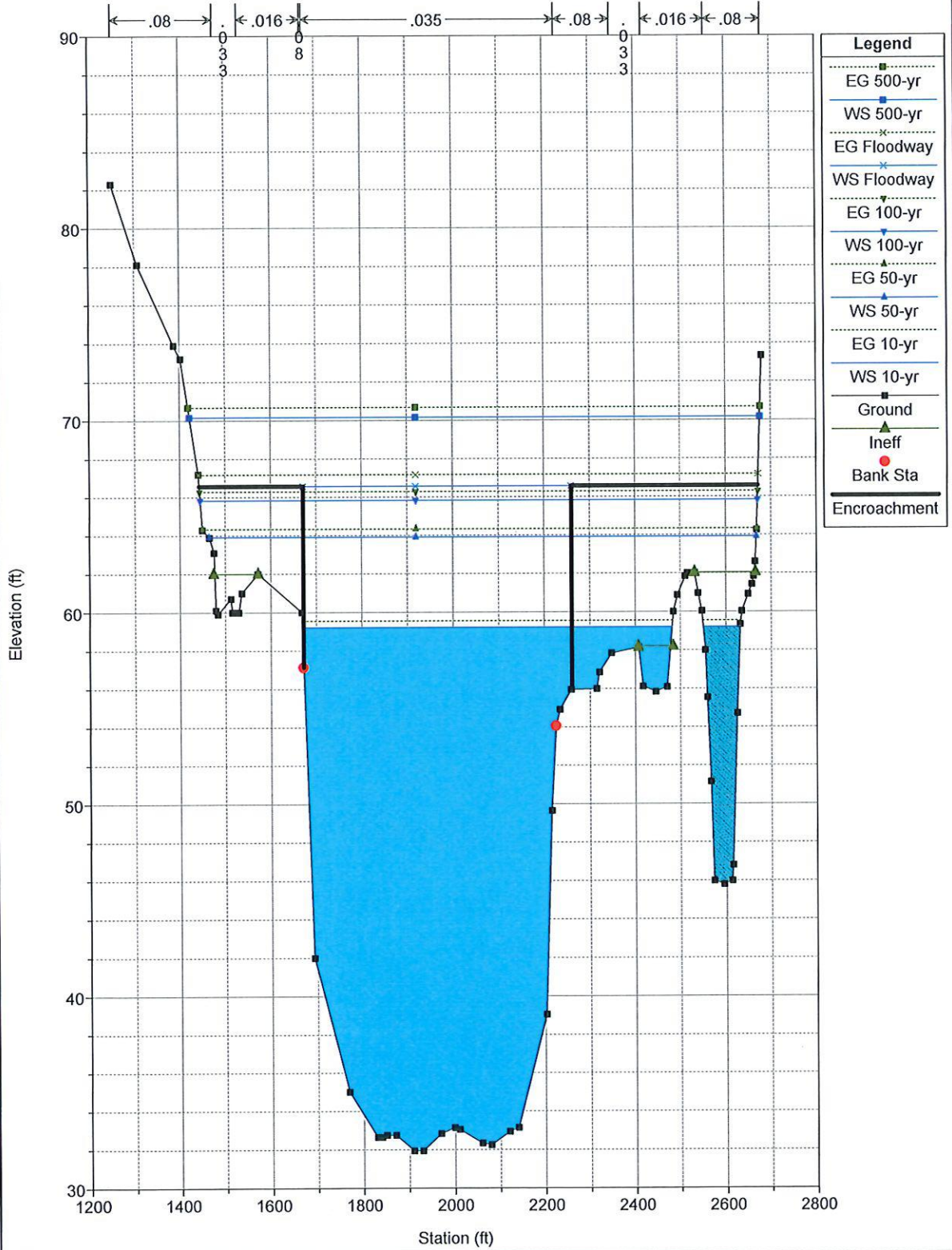
RS = 107816 X-107836 IS THE CREST OF PLYMOUTH DAM



FEMA Schuylkill River Plan: pp3 5/23/2020

Geom: pp3-trainstation+pkglot+adjacent prties

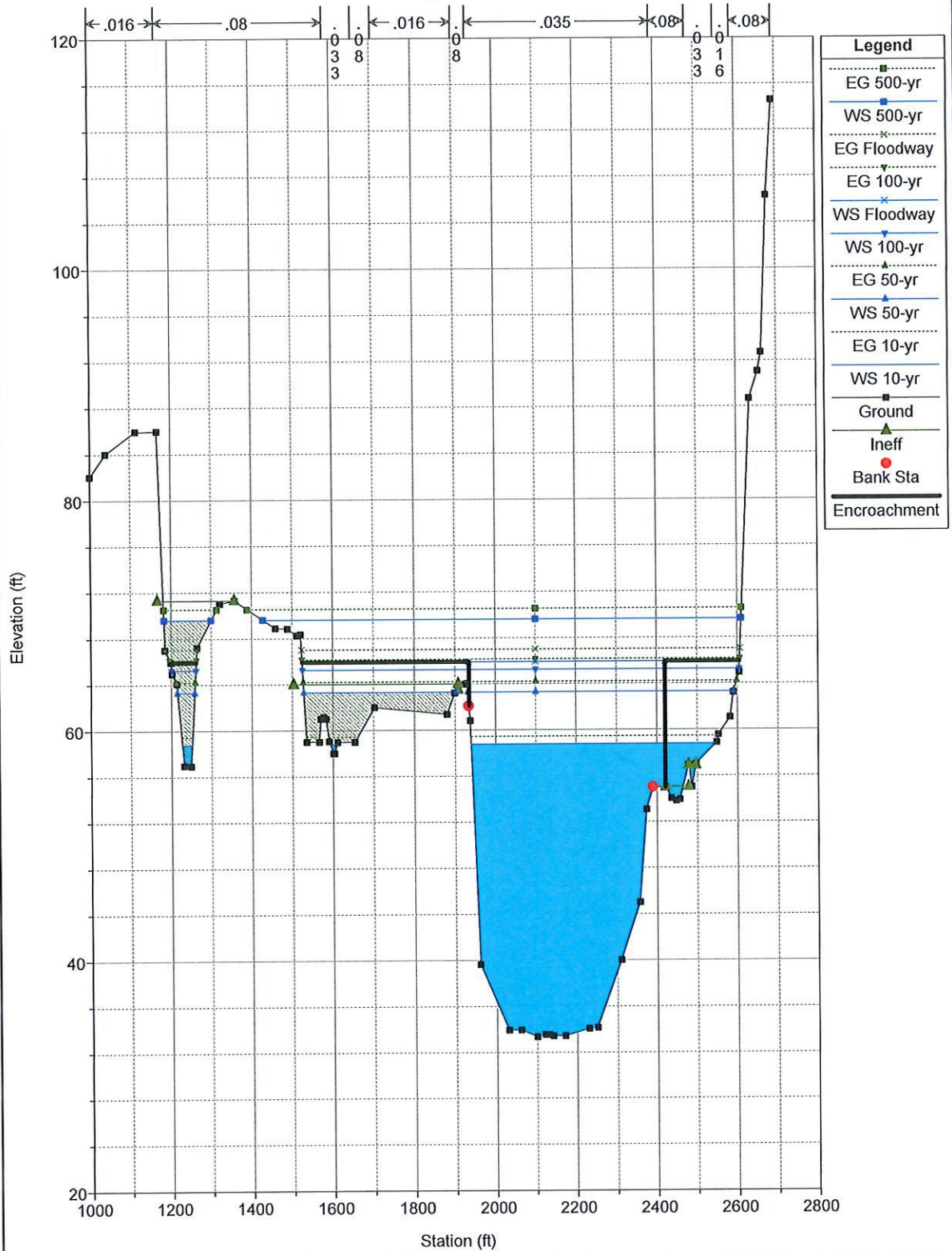
RS = 107696



FEMA Schuylkill River Plan: pp3 5/23/2020

Geom: pp3-trainstation+pkglot+adjacent prpties

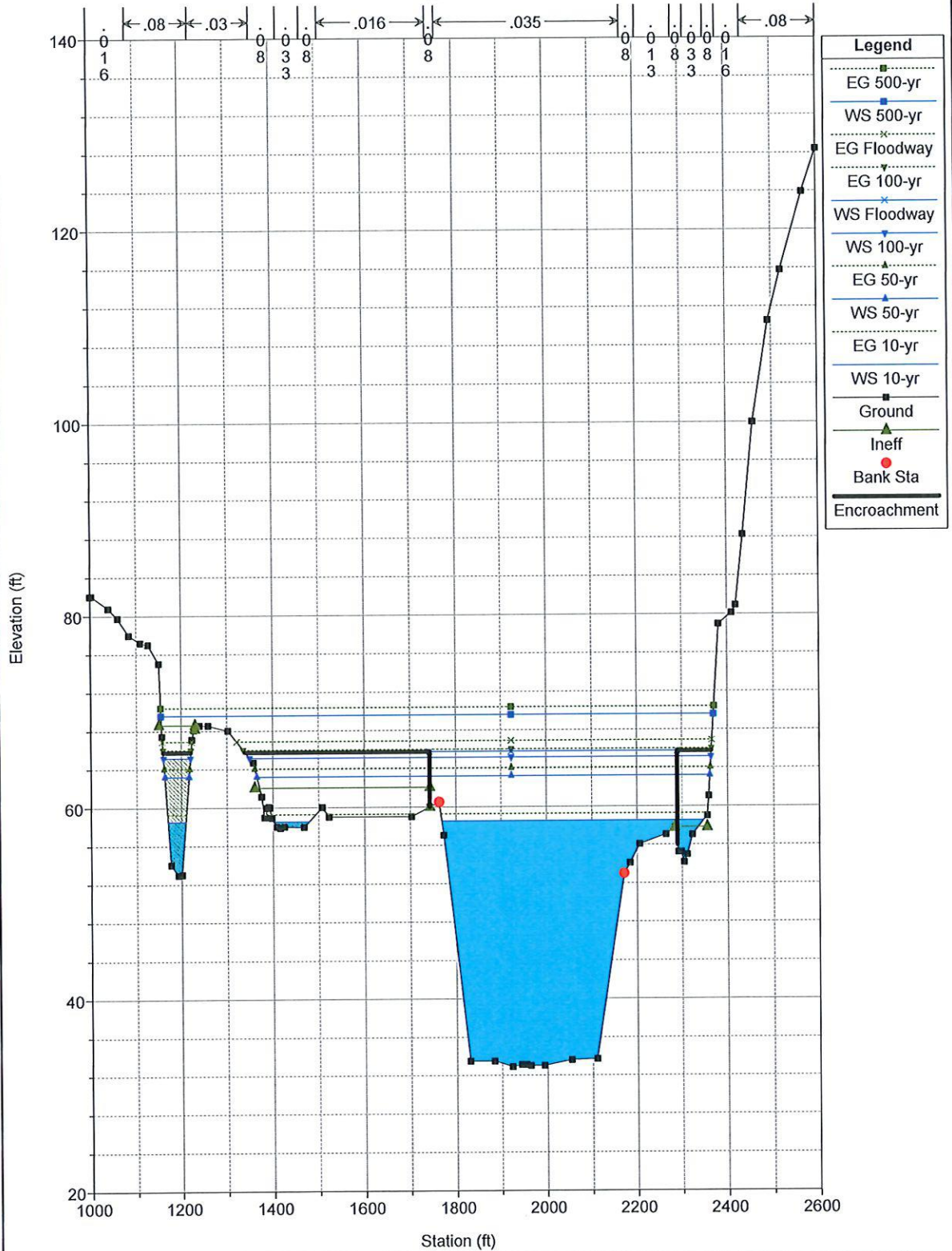
RS = 107348



FEMA Schuylkill River Plan: pp3 5/23/2020

Geom: pp3-trainstation+pkglot+adjacent prplis

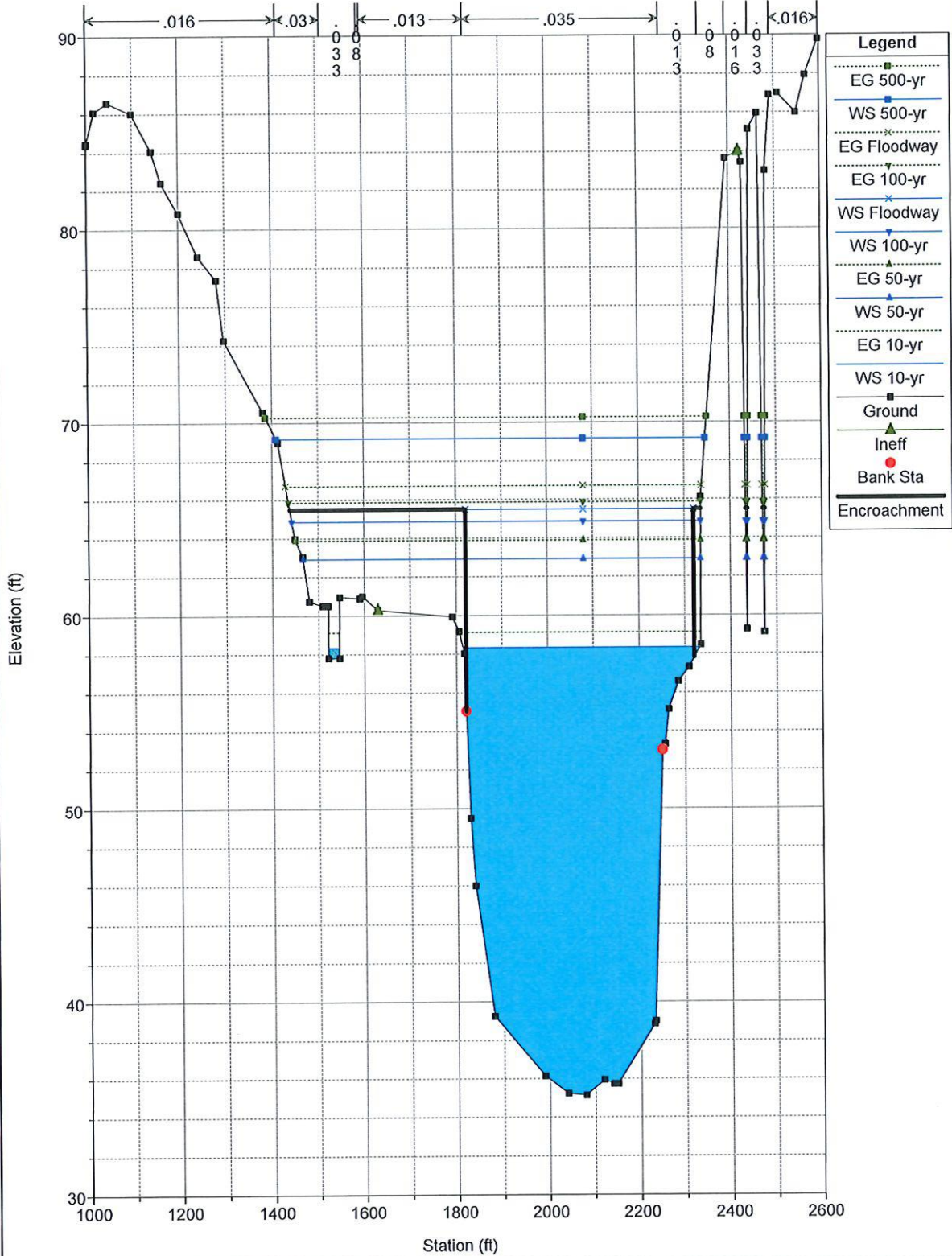
RS = 107070



FEMA Schuylkill River Plan: pp3 5/23/2020

Geom: pp3-trainstation+pkglot+adjacent prpties

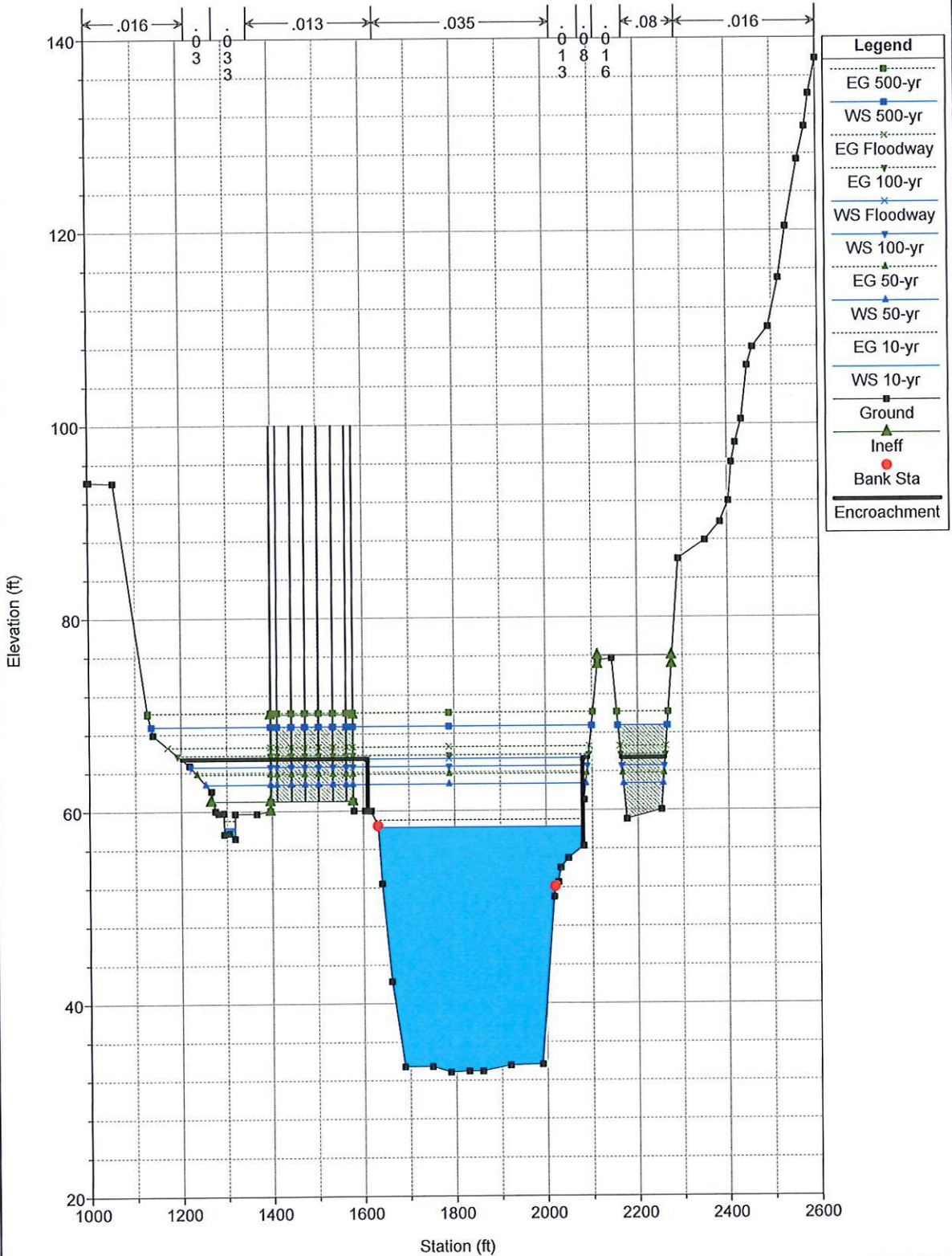
RS = 106758



FEMA Schuylkill River Plan: pp3 5/23/2020

Geom: pp3-trainstation+pkglot+adjacent prpties

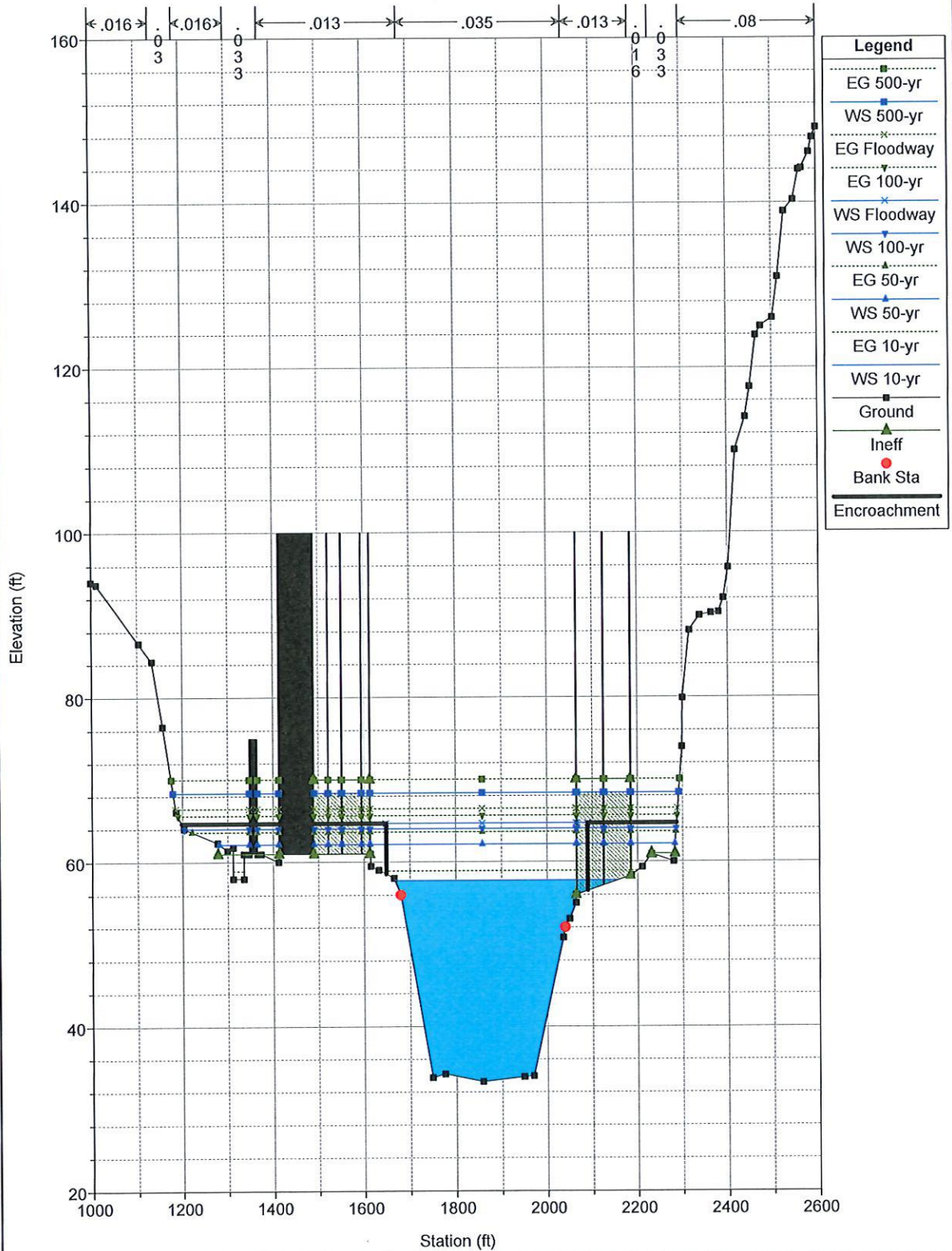
RS = 106601



FEMA Schuylkill River Plan: pp3 5/23/2020

Geom: pp3-trainstation+pkglot+adjacent prties

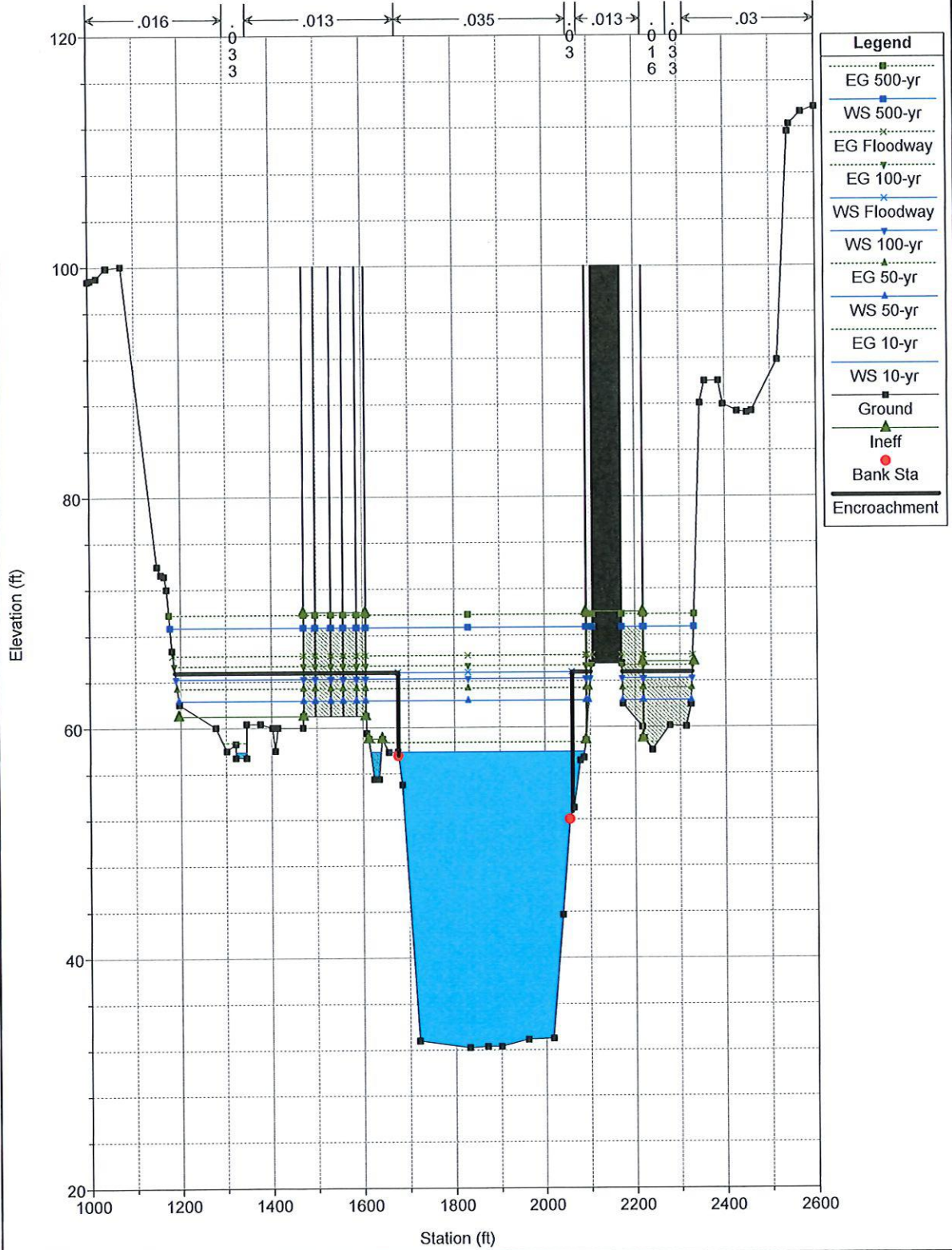
RS = 106407



FEMA Schuylkill River Plan: pp3 5/23/2020

Geom: pp3-trainstation+pkglot+adjacent prpties

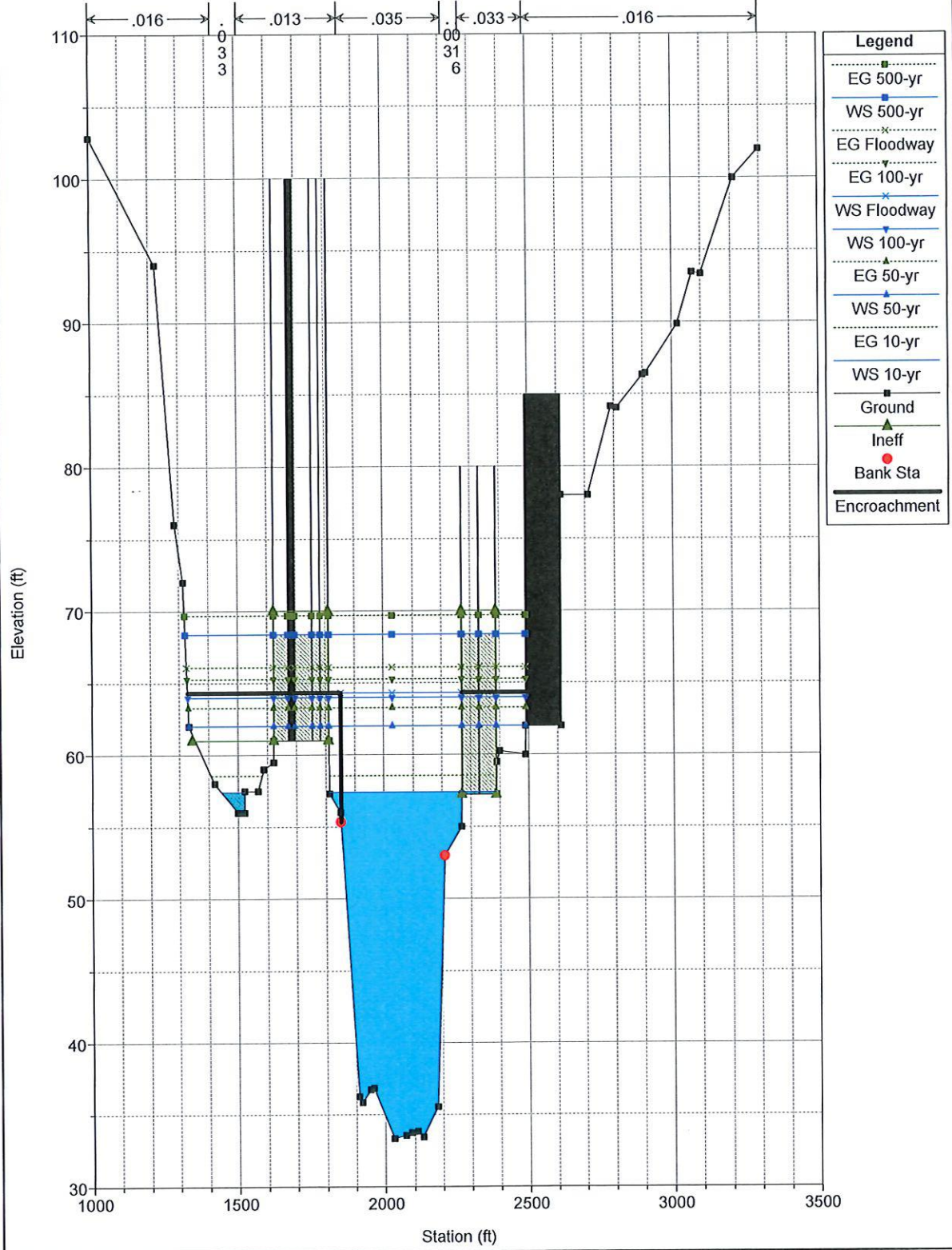
RS = 106213



FEMA Schuylkill River Plan: pp3 5/23/2020

Geom: pp3-trainstation+pkglot+adjacent prpties

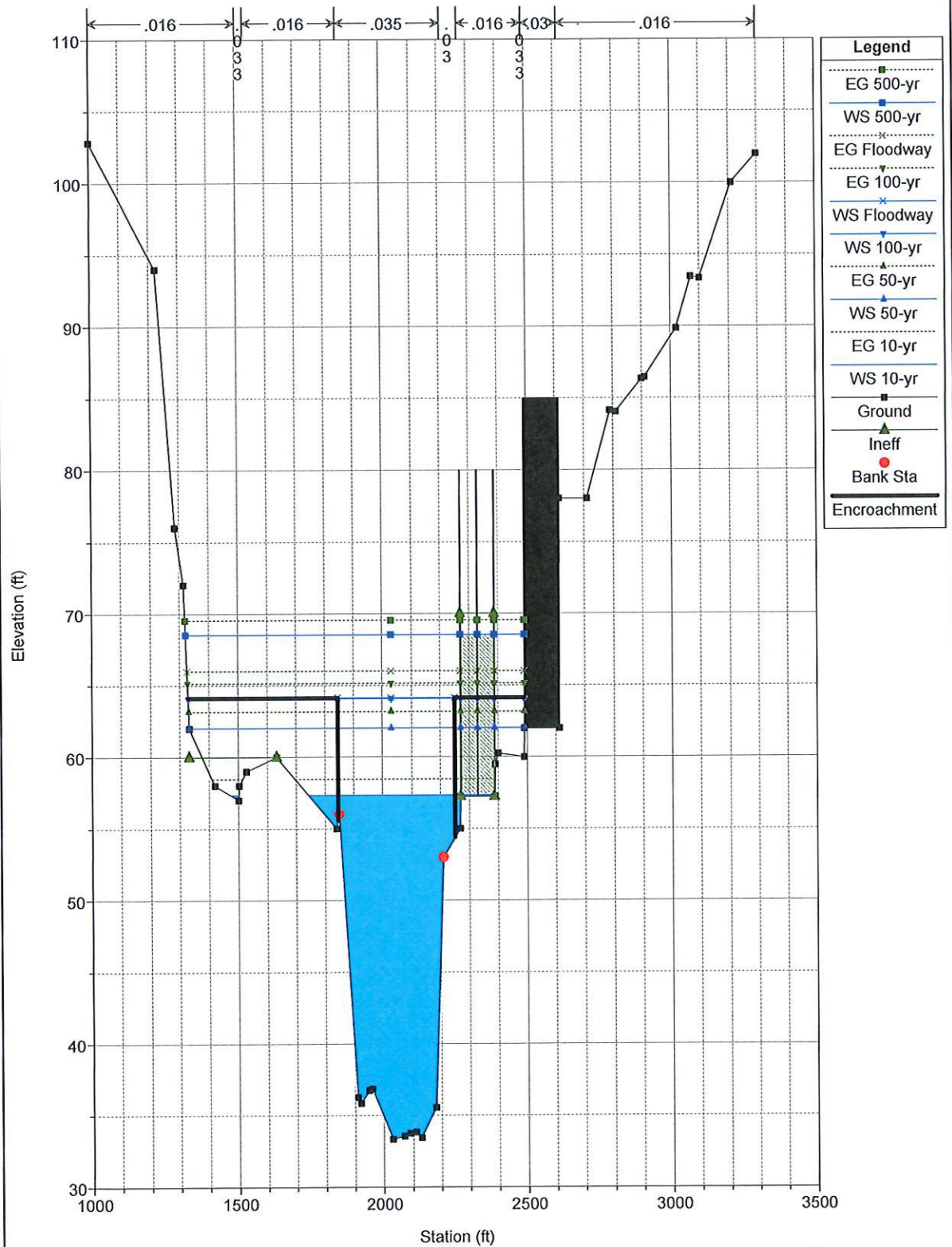
RS = 106049 FROM FILE SCT014.DAT



FEMA Schuylkill River Plan: pp3 5/23/2020

Geom: pp3-trainstation+pkglot+adjacent prplis

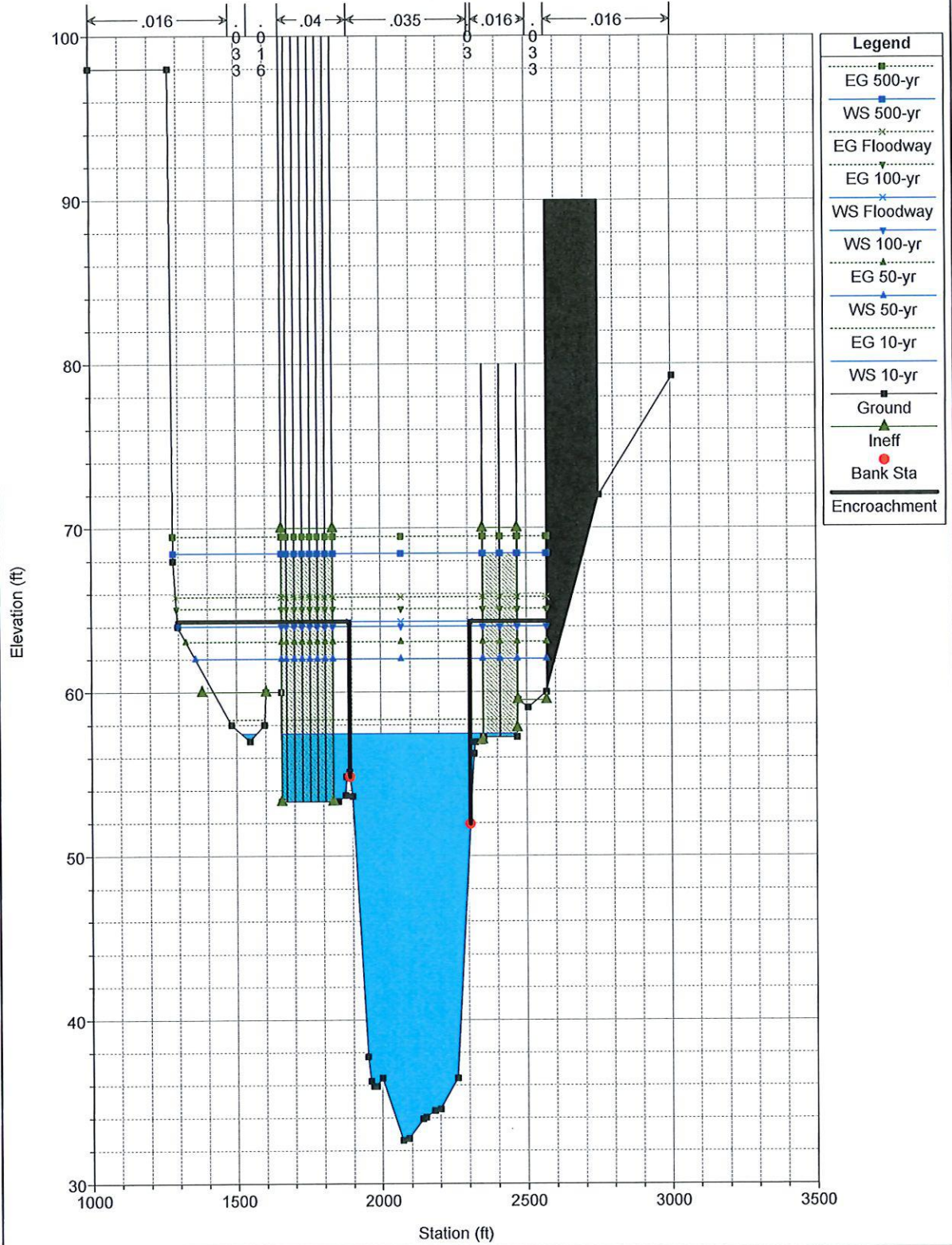
RS = 105946



FEMA Schuylkill River Plan: pp3 5/23/2020

Geom: pp3-trainstation+pkglot+adjacent prpties

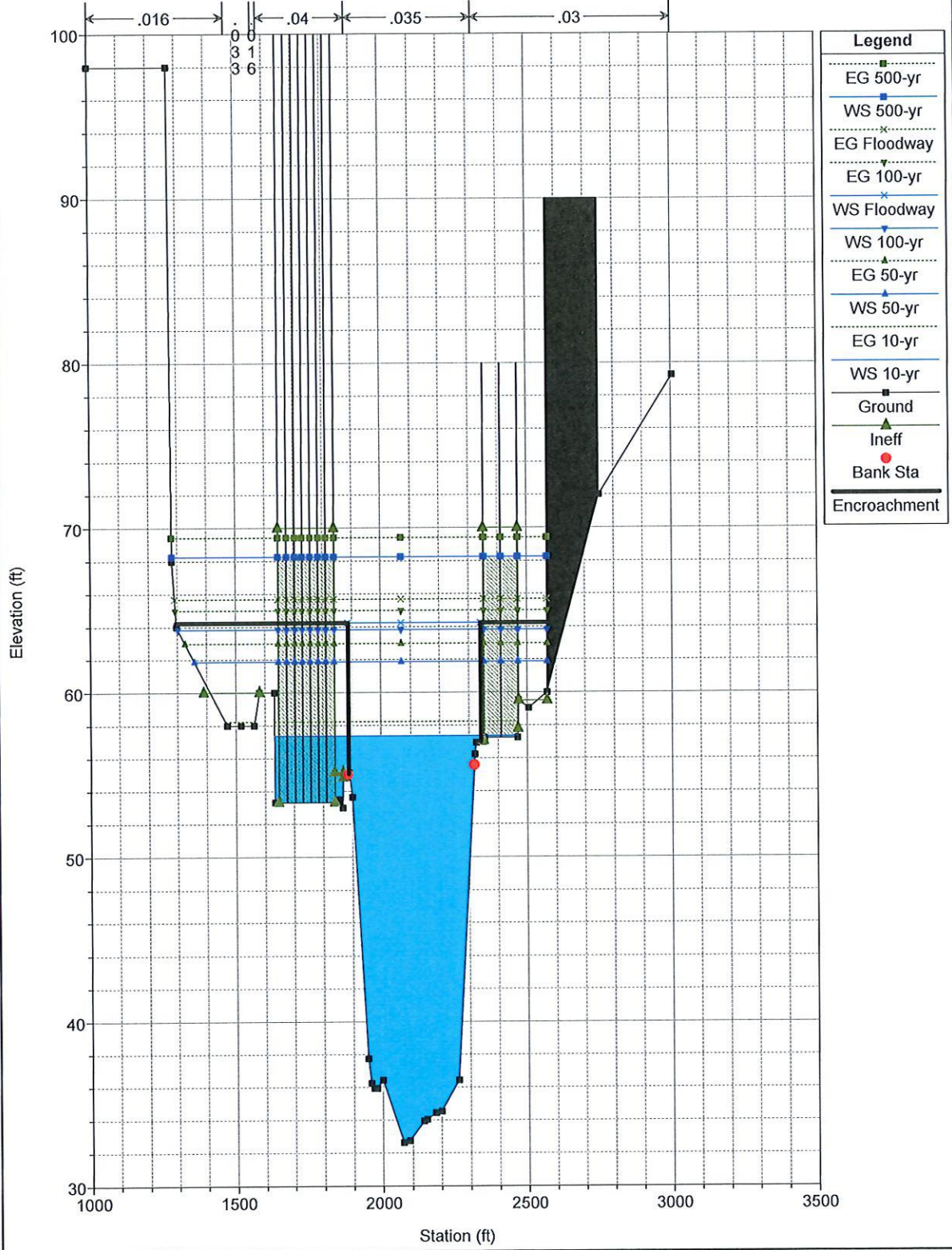
RS = 105836



FEMA Schuylkill River Plan: pp3 5/23/2020

Geom: pp3-trainstation+pkglot+adjacent prpties

RS = 105690 X-105514 IS THE US FACE DTM STATION OF FAYETTE ST



Appendix B: Supporting Engineering Calculations

Proposed 10-Year Flood Recurrence Interval WSE													
Reach	River Station	Plan	Q Total	Min Ch El	W.S. Elev	Crit W.S.	E.G. Elev	E.G. Slope	Vel Chnl	Flow Area	Top Width	Froude # Chl	Diff
			(cfs)	(ft)	(ft)	(ft)	(ft)	(ft/ft)	(ft/s)	(sq ft)	(ft)		(ft)
Reach-1	109108	Ex Cond	62900	35.34	59.54		60.2	0.000602	6.52	9649.58	522.77	0.27	0.00
Reach-1	109108	PP1	62900	35.34	59.54		60.2	0.000602	6.52	9649.55	522.77	0.27	0.00
Reach-1	109108	PP2	62900	35.34	59.54		60.2	0.000602	6.52	9649.76	522.77	0.27	0.00
Reach-1	109108	PP3	62900	35.34	59.61		60.26	0.000595	6.49	9685.58	523.23	0.27	0.07
Reach-1	108858	Ex Cond	62900	34.94	59.5		60.02	0.000336	5.79	10994.79	581.41	0.23	0.00
Reach-1	108858	PP1	62900	34.94	59.5		60.02	0.000336	5.79	10994.76	581.41	0.23	0.00
Reach-1	108858	PP2	62900	34.94	59.5		60.02	0.000336	5.79	10994.99	581.42	0.23	0.00
Reach-1	108858	PP3	62900	34.94	59.57		60.08	0.000332	5.77	11035.19	582.26	0.22	0.07
Reach-1	108437	Ex Cond	62900	36.54	59.34		59.86	0.000423	5.76	10917.7	642.58	0.25	0.00
Reach-1	108437	PP1	62900	36.54	59.34		59.86	0.000423	5.76	10917.67	642.58	0.25	0.00
Reach-1	108437	PP2	62900	36.54	59.34		59.86	0.000423	5.76	10917.93	642.58	0.25	0.00
Reach-1	108437	PP3	62900	36.54	59.41		59.93	0.000417	5.74	10963.91	643.55	0.24	0.07
Reach-1	108025	Ex Cond	62900	37.54	59.19		59.69	0.000378	5.71	11772.54	909.48	0.24	0.00
Reach-1	108025	PP1	62900	37.54	59.19		59.69	0.000378	5.71	11772.5	909.48	0.24	0.00
Reach-1	108025	PP2	62900	37.54	59.19		59.69	0.000378	5.71	11772.88	909.49	0.24	0.00
Reach-1	108025	PP3	62900	37.54	59.26		59.76	0.000372	5.68	11840.24	910.77	0.23	0.07
Reach-1	107856	Ex Cond	62900	37.54	59.11	47.33	59.62	0.000383	5.77	11403.06	777.69	0.24	0.00
Reach-1	107856	PP1	62900	37.54	59.11	47.33	59.62	0.000383	5.77	11403.02	777.69	0.24	0.00
Reach-1	107856	PP2	62900	37.54	59.11	47.33	59.62	0.000383	5.77	11403.35	777.69	0.24	0.00
Reach-1	107856	PP3	62900	37.54	59.19	47.33	59.69	0.000377	5.75	11461.81	778.1	0.24	0.08
Reach-1	107816	Ex Cond	62900	31.94	59.21	41.42	59.5	0.000152	4.35	14926.64	877.82	0.16	0.00
Reach-1	107816	PP1	62900	31.94	59.21	41.42	59.5	0.000152	4.35	14926.6	877.82	0.16	0.00
Reach-1	107816	PP2	62900	31.94	59.21	41.42	59.5	0.000152	4.35	14926.93	877.82	0.16	0.00
Reach-1	107816	PP3	62900	31.94	59.29	41.42	59.58	0.00015	4.34	14985.84	878.47	0.16	0.08
Reach-1	107696	Ex Cond	62900	31.94	59.14	41.83	59.48	0.000181	4.69	13911.25	893.29	0.17	0.00
Reach-1	107696	PP1	62900	31.94	59.14	41.83	59.48	0.000181	4.69	13911.2	893.29	0.17	0.00
Reach-1	107696	PP2	62900	31.94	59.14	41.83	59.48	0.000181	4.69	13911.55	893.29	0.17	0.00
Reach-1	107696	PP3	62900	31.94	59.22	41.83	59.55	0.000179	4.67	13972.14	894.02	0.17	0.08
Reach-1	107348	Ex Cond	62900	33.34	58.69	45.01	59.35	0.000421	6.56	9962.54	643.74	0.25	0.00
Reach-1	107348	PP1	62900	33.34	58.69	45.01	59.35	0.000421	6.56	9962.51	643.74	0.25	0.00
Reach-1	107348	PP2	62900	33.34	58.69	45.01	59.35	0.000421	6.56	9962.79	643.76	0.25	0.00
Reach-1	107348	PP3	62900	33.34	58.77	45.01	59.43	0.000416	6.53	10010.55	647.83	0.25	0.08
Reach-1	107070	Ex Cond	62900	32.91	58.45	44.55	59.22	0.000473	7.09	9373.85	688.57	0.27	0.00
Reach-1	107070	PP1	62900	32.91	58.45	44.55	59.22	0.000473	7.09	9373.81	688.56	0.27	0.00

Floodplain Development Analysis Report - SEPTA Conshohocken Station

Proposed 10-Year Flood Recurrence Interval WSE													
Reach	River Station	Plan	Q Total	Min Ch El	W.S. Elev	Crit W.S.	E.G. Elev	E.G. Slope	Vel Chnl	Flow Area	Top Width	Froude # Chl	Diff
			(cfs)	(ft)	(ft)	(ft)	(ft)	(ft/ft)	(ft/s)	(sq ft)	(ft)		(ft)
Reach-1	107070	PP2	62900	32.91	58.45	44.55	59.22	0.000474	7.09	9374.91	689.75	0.27	0.00
Reach-1	107070	PP3	62900	32.91	58.52	44.55	59.29	0.000474	7.1	9153.32	693.35	0.27	0.07
Reach-1	106758	Ex Cond	62900	35.14	58.25	46.52	59.06	0.000544	7.23	8843.02	564.99	0.28	0.00
Reach-1	106758	PP1	62900	35.14	58.25	46.52	59.06	0.000544	7.23	8843.08	522.76	0.28	0.00
Reach-1	106758	PP2	62900	35.14	58.25	46.52	59.06	0.000544	7.23	8843.08	522.76	0.28	0.00
Reach-1	106758	PP3	62900	35.14	58.34	46.53	59.13	0.000535	7.19	8814.98	540.52	0.28	0.09
Reach-1	106601	Ex Cond	62900	32.85	58.19	44.04	58.97	0.000456	7.12	8975.65	513.07	0.26	0.00
Reach-1	106601	PP1	62900	32.85	58.19	44.04	58.97	0.000456	7.12	8975.67	467.78	0.26	0.00
Reach-1	106601	PP2	62900	32.85	58.19	44.04	58.97	0.000456	7.12	8975.67	467.78	0.26	0.00
Reach-1	106601	PP3	62900	32.85	58.29	44.04	59.05	0.00044	7.01	9017.58	474.02	0.26	0.10
Reach-1	106407	Ex Cond	62900	33.26	57.8	46.42	58.84	0.000702	8.25	7719.69	508.95	0.32	0.00
Reach-1	106407	PP1	62900	33.26	57.8	46.42	58.84	0.000702	8.24	7719.92	508.96	0.32	0.00
Reach-1	106407	PP2	62900	33.26	57.8	46.42	58.84	0.000702	8.24	7719.92	508.96	0.32	0.00
Reach-1	106407	PP3	62900	33.26	57.76	46.43	58.9	0.00076	8.57	7359.32	485.58	0.34	-0.04
Reach-1	106213	Ex Cond	62900	32.19	57.88	43.52	58.65	0.000452	7.1	8984.17	592.01	0.26	0.00
Reach-1	106213	PP1	62900	32.19	57.88	43.52	58.65	0.000452	7.1	8984.29	547.47	0.26	0.00
Reach-1	106213	PP2	62900	32.19	57.88	43.52	58.65	0.000452	7.1	8984.29	547.47	0.26	0.00
Reach-1	106213	PP3	62900	32.19	57.86	43.51	58.69	0.000476	7.29	8685.99	469.09	0.27	-0.02
Reach-1	106049	Ex Cond	62900	33.34	57.41	46.3	58.52	0.000759	8.54	7760.48	936.34	0.34	0.00
Reach-1	106049	PP1	62900	33.34	57.38	46.31	58.52	0.000774	8.61	7573.32	871.69	0.34	-0.03
Reach-1	106049	PP2	62900	33.34	57.38	46.31	58.52	0.000774	8.61	7573.32	871.69	0.34	-0.03
Reach-1	106049	PP3	62900	33.34	57.41	46.31	58.56	0.000777	8.64	7433.76	650.8	0.34	0.00
Reach-1	105946	Ex Cond	62900	33.34	57.29	46.31	58.44	0.000791	8.65	7582.69	803.84	0.34	0.00
Reach-1	105946	PP1	62900	33.34	57.29	46.31	58.44	0.000791	8.65	7582.69	803.84	0.34	0.00
Reach-1	105946	PP2	62900	33.34	57.29	46.31	58.44	0.000791	8.65	7582.69	803.84	0.34	0.00
Reach-1	105946	PP3	62900	33.34	57.33	46.31	58.48	0.000785	8.63	7503.79	667.09	0.34	0.04
Reach-1	105836	Ex Cond	62900	32.64	57.43	45.38	58.27	0.000575	7.44	8712.35	807.34	0.29	0.00
Reach-1	105836	PP1	62900	32.64	57.43	45.38	58.27	0.000575	7.44	8712.35	807.34	0.29	0.00
Reach-1	105836	PP2	62900	32.64	57.43	45.38	58.27	0.000575	7.44	8712.35	807.34	0.29	0.00
Reach-1	105836	PP3	62900	32.64	57.45	45.38	58.32	0.000585	7.5	8575.83	851.49	0.3	0.02
Reach-1	105690	Ex Cond	62900	32.64	57.3	45.37	58.18	0.000628	7.56	8353.74	845.77	0.3	0.00
Reach-1	105690	PP1	62900	32.64	57.3	45.37	58.18	0.000628	7.56	8353.74	845.77	0.3	0.00
Reach-1	105690	PP2	62900	32.64	57.3	45.37	58.18	0.000628	7.56	8353.74	845.77	0.3	0.00
Reach-1	105690	PP3	62900	32.64	57.36	45.38	58.23	0.000616	7.51	8549.86	821.82	0.3	0.06
Reach-1	105520	Ex Cond	62900	37.00	57.19	46.31	58.06	0.000639	7.59	9135.33	879.08	0.3	0.00
Reach-1	105520	PP1	62900	37.00	57.19	46.31	58.06	0.000639	7.59	9135.33	879.08	0.3	0.00
Reach-1	105520	PP2	62900	37.00	57.19	46.31	58.06	0.000639	7.59	9135.33	879.08	0.3	0.00

Floodplain Development Analysis Report - SEPTA Conshohocken Station

Proposed 50-Year Flood Recurrence Interval WSE													
Reach	River Station	Plan	Q Total (cfs)	Min Ch El (ft)	W.S. Elev (ft)	Crit W.S. (ft)	E.G. Elev (ft)	E.G. Slope (ft/ft)	Vel Chnl (ft/s)	Flow Area (sq ft)	Top Width (ft)	Froude # Chl	Diff (ft)
Reach-1	109108	Ex Cond	93700	35.34	63.99		64.9	0.000657	7.71	13101.83	993.17	0.28	0.00
Reach-1	109108	PP1	93700	35.34	64		64.91	0.000655	7.7	13113.54	993.28	0.28	0.01
Reach-1	109108	PP2	93700	35.34	64.01		64.92	0.000654	7.7	13123.87	993.37	0.28	0.02
Reach-1	109108	PP3	93700	35.34	64.23		65.11	0.000633	7.61	13336.42	995.2	0.28	0.24
Reach-1	108858	Ex Cond	93700	34.94	63.94		64.7	0.000381	7.03	14184.31	968.84	0.25	0.00
Reach-1	108858	PP1	93700	34.94	63.95		64.71	0.00038	7.02	14195.76	968.97	0.25	0.01
Reach-1	108858	PP2	93700	34.94	63.96		64.72	0.00038	7.02	14205.88	969.09	0.25	0.02
Reach-1	108858	PP3	93700	34.94	64.18		64.92	0.000368	6.95	14414.02	971.55	0.24	0.24
Reach-1	108437	Ex Cond	93700	36.54	63.81		64.51	0.000442	6.74	14327.52	973.1	0.26	0.00
Reach-1	108437	PP1	93700	36.54	63.82		64.52	0.000441	6.74	14339.38	973.63	0.26	0.01
Reach-1	108437	PP2	93700	36.54	63.83		64.53	0.00044	6.73	14349.85	974.1	0.26	0.02
Reach-1	108437	PP3	93700	36.54	64.05		64.74	0.000424	6.66	14565.99	983.81	0.26	0.24
Reach-1	108025	Ex Cond	93700	37.54	63.68		64.33	0.000376	6.59	16032.26	987.09	0.24	0.00
Reach-1	108025	PP1	93700	37.54	63.69		64.34	0.000375	6.59	16044.6	987.31	0.24	0.01
Reach-1	108025	PP2	93700	37.54	63.71		64.35	0.000375	6.59	16055.5	987.5	0.24	0.03
Reach-1	108025	PP3	93700	37.54	63.93		64.56	0.000361	6.51	16279.69	991.41	0.24	0.25
Reach-1	107856	Ex Cond	93700	37.54	63.59	49.73	64.26	0.000383	6.68	15188.99	994.45	0.25	0.00
Reach-1	107856	PP1	93700	37.54	63.61	49.73	64.27	0.000382	6.68	15201.67	994.54	0.25	0.02
Reach-1	107856	PP2	93700	37.54	63.62	49.73	64.28	0.000382	6.67	15212.87	994.62	0.25	0.03
Reach-1	107856	PP3	93700	37.54	63.85	49.73	64.49	0.000367	6.59	15442.96	996.33	0.24	0.26
Reach-1	107816	Ex Cond	93700	31.94	63.7	43.72	64.13	0.000183	5.36	18830.1	1188.3	0.18	0.00
Reach-1	107816	PP1	93700	31.94	63.71	43.72	64.14	0.000183	5.35	18843.24	1189.23	0.18	0.01
Reach-1	107816	PP2	93700	31.94	63.72	43.72	64.16	0.000183	5.35	18854.85	1189.84	0.18	0.02
Reach-1	107816	PP3	93700	31.94	63.95	43.72	64.37	0.000177	5.3	19094.66	1203.26	0.17	0.25
Reach-1	107696	Ex Cond	93700	31.94	63.67	44.23	64.11	0.000198	5.51	19545.56	1199.35	0.18	0.00
Reach-1	107696	PP1	93700	31.94	63.68	44.23	64.12	0.000198	5.5	19560.87	1199.55	0.18	0.01
Reach-1	107696	PP2	93700	31.94	63.69	44.23	64.13	0.000197	5.5	19574.38	1199.72	0.18	0.02
Reach-1	107696	PP3	93700	31.94	63.92	44.23	64.35	0.00019	5.43	19852.03	1203.88	0.18	0.25
Reach-1	107348	Ex Cond	93700	33.34	63.01	47.83	63.96	0.000486	7.91	12708.71	1066.58	0.28	0.00
Reach-1	107348	PP1	93700	33.34	63.02	47.83	63.97	0.000485	7.91	12717.64	1066.9	0.28	0.01
Reach-1	107348	PP2	93700	33.34	63.04	47.83	63.98	0.000484	7.9	12725.53	1067.59	0.28	0.03
Reach-1	107348	PP3	93700	33.34	63.28	47.83	64.2	0.000467	7.81	12887.43	1074.63	0.27	0.27
Reach-1	107070	Ex Cond	93700	32.91	62.8	47.8	63.81	0.000523	8.33	12902.5	1010.4	0.29	0.00
Reach-1	107070	PP1	93700	32.91	62.81	47.8	63.82	0.000522	8.32	12916.64	1010.61	0.29	0.01
Reach-1	107070	PP2	93700	32.91	62.95	47.8	63.83	0.000464	7.89	13576.89	1047.82	0.27	0.15
Reach-1	107070	PP3	93700	32.91	63.21	47.79	64.05	0.000436	7.69	13584.04	1050.35	0.27	0.41
Reach-1	106758	Ex Cond	93700	35.14	62.62	49.37	63.64	0.000557	8.34	12143.42	862.31	0.3	0.00
Reach-1	106758	PP1	93700	35.14	62.62	49.38	63.65	0.000557	8.35	11933.08	863.17	0.3	0.00
Reach-1	106758	PP2	93700	35.14	62.63	49.38	63.66	0.000557	8.35	11936.66	863.21	0.3	0.01

Floodplain Development Analysis Report - SEPTA Conshohocken Station

Proposed 50-Year Flood Recurrence Interval WSE													
Reach	River Station	Plan	Q Total (cfs)	Min Ch El (ft)	W.S. Elev (ft)	Crit W.S. (ft)	E.G. Elev (ft)	E.G. Slope (ft/ft)	Vel Chnl (ft/s)	Flow Area (sq ft)	Top Width (ft)	Froude # Chl	Diff (ft)
Reach-1	106758	PP3	93700	35.14	62.92	49.37	63.89	0.000502	7.99	12150.83	874.12	0.28	0.30
Reach-1	106601	Ex Cond	93700	32.85	62.48	47.18	63.55	0.000515	8.5	11873.24	870.41	0.29	0.00
Reach-1	106601	PP1	93700	32.85	62.44	47.18	63.56	0.000533	8.63	11784.92	869.51	0.29	-0.04
Reach-1	106601	PP2	93700	32.85	62.44	47.18	63.56	0.000535	8.65	11729.29	869.41	0.29	-0.04
Reach-1	106601	PP3	93700	32.85	62.75	47.18	63.81	0.000478	8.24	11624.8	912.37	0.28	0.27
Reach-1	106407	Ex Cond	93700	33.26	62.37	49.97	63.45	0.000557	8.42	11528.38	907.17	0.3	0.00
Reach-1	106407	PP1	93700	33.26	62.35	49.97	63.45	0.000558	8.42	11262.59	886.82	0.3	-0.02
Reach-1	106407	PP2	93700	33.26	62.35	49.97	63.45	0.000558	8.42	11262.59	886.82	0.3	-0.02
Reach-1	106407	PP3	93700	33.26	62.15	49.97	63.65	0.000794	9.99	9688.75	894.43	0.36	-0.22
Reach-1	106213	Ex Cond	93700	32.19	62.42	46.76	63.29	0.000414	7.68	12979.25	1028.59	0.26	0.00
Reach-1	106213	PP1	93700	32.19	62.4	46.76	63.29	0.000424	7.77	12803.45	1028.48	0.26	-0.02
Reach-1	106213	PP2	93700	32.19	62.4	46.76	63.29	0.000424	7.77	12803.45	1028.48	0.26	-0.02
Reach-1	106213	PP3	93700	32.19	62.31	46.76	63.4	0.000515	8.55	11525.14	1043.05	0.29	-0.11
Reach-1	106049	Ex Cond	93700	33.34	62.21	49.69	63.2	0.000557	8.43	12230.74	1151.4	0.3	0.00
Reach-1	106049	PP1	93700	33.34	62.18	49.7	63.2	0.000572	8.54	12105.39	1151.34	0.3	-0.03
Reach-1	106049	PP2	93700	33.34	62.18	49.7	63.2	0.000572	8.54	12105.39	1151.34	0.3	-0.03
Reach-1	106049	PP3	93700	33.34	62.01	49.7	63.28	0.000703	9.42	10814.88	1123.01	0.33	-0.20
Reach-1	105946	Ex Cond	93700	33.34	61.87	49.69	63.11	0.000701	9.35	11222.9	1021.2	0.33	0.00
Reach-1	105946	PP1	93700	33.34	61.87	49.69	63.11	0.000701	9.35	11222.9	1021.2	0.33	0.00
Reach-1	105946	PP2	93700	33.34	61.87	49.69	63.11	0.000701	9.35	11222.9	1021.2	0.33	0.00
Reach-1	105946	PP3	93700	33.34	62.02	49.7	63.17	0.000653	9.05	11435.9	1151.04	0.32	0.15
Reach-1	105836	Ex Cond	93700	32.64	62.02	48.5	62.95	0.00051	8.04	12517.47	1057.62	0.29	0.00
Reach-1	105836	PP1	93700	32.64	62.02	48.5	62.95	0.00051	8.04	12517.47	1057.62	0.29	0.00
Reach-1	105836	PP2	93700	32.64	62.02	48.5	62.95	0.00051	8.04	12517.47	1057.62	0.29	0.00
Reach-1	105836	PP3	93700	32.64	62.02	48.5	63.08	0.000569	8.49	12083.01	1197.73	0.3	0.00
Reach-1	105690	Ex Cond	93700	32.64	61.94	48.5	62.87	0.000532	8.04	12381.2	1066.17	0.29	0.00
Reach-1	105690	PP1	93700	32.64	61.94	48.5	62.87	0.000532	8.04	12381.2	1066.17	0.29	0.00
Reach-1	105690	PP2	93700	32.64	61.94	48.5	62.87	0.000532	8.04	12381.2	1066.17	0.29	0.00
Reach-1	105690	PP3	93700	32.64	61.86	48.5	62.98	0.000622	8.67	11868.9	1197.07	0.31	-0.08
Reach-1	105520	Ex Cond	93700	37.00	61.9	49.13	62.72	0.000511	7.82	14417.85	1247.09	0.28	0.00
Reach-1	105520	PP1	93700	37.00	61.9	49.13	62.72	0.000511	7.82	14417.85	1247.09	0.28	0.00
Reach-1	105520	PP2	93700	37.00	61.9	49.13	62.72	0.000511	7.82	14417.85	1247.09	0.28	0.00
Reach-1	105520	PP3	93700	37.00	61.9	49.12	62.74	0.000518	7.87	13977.94	1247.09	0.28	0.00

Floodplain Development Analysis Report - SEPTA Conshohocken Station

Proposed 100-Year Flood Recurrence Interval WSE													
Reach	River Station	Plan	Q Total	Min Ch El	W.S. Elev	Crit W.S.	E.G. Elev	E.G. Slope	Vel Chnl	Flow Area	Top Width	Froude # Chl	Diff
			(cfs)	(ft)	(ft)	(ft)	(ft)	(ft/ft)	(ft/s)	(sq ft)	(ft)		(ft)
Reach-1	109108	Ex Cond	109000	35.34	65.88		66.88	0.000667	8.13	14997.59	1006.42	0.29	0.00
Reach-1	109108	PP1	109000	35.34	65.91		66.9	0.000664	8.12	15027.41	1006.47	0.29	0.03
Reach-1	109108	PP2	109000	35.34	65.9		66.89	0.000666	8.12	15013.98	1006.44	0.29	0.02
Reach-1	109108	PP3	109000	35.34	66.12		67.08	0.000645	8.03	15231.67	1006.82	0.28	0.24
Reach-1	108858	Ex Cond	109000	34.94	65.83		66.68	0.000394	7.51	16029.37	988.83	0.26	0.00
Reach-1	108858	PP1	109000	34.94	65.85		66.71	0.000393	7.5	16058.8	989.13	0.26	0.02
Reach-1	108858	PP2	109000	34.94	65.84		66.7	0.000393	7.5	16045.55	988.99	0.26	0.01
Reach-1	108858	PP3	109000	34.94	66.06		66.9	0.000382	7.43	16260.48	991.13	0.25	0.23
Reach-1	108437	Ex Cond	109000	36.54	65.71		66.48	0.000439	7.12	16248.25	1048.94	0.26	0.00
Reach-1	108437	PP1	109000	36.54	65.74		66.51	0.000437	7.11	16280.31	1050.09	0.26	0.03
Reach-1	108437	PP2	109000	36.54	65.72		66.5	0.000438	7.12	16265.86	1049.57	0.26	0.01
Reach-1	108437	PP3	109000	36.54	65.95		66.7	0.000423	7.04	16500.6	1057.92	0.26	0.24
Reach-1	108025	Ex Cond	109000	37.54	65.59		66.29	0.000376	6.95	17945.71	1019.25	0.25	0.00
Reach-1	108025	PP1	109000	37.54	65.62		66.32	0.000374	6.94	17977.6	1019.77	0.25	0.03
Reach-1	108025	PP2	109000	37.54	65.61		66.31	0.000375	6.95	17963.23	1019.54	0.25	0.02
Reach-1	108025	PP3	109000	37.54	65.83		66.52	0.000362	6.87	18196.03	1023.35	0.24	0.24
Reach-1	107856	Ex Cond	109000	37.54	65.5	50.79	66.23	0.000384	7.05	17198.73	1129.8	0.25	0.00
Reach-1	107856	PP1	109000	37.54	65.53	50.79	66.26	0.000382	7.04	17235.04	1132.44	0.25	0.03
Reach-1	107856	PP2	109000	37.54	65.52	50.79	66.24	0.000383	7.04	17218.68	1131.26	0.25	0.02
Reach-1	107856	PP3	109000	37.54	65.75	50.79	66.46	0.000368	6.95	17485.62	1150.51	0.24	0.25
Reach-1	107816	Ex Cond	109000	31.94	65.62	44.76	66.08	0.000185	5.61	22503.78	1322.26	0.18	0.00
Reach-1	107816	PP1	109000	31.94	65.66	44.76	66.11	0.000184	5.6	22545.55	1322.56	0.18	0.04
Reach-1	107816	PP2	109000	31.94	65.64	44.76	66.1	0.000184	5.61	22526.74	1322.43	0.18	0.02
Reach-1	107816	PP3	109000	31.94	65.87	44.76	66.32	0.000178	5.54	22831.39	1324.65	0.18	0.25
Reach-1	107696	Ex Cond	109000	31.94	65.59	45.31	66.06	0.0002	5.78	21879.53	1224.91	0.18	0.00
Reach-1	107696	PP1	109000	31.94	65.62	45.31	66.09	0.000199	5.77	21918.47	1225.05	0.18	0.03
Reach-1	107696	PP2	109000	31.94	65.6	45.31	66.07	0.000199	5.77	21900.96	1224.98	0.18	0.01
Reach-1	107696	PP3	109000	31.94	65.84	45.31	66.29	0.000193	5.7	22184.74	1225.99	0.18	0.25
Reach-1	107348	Ex Cond	109000	33.34	64.97	49.11	65.91	0.000457	8.07	15588.4	1136.48	0.27	0.00
Reach-1	107348	PP1	109000	33.34	65.01	49.11	65.94	0.000455	8.05	15626.48	1136.76	0.27	0.04
Reach-1	107348	PP2	109000	33.34	65.02	49.11	65.93	0.000446	7.98	15671.28	1136.83	0.27	0.05
Reach-1	107348	PP3	109000	33.34	65.26	49.11	66.15	0.000434	7.91	15928.05	1138.68	0.27	0.29
Reach-1	107070	Ex Cond	109000	32.91	64.71	49.24	65.76	0.000512	8.64	14755.08	1038.3	0.29	0.00
Reach-1	107070	PP1	109000	32.91	64.75	49.24	65.8	0.000508	8.62	14791.3	1039.26	0.29	0.04
Reach-1	107070	PP2	109000	32.91	64.91	49.24	65.8	0.000435	8.02	15544.01	1068.97	0.27	0.20
Reach-1	107070	PP3	109000	32.91	65.18	49.24	66.02	0.000407	7.81	15553.73	1074.56	0.26	0.47
Reach-1	106758	Ex Cond	109000	35.14	64.54	50.64	65.6	0.000532	8.58	13825.4	894.52	0.29	0.00
Reach-1	106758	PP1	109000	35.14	64.59	50.64	65.63	0.000521	8.5	13647.49	894.99	0.29	0.05
Reach-1	106758	PP2	109000	35.14	64.59	50.64	65.64	0.000521	8.5	13651.8	895.04	0.29	0.05

Floodplain Development Analysis Report - SEPTA Conshohocken Station

Proposed 100-Year Flood Recurrence Interval WSE													
Reach	River Station	Plan	Q Total	Min Ch El	W.S. Elev	Crit W.S.	E.G. Elev	E.G. Slope	Vel Chnl	Flow Area	Top Width	Froude # Chl	Diff
			(cfs)	(ft)	(ft)	(ft)	(ft)	(ft/ft)	(ft/s)	(sq ft)	(ft)		(ft)
Reach-1	106758	PP3	109000	35.14	64.86	50.64	65.87	0.000466	8.09	13863.19	901.12	0.28	0.32
Reach-1	106601	Ex Cond	109000	32.85	64.38	48.6	65.51	0.000511	8.85	13397.27	915.19	0.29	0.00
Reach-1	106601	PP1	109000	32.85	64.31	48.6	65.53	0.000544	9.12	13286.71	913.69	0.3	-0.07
Reach-1	106601	PP2	109000	32.85	64.31	48.6	65.54	0.000547	9.15	13229.41	913.54	0.3	-0.07
Reach-1	106601	PP3	109000	32.85	64.59	48.59	65.78	0.000485	8.67	12859.92	955.81	0.28	0.21
Reach-1	106407	Ex Cond	109000	33.26	64.31	51.53	65.4	0.000494	8.33	13375.83	982.78	0.28	0.00
Reach-1	106407	PP1	109000	33.26	64.3	51.53	65.4	0.000489	8.29	13072.48	965.02	0.28	-0.01
Reach-1	106407	PP2	109000	33.26	64.3	51.53	65.4	0.000489	8.29	13072.48	965.02	0.28	-0.01
Reach-1	106407	PP3	109000	33.26	64.04	51.52	65.62	0.000772	10.34	11010.1	974.8	0.35	-0.27
Reach-1	106213	Ex Cond	109000	32.19	64.39	48.21	65.25	0.000374	7.64	15007.24	1037.07	0.25	0.00
Reach-1	106213	PP1	109000	32.19	64.37	48.21	65.25	0.000383	7.73	14832.65	1036.98	0.25	-0.02
Reach-1	106213	PP2	109000	32.19	64.37	48.21	65.25	0.000383	7.73	14832.65	1036.98	0.25	-0.02
Reach-1	106213	PP3	109000	32.19	64.23	48.21	65.37	0.000502	8.82	12983.44	1056.16	0.29	-0.16
Reach-1	106049	Ex Cond	109000	33.34	64.21	51.21	65.17	0.000483	8.27	14313.32	1155.2	0.28	0.00
Reach-1	106049	PP1	109000	33.34	64.19	51.21	65.17	0.000494	8.36	14195.6	1155.17	0.28	-0.02
Reach-1	106049	PP2	109000	33.34	64.19	51.21	65.17	0.000494	8.36	14195.6	1155.17	0.28	-0.02
Reach-1	106049	PP3	109000	33.34	63.99	51.22	65.26	0.000643	9.48	12498.24	1126.77	0.32	-0.22
Reach-1	105946	Ex Cond	109000	33.34	63.89	51.22	65.09	0.00063	9.34	13060.07	1027.59	0.32	0.00
Reach-1	105946	PP1	109000	33.34	63.89	51.22	65.09	0.00063	9.34	13060.07	1027.59	0.32	0.00
Reach-1	105946	PP2	109000	33.34	63.89	51.22	65.09	0.00063	9.34	13060.07	1027.59	0.32	0.00
Reach-1	105946	PP3	109000	33.34	64.07	51.21	65.14	0.000547	8.74	13567.99	1154.94	0.3	0.18
Reach-1	105836	Ex Cond	109000	32.64	64.01	49.9	64.95	0.000469	8.12	14459.84	1119.05	0.28	0.00
Reach-1	105836	PP1	109000	32.64	64.01	49.9	64.95	0.000469	8.12	14459.84	1119.05	0.28	0.00
Reach-1	105836	PP2	109000	32.64	64.01	49.9	64.95	0.000469	8.12	14459.84	1119.05	0.28	0.00
Reach-1	105836	PP3	109000	32.64	64.01	49.9	65.07	0.000532	8.65	13961.33	1259.05	0.3	0.00
Reach-1	105690	Ex Cond	109000	32.64	63.91	49.9	64.87	0.000497	8.19	14117.97	1123.35	0.28	0.00
Reach-1	105690	PP1	109000	32.64	63.91	49.9	64.87	0.000497	8.19	14117.97	1123.35	0.28	0.00
Reach-1	105690	PP2	109000	32.64	63.91	49.9	64.87	0.000497	8.19	14117.97	1123.35	0.28	0.00
Reach-1	105690	PP3	109000	32.64	63.82	49.9	64.98	0.000597	8.96	13681.49	1253.87	0.31	-0.09
Reach-1	105520	Ex Cond	109000	37.00	63.92	50.4	64.69	0.000447	7.71	16952.02	1260.43	0.26	0.00
Reach-1	105520	PP1	109000	37.00	63.92	50.4	64.69	0.000447	7.71	16952.02	1260.43	0.26	0.00
Reach-1	105520	PP2	109000	37.00	63.92	50.4	64.69	0.000447	7.71	16952.02	1260.43	0.26	0.00
Reach-1	105520	PP3	109000	37.00	63.92	50.4	64.7	0.000446	7.7	16512.11	1260.43	0.26	0.00

Floodplain Development Analysis Report - SEPTA Conshohocken Station

Proposed 500-Year Flood Recurrence Interval WSE													
Reach	River Station	Plan	Q Total	Min Ch El	W.S. Elev	Crit W.S.	E.G. Elev	E.G. Slope	Vel Chnl	Flow Area	Top Width	Froude # Chl	Diff
			(cfs)	(ft)	(ft)	(ft)	(ft)	(ft/ft)	(ft/s)	(sq ft)	(ft)		(ft)
Reach-1	109108	Ex Cond	146000	35.34	70		71.15	0.000678	8.92	19209.72	1039.32	0.29	0.00
Reach-1	109108	PP1	146000	35.34	70.05		71.2	0.000673	8.9	19262.01	1039.74	0.29	0.05
Reach-1	109108	PP2	146000	35.34	70.05		71.2	0.000674	8.9	19259.76	1039.72	0.29	0.05
Reach-1	109108	PP3	146000	35.34	70.35		71.46	0.000649	8.78	19568.99	1042.21	0.29	0.35
Reach-1	108858	Ex Cond	146000	34.94	69.93		70.97	0.000411	8.43	20165.05	1027.33	0.27	0.00
Reach-1	108858	PP1	146000	34.94	69.98		71.02	0.000409	8.41	20217.08	1027.73	0.27	0.05
Reach-1	108858	PP2	146000	34.94	69.97		71.02	0.000409	8.41	20214.84	1027.71	0.27	0.04
Reach-1	108858	PP3	146000	34.94	70.27		71.29	0.000394	8.31	20522.38	1030.08	0.26	0.34
Reach-1	108437	Ex Cond	146000	36.54	69.84		70.76	0.000427	7.85	20932.83	1213.76	0.27	0.00
Reach-1	108437	PP1	146000	36.54	69.89		70.81	0.000424	7.83	20995.68	1215.52	0.27	0.05
Reach-1	108437	PP2	146000	36.54	69.89		70.81	0.000424	7.83	20992.97	1215.44	0.27	0.05
Reach-1	108437	PP3	146000	36.54	70.19		71.08	0.000407	7.73	21365.53	1225.83	0.26	0.35
Reach-1	108025	Ex Cond	146000	37.54	69.74		70.57	0.000369	7.64	22781.45	1273.31	0.25	0.00
Reach-1	108025	PP1	146000	37.54	69.8		70.62	0.000366	7.63	22848.67	1275.24	0.25	0.06
Reach-1	108025	PP2	146000	37.54	69.79		70.61	0.000367	7.63	22845.78	1275.15	0.25	0.05
Reach-1	108025	PP3	146000	37.54	70.1		70.9	0.000351	7.52	23243.98	1286.53	0.25	0.36
Reach-1	107856	Ex Cond	146000	37.54	69.74	53.17	70.49	0.000338	7.35	22580.67	1515.31	0.24	0.00
Reach-1	107856	PP1	146000	37.54	69.79	53.17	70.53	0.000335	7.33	22652.4	1519.72	0.24	0.05
Reach-1	107856	PP2	146000	37.54	69.79	53.17	70.53	0.000335	7.33	22649.29	1519.53	0.24	0.05
Reach-1	107856	PP3	146000	37.54	70.1	53.17	70.82	0.000318	7.19	23072.58	1549.6	0.23	0.36
Reach-1	107816	Ex Cond	146000	31.94	69.85	47.09	70.36	0.000182	6.07	28169.11	1362.87	0.18	0.00
Reach-1	107816	PP1	146000	31.94	69.9	47.09	70.41	0.000181	6.06	28241.03	1363.42	0.18	0.05
Reach-1	107816	PP2	146000	31.94	69.9	47.09	70.4	0.000181	6.06	28237.91	1363.39	0.18	0.05
Reach-1	107816	PP3	146000	31.94	70.21	47.09	70.7	0.000173	5.97	28662.2	1366.62	0.18	0.36
Reach-1	107696	Ex Cond	146000	31.94	69.8	47.73	70.33	0.000197	6.25	27090.16	1251.74	0.19	0.00
Reach-1	107696	PP1	146000	31.94	69.85	47.73	70.38	0.000196	6.23	27156.37	1252.14	0.19	0.05
Reach-1	107696	PP2	146000	31.94	69.85	47.73	70.38	0.000196	6.24	27153.52	1252.12	0.19	0.05
Reach-1	107696	PP3	146000	31.94	70.16	47.73	70.67	0.000188	6.14	27543.93	1254.49	0.18	0.36
Reach-1	107348	Ex Cond	146000	33.34	69.22	51.96	70.19	0.000416	8.48	20222.38	1275.28	0.27	0.00
Reach-1	107348	PP1	146000	33.34	69.27	51.96	70.24	0.000412	8.45	20289.98	1278.71	0.27	0.05
Reach-1	107348	PP2	146000	33.34	69.32	51.96	70.24	0.000394	8.26	20376.19	1281.36	0.26	0.10
Reach-1	107348	PP3	146000	33.34	69.62	51.96	70.54	0.000389	8.27	20729.87	1299.15	0.26	0.40
Reach-1	107070	Ex Cond	146000	32.91	69.01	52.44	70.06	0.000454	8.97	19962.24	1208.42	0.28	0.00
Reach-1	107070	PP1	146000	32.91	69.07	52.44	70.11	0.00045	8.94	20035.22	1208.85	0.28	0.06
Reach-1	107070	PP2	146000	32.91	69.25	52.44	70.12	0.000365	8.1	20917.1	1213.91	0.25	0.24
Reach-1	107070	PP3	146000	32.91	69.59	52.44	70.41	0.000338	7.84	21069.13	1214.62	0.24	0.58
Reach-1	106758	Ex Cond	146000	35.14	68.79	53.46	69.91	0.000471	8.91	17682.64	941.73	0.28	0.00
Reach-1	106758	PP1	146000	35.14	68.86	53.47	69.97	0.000442	8.65	17530.87	942.49	0.28	0.07
Reach-1	106758	PP2	146000	35.14	68.87	53.47	69.97	0.000442	8.65	17535.78	942.55	0.28	0.08

Floodplain Development Analysis Report - SEPTA Conshohocken Station

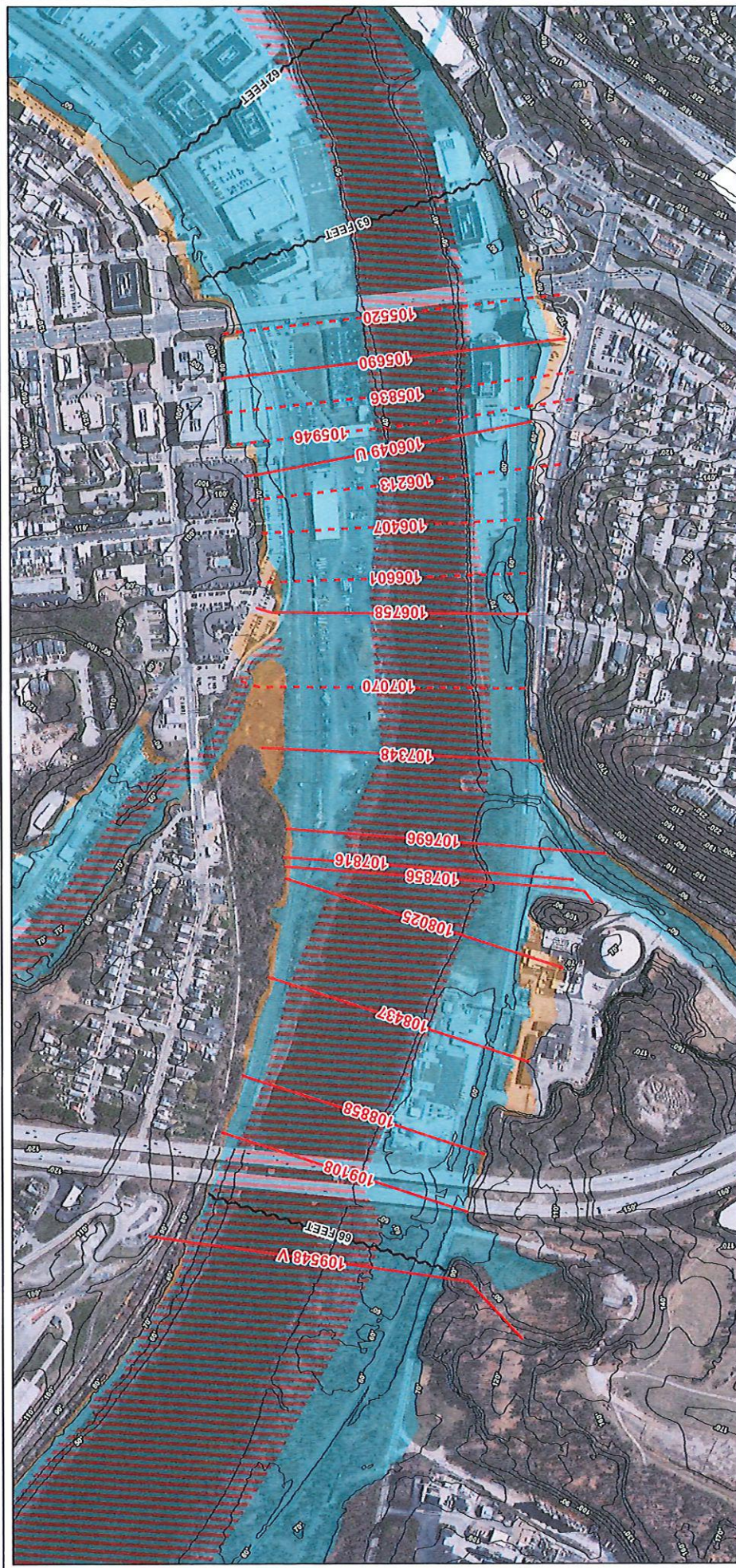
Proposed 500-Year Flood Recurrence Interval WSE													
Reach	River Station	Plan	Q Total	Min Ch El	W.S. Elev	Crit W.S.	E.G. Elev	E.G. Slope	Vel Chnl	Flow Area	Top Width	Froude # Chl	Diff
			(cfs)	(ft)	(ft)	(ft)	(ft)	(ft/ft)	(ft/s)	(sq ft)	(ft)		(ft)
Reach-1	106758	PP3	146000	35.14	69.17	53.49	70.27	0.000386	8.13	17793.15	950.7	0.26	0.38
Reach-1	106601	Ex Cond	146000	32.85	68.61	51.74	69.83	0.000472	9.32	17103.54	1027.87	0.29	0.00
Reach-1	106601	PP1	146000	32.85	68.51	51.74	69.87	0.000533	9.89	16950.93	1026.74	0.3	-0.10
Reach-1	106601	PP2	146000	32.85	68.5	51.74	69.87	0.000536	9.92	16892.12	1026.66	0.3	-0.11
Reach-1	106601	PP3	146000	32.85	68.77	51.74	70.17	0.000472	9.35	15953.39	1064.92	0.29	0.16
Reach-1	106407	Ex Cond	146000	33.26	68.59	55.99	69.72	0.000381	8.08	17652.37	1010.73	0.26	0.00
Reach-1	106407	PP1	146000	33.26	68.57	55.98	69.72	0.000369	7.95	17265.33	993.03	0.25	-0.02
Reach-1	106407	PP2	146000	33.26	68.57	55.98	69.72	0.000369	7.95	17265.33	993.03	0.25	-0.02
Reach-1	106407	PP3	146000	33.26	68.39	55.15	70.04	0.000665	10.63	14310.39	1005.29	0.34	-0.20
Reach-1	106213	Ex Cond	146000	32.19	68.68	51.46	69.58	0.0003	7.5	19499.11	1053.04	0.23	0.00
Reach-1	106213	PP1	146000	32.19	68.67	51.46	69.58	0.000305	7.57	19329.28	1052.99	0.23	-0.01
Reach-1	106213	PP2	146000	32.19	68.67	51.46	69.58	0.000305	7.57	19329.28	1052.99	0.23	-0.01
Reach-1	106213	PP3	146000	32.19	68.66	51.45	69.78	0.000405	8.71	17382.93	1076.98	0.27	-0.02
Reach-1	106049	Ex Cond	146000	33.34	68.54	54.76	69.52	0.000372	8.01	18841.05	1163.43	0.25	0.00
Reach-1	106049	PP1	146000	33.34	68.53	54.77	69.52	0.000378	8.07	18730.61	1163.41	0.25	-0.01
Reach-1	106049	PP2	146000	33.34	68.53	54.77	69.52	0.000378	8.07	18730.61	1163.41	0.25	-0.01
Reach-1	106049	PP3	146000	33.34	68.36	54.77	69.68	0.000531	9.53	16240.72	1135.08	0.3	-0.18
Reach-1	105946	Ex Cond	146000	33.34	68.27	54.77	69.46	0.000509	9.29	17083.69	1035.92	0.29	0.00
Reach-1	105946	PP1	146000	33.34	68.27	54.77	69.46	0.000509	9.29	17083.69	1035.92	0.29	0.00
Reach-1	105946	PP2	146000	33.34	68.27	54.77	69.46	0.000509	9.29	17083.69	1035.92	0.29	0.00
Reach-1	105946	PP3	146000	33.34	68.53	54.77	69.54	0.00039	8.18	18223.88	1163.4	0.26	0.26
Reach-1	105836	Ex Cond	146000	32.64	68.38	52.96	69.34	0.000384	8.13	18889.22	1134.12	0.26	0.00
Reach-1	105836	PP1	146000	32.64	68.38	52.96	69.34	0.000384	8.13	18889.22	1134.12	0.26	0.00
Reach-1	105836	PP2	146000	32.64	68.38	52.96	69.34	0.000384	8.13	18889.22	1134.12	0.26	0.00
Reach-1	105836	PP3	146000	32.64	68.45	52.96	69.49	0.000436	8.68	18319.85	1274.14	0.27	0.07
Reach-1	105690	Ex Cond	146000	32.64	68.39	52.98	69.26	0.000367	7.83	20410.81	1141.12	0.25	0.00
Reach-1	105690	PP1	146000	32.64	68.39	52.98	69.26	0.000367	7.83	20410.81	1141.12	0.25	0.00
Reach-1	105690	PP2	146000	32.64	68.39	52.98	69.26	0.000367	7.83	20410.81	1141.12	0.25	0.00
Reach-1	105690	PP3	146000	32.64	68.25	52.98	69.41	0.000511	9.21	17958.51	1274.07	0.3	-0.14
Reach-1	105520	Ex Cond	146000	37.00	68.4	53.27	69.12	0.00034	7.46	22660.02	1289.95	0.24	0.00
Reach-1	105520	PP1	146000	37.00	68.4	53.27	69.12	0.00034	7.46	22660.02	1289.95	0.24	0.00
Reach-1	105520	PP2	146000	37.00	68.4	53.27	69.12	0.00034	7.46	22660.02	1289.95	0.24	0.00
Reach-1	105520	PP3	146000	37.00	68.4	53.27	69.11	0.000329	7.34	22220.11	1289.95	0.23	0.00

Appendix C: Letter of Map Amendment (LOMR)

Letter of Map Revision (LOMR), Case Number 16-03-1726P, dated January 30, 2017, impacts flood hazard areas along the Schuylkill River between approximately Fayette Street and I-476, and Plymouth Creek. The revisions include increases and decreases to Schuylkill River flood hazard area boundaries and base flood elevations (BFEs) and decreases only to the delineated floodway.

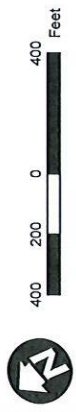
Supporting determination documentation and hydraulic information associated with LOMR 16-03-1726P and utilized in this flood study have been submitted under separate cover.

Appendix D: FEMA Cross Section Analysis Map



Data Source:
 - Effective FEMA LOMR 15-03-0720P dated January 30, 2017
 - Base Flood Elevations
 - Flood Hazard Zones
 - Flood Hazard Data
 - Additional Cross Sections (Created May 2020 as part of the SEPTA Modeling Analysis)

Legend
 1% Annual Chance Floodplain
 0.2% Annual Chance Floodplain
 Regulatory Floodway
 Major Contours
 FEMA Cross Sections
 Additional Cross Sections
 Base Flood Elevations



Southeastern Pennsylvania
 Transportation Authority
 FEMA Cross Section Analysis
 TO GEC-17G-35
 SEPTA Conshohocken Station
 Floodplain Analysis/Variance
 Borough of Conshohocken
 Montgomery County, PA
 July 29, 2020



EXHIBIT A-10

Alicia A Nardo

Architectural Project Manager

PROFILE

Skilled Architectural Project Manager who leads design team from concept through delivery. Strong quality assurance and assessment through hands-on management and work review. Passionate and diligent leader with a service-oriented focus. Working knowledge of construction practices and building codes. 10+ years of experience designing cost-effective, efficient systems.

CONTACT

Located: Philadelphia, PA, USA
Phone: (610) 657-1066
Email: nardo6470@gmail.com

SKILLS

3D Modeling
Conceptual Design
Construction Documentation
Coordinating Team Projects
Design Analysis
Engineering Support
Project Management
Historical Site Reports
Project Outreach Plans
Site Planning
Sustainable Design
Technical Drawing

SOFTWARE

AutoCAD
AutoDesk Revit
Adobe Illustrator
Adobe InDesign
Adobe Photoshop
Microsoft Excel
Microsoft PowerPoint
Microsoft Word
Bluebeam Revu 2018

LANGUAGES

Italian
Spanish

PORTFOLIO

Available upon request

EDUCATION

Bachelor of Architecture [B. Arch]
Philadelphia University | Philadelphia, PA
2006.08 to 2011.05

Bachelor of Architecture [B. Arch] - Study Abroad Program
American University of Rome | Rome, Italy
2010.01 to 2010.07

EMPLOYMENT HISTORY

PROJECT MANAGER ENGINEER

Architectural Engineering Division, Southeastern Pennsylvania Transportation Authority
Philadelphia, PA
2016.12 to Present

Managing small to large-scale projects, forming relationships, coordinating design and formulating decisions with consultants, engineers and contractors. Designed across all phases, from conceptual design through to construction documentation. Have successfully taken on many roles, gaining experience in public planning, local politics, real estate law and property acquisitions.

ENGINEER DESIGNER II

Architectural Engineering Division, Southeastern Pennsylvania Transportation Authority
Philadelphia, PA
2014.09 to 2016.15

Provided full concept projects from planning and architectural design through to construction services with budgets up to \$10 million. Produced and delivered construction documents, managed construction administration, building code reviews and bid packages. Created digital models and presentations.

CONTRACT TECHNICAL STAFF

Architectural Engineering Division, Southeastern Pennsylvania Transportation Authority
Philadelphia, PA
2013.08 TO 2014.12

Conducted inspection surveys of completed projects, developed & launched inspection database, developed construction documents for project architects, delivered rendering presentations.

INTERN ARCHITECT

Stokes Architecture | Philadelphia, PA
2011.04 TO 2013.06

Created construction schedules, drafted construction documents, mark-ups to AutoCad drafts, consulted with sales representatives & acted as liaison between project architects & consultants, began IDP hours.

STUDENT ARCHITECTURE INTERN

Spillman Farmer Architects | Bethlehem, PA
2006.04 TO 2006.10

Administrative assistant, managed & updated materials library, rendered project sheets, corrected markups to construction drawing sets, drafted plans on AutoCad.

SUMMER INTERN

Architerra Landscape Architect Firm | Coopersburg, PA
2004.06 TO 2004.10

Rendered project sheets, created plant schedules and library, drafted project plans, delivered projects to local clients & consultants, acted as the secondary office receptionist

INTERESTS

- Graphic Design
- Furniture Refurbishing
- Photography
- Horticulture
- Therapy Dog training and handling
- Kayaking
- Hiking
- Traveling
- Volunteer work

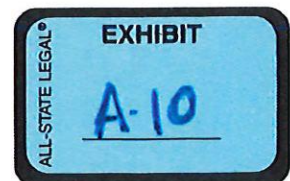


EXHIBIT A-11



NO.	DATE	DESCRIPTION
1	05/26/2009	ISSUED FOR PERMIT
2	05/26/2009	ISSUED FOR PERMIT
3	05/26/2009	ISSUED FOR PERMIT
4	05/26/2009	ISSUED FOR PERMIT
5	05/26/2009	ISSUED FOR PERMIT
6	05/26/2009	ISSUED FOR PERMIT
7	05/26/2009	ISSUED FOR PERMIT
8	05/26/2009	ISSUED FOR PERMIT
9	05/26/2009	ISSUED FOR PERMIT
10	05/26/2009	ISSUED FOR PERMIT
11	05/26/2009	ISSUED FOR PERMIT
12	05/26/2009	ISSUED FOR PERMIT
13	05/26/2009	ISSUED FOR PERMIT
14	05/26/2009	ISSUED FOR PERMIT
15	05/26/2009	ISSUED FOR PERMIT
16	05/26/2009	ISSUED FOR PERMIT
17	05/26/2009	ISSUED FOR PERMIT
18	05/26/2009	ISSUED FOR PERMIT
19	05/26/2009	ISSUED FOR PERMIT
20	05/26/2009	ISSUED FOR PERMIT

NO.	DATE	DESCRIPTION
1	05/26/2009	ISSUED FOR PERMIT
2	05/26/2009	ISSUED FOR PERMIT
3	05/26/2009	ISSUED FOR PERMIT
4	05/26/2009	ISSUED FOR PERMIT
5	05/26/2009	ISSUED FOR PERMIT
6	05/26/2009	ISSUED FOR PERMIT
7	05/26/2009	ISSUED FOR PERMIT
8	05/26/2009	ISSUED FOR PERMIT
9	05/26/2009	ISSUED FOR PERMIT
10	05/26/2009	ISSUED FOR PERMIT
11	05/26/2009	ISSUED FOR PERMIT
12	05/26/2009	ISSUED FOR PERMIT
13	05/26/2009	ISSUED FOR PERMIT
14	05/26/2009	ISSUED FOR PERMIT
15	05/26/2009	ISSUED FOR PERMIT
16	05/26/2009	ISSUED FOR PERMIT
17	05/26/2009	ISSUED FOR PERMIT
18	05/26/2009	ISSUED FOR PERMIT
19	05/26/2009	ISSUED FOR PERMIT
20	05/26/2009	ISSUED FOR PERMIT

CIVIL
TRAIN STATION RECONSTRUCTION
CONSHOHOCKEN STATION
MORRISTOWN / HAVANUK LINE
SITE IMPROVEMENTS PLAN-2

AS NOTED
DATE: 05/26/2009
SCALE: 1" = 10'
PROJECT NO: C401
SHEET NO: 02
TOTAL SHEETS: 02

LEGEND

- PROPERTY LINE
- ADJACENT PROPERTY LINE
- LIMIT OF DISTURBANCE
- EXISTING OVERHEAD ELECTRIC LINE
- EXISTING GAS LINE
- EXISTING SEWER MAIN W/MANHOLE
- EXISTING STORM SEWER W/MANHOLE
- EXISTING WATER LINE W/MANHOLE
- COMPOST FILTER SOCK
- CHASSIS
- SLUMP INLET
- SLUMP MANHOLE
- PROPOSED STORM SEWER W/MANHOLE
- TERRE KLEEN
- PLATFORM SLOPE STABILIZATION
- PROPOSED FENCE

TOTAL DISTURBED AREA
86,288 SQ. FT. OR 1.98 AC.

SCALE: 1" = 50'

CONSHOHOCKEN STATION MORRISTOWN / HAVANUK LINE SITE IMPROVEMENTS PLANS

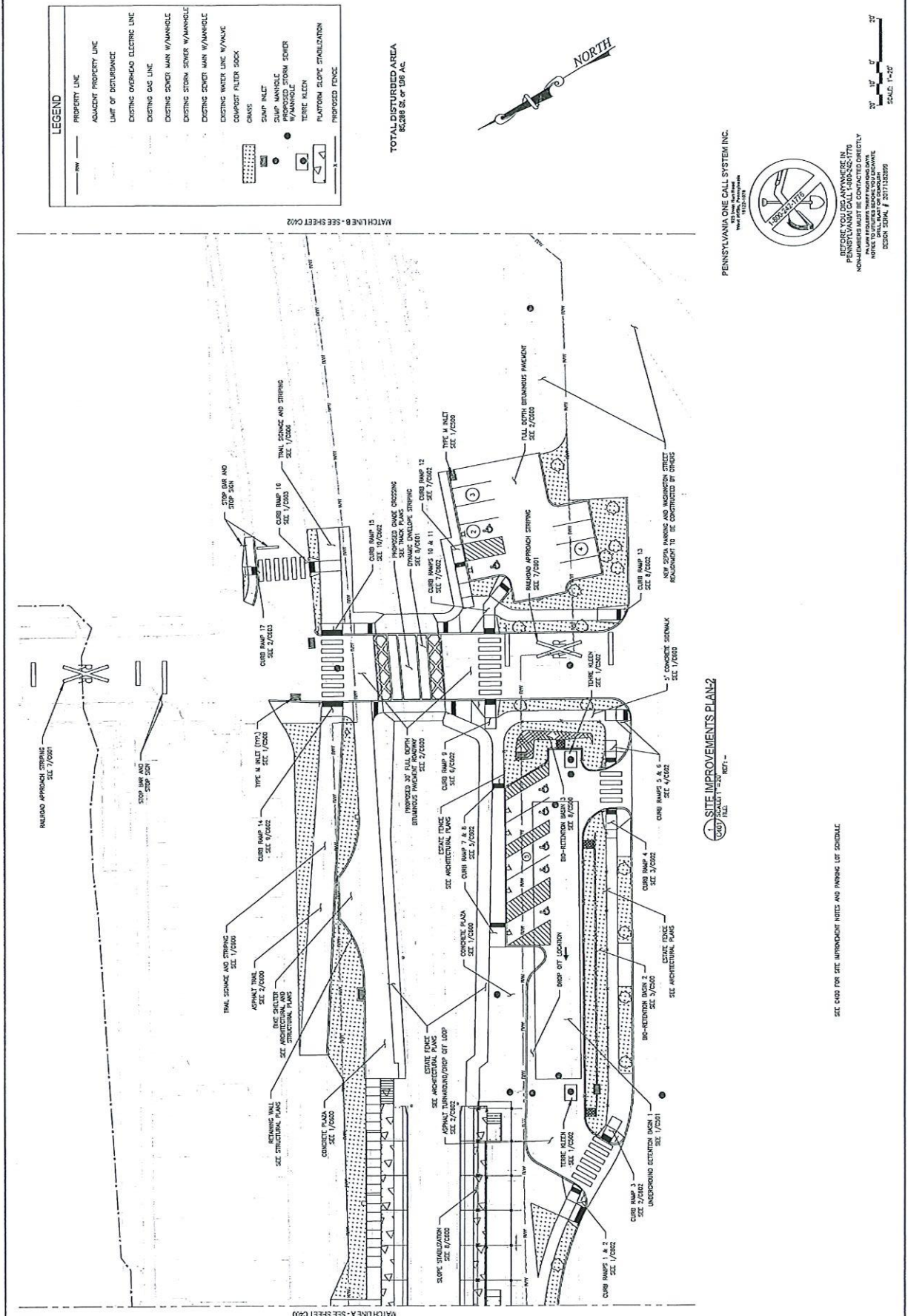


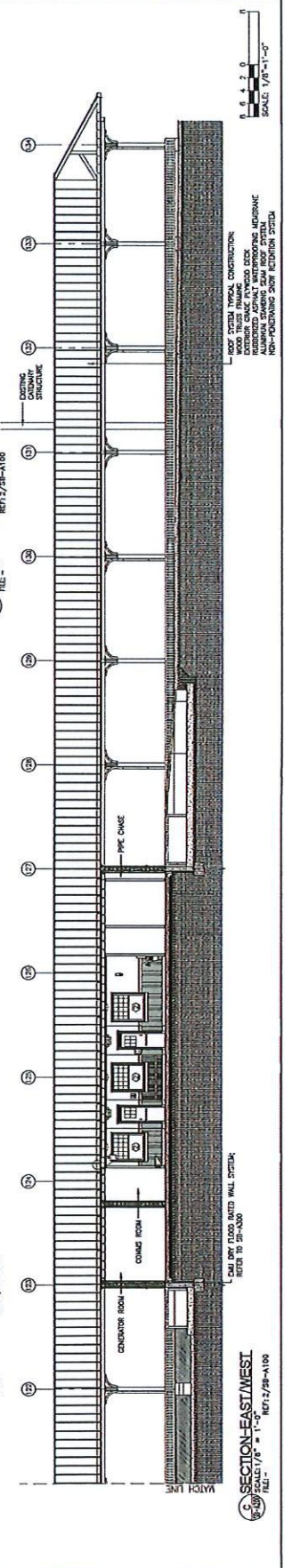
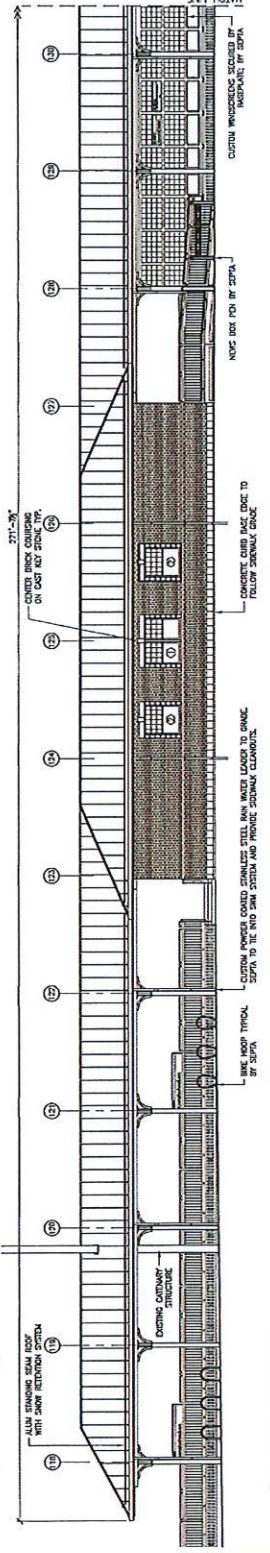
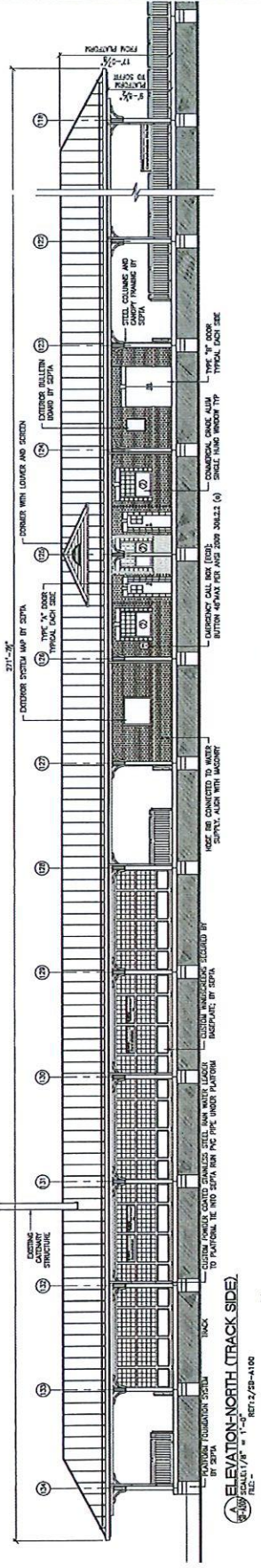
EXHIBIT A-12

STATION BUILDING AND CANOPY ARCHITECTURAL
 NORTH/SOUTH ELEVATIONS AND EAST/WEST SECTION
 NORBOSTOWN / MAUNY/KINKLINE
 CONSHOHOCKEN STATION

DATE PLOTTED: 5/27/2011 4:12 PM	PROJECT NO.: 11111111
DATE NOTED: 05/27/2010	PROJECT NAME: SB-A200
DESIGNER: 18F-1003	DRAWN BY: 18F-1003
CHECKED BY: 18F-1003	DATE: 05/27/2010
SCALE: 1/8" = 1'-0"	SCALE: 1/8" = 1'-0"

REV	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36		
37		
38		
39		
40		
41		
42		
43		
44		
45		
46		
47		
48		
49		
50		

SB-A200
 CONSHOHOCKEN STATION
 NORTH/SOUTH ELEVATIONS AND EAST/WEST SECTION
 NORBOSTOWN / MAUNY/KINKLINE
 DATE PLOTTED: 5/27/2011 4:12 PM



CONSHOHOCKEN STATION
 NORBOSTOWN / MAUNY/KINKLINE
 ARCHITECTURAL
 NORTH/SOUTH ELEVATIONS AND EAST/WEST SECTION
 DATE PLOTTED: 5/27/2011 4:12 PM

SB-A200
 CONSHOHOCKEN STATION
 NORTH/SOUTH ELEVATIONS AND EAST/WEST SECTION
 NORBOSTOWN / MAUNY/KINKLINE
 DATE PLOTTED: 5/27/2011 4:12 PM

SB-A200
 CONSHOHOCKEN STATION
 NORTH/SOUTH ELEVATIONS AND EAST/WEST SECTION
 NORBOSTOWN / MAUNY/KINKLINE
 DATE PLOTTED: 5/27/2011 4:12 PM

SB-A200
 CONSHOHOCKEN STATION
 NORTH/SOUTH ELEVATIONS AND EAST/WEST SECTION
 NORBOSTOWN / MAUNY/KINKLINE
 DATE PLOTTED: 5/27/2011 4:12 PM

SB-A200
 CONSHOHOCKEN STATION
 NORTH/SOUTH ELEVATIONS AND EAST/WEST SECTION
 NORBOSTOWN / MAUNY/KINKLINE
 DATE PLOTTED: 5/27/2011 4:12 PM

SB-A200
 CONSHOHOCKEN STATION
 NORTH/SOUTH ELEVATIONS AND EAST/WEST SECTION
 NORBOSTOWN / MAUNY/KINKLINE
 DATE PLOTTED: 5/27/2011 4:12 PM

SB-A200
 CONSHOHOCKEN STATION
 NORTH/SOUTH ELEVATIONS AND EAST/WEST SECTION
 NORBOSTOWN / MAUNY/KINKLINE
 DATE PLOTTED: 5/27/2011 4:12 PM

SB-A200
 CONSHOHOCKEN STATION
 NORTH/SOUTH ELEVATIONS AND EAST/WEST SECTION
 NORBOSTOWN / MAUNY/KINKLINE
 DATE PLOTTED: 5/27/2011 4:12 PM

SB-A200
 CONSHOHOCKEN STATION
 NORTH/SOUTH ELEVATIONS AND EAST/WEST SECTION
 NORBOSTOWN / MAUNY/KINKLINE
 DATE PLOTTED: 5/27/2011 4:12 PM

SB-A200
 CONSHOHOCKEN STATION
 NORTH/SOUTH ELEVATIONS AND EAST/WEST SECTION
 NORBOSTOWN / MAUNY/KINKLINE
 DATE PLOTTED: 5/27/2011 4:12 PM

SB-A200
 CONSHOHOCKEN STATION
 NORTH/SOUTH ELEVATIONS AND EAST/WEST SECTION
 NORBOSTOWN / MAUNY/KINKLINE
 DATE PLOTTED: 5/27/2011 4:12 PM

SB-A200
 CONSHOHOCKEN STATION
 NORTH/SOUTH ELEVATIONS AND EAST/WEST SECTION
 NORBOSTOWN / MAUNY/KINKLINE
 DATE PLOTTED: 5/27/2011 4:12 PM

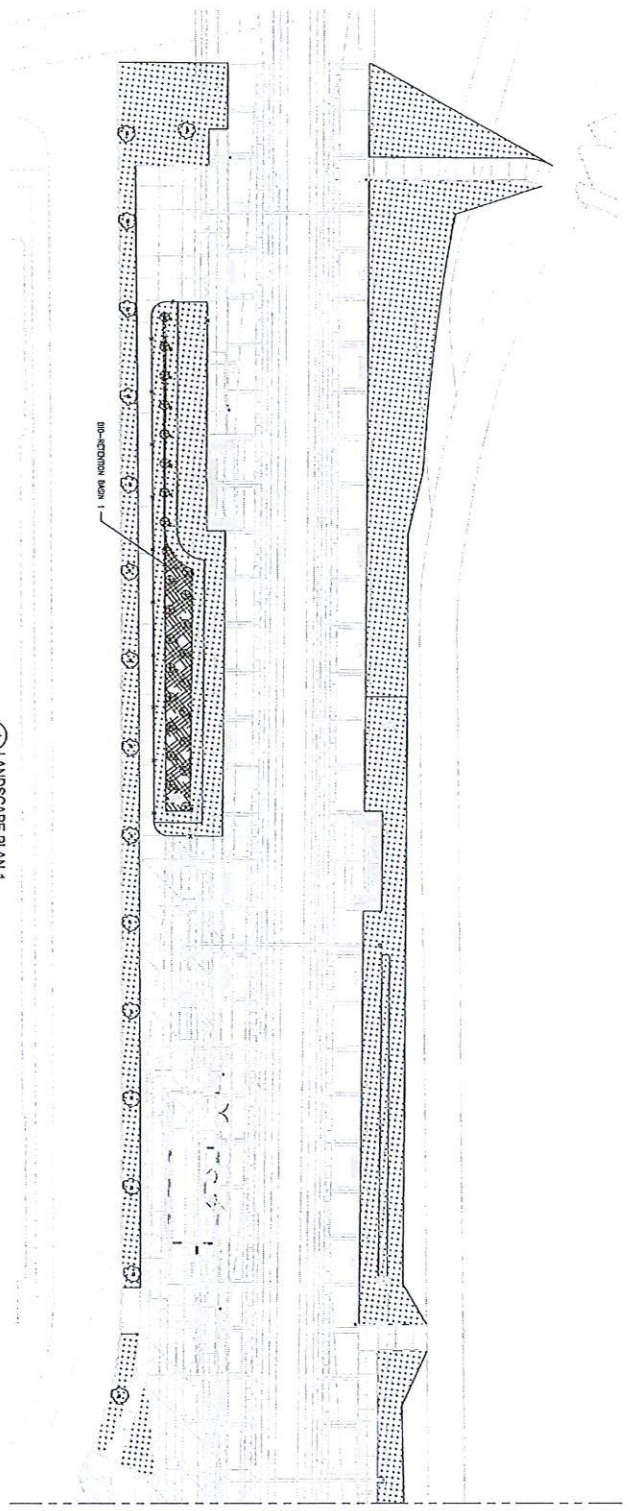
SB-A200
 CONSHOHOCKEN STATION
 NORTH/SOUTH ELEVATIONS AND EAST/WEST SECTION
 NORBOSTOWN / MAUNY/KINKLINE
 DATE PLOTTED: 5/27/2011 4:12 PM

SB-A200
 CONSHOHOCKEN STATION
 NORTH/SOUTH ELEVATIONS AND EAST/WEST SECTION
 NORBOSTOWN / MAUNY/KINKLINE
 DATE PLOTTED: 5/27/2011 4:12 PM

SB-A200
 CONSHOHOCKEN STATION
 NORTH/SOUTH ELEVATIONS AND EAST/WEST SECTION
 NORBOSTOWN / MAUNY/KINKLINE
 DATE PLOTTED: 5/27/2011 4:12 PM

SB-A200
 CONSHOHOCKEN STATION
 NORTH/SOUTH ELEVATIONS AND EAST/WEST SECTION
 NORBOSTOWN / MAUNY/KINKLINE
 DATE PLOTTED: 5/27/2011 4:12 PM

EXHIBIT A-13



MATCH LINE A - SEE SHEET C001

LANDSCAPE PLAN-1
 CIVIL
 TRAIN STATION RECONSTRUCTION

- LANDSCAPE PLAN NOTES:**
1. UNDERGROUND UTILITY LOCATIONS SHOWN ON THIS PLAN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY DATA.
 2. LANDSCAPE, DR-RETENTION BASIN OR UNDERGROUND RETENTION BASIN SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PENNSYLVANIA ONE CALL SYSTEM INC. (3) OPERATING STANDARDS.
 3. LANDSCAPE MATERIALS TO BE COMMENTED FOR THE (3) OPERATING STANDARDS.

LEGEND

(Symbol)	PROPERTY LINE
(Symbol)	ADJACENT PROPERTY LINE
(Symbol)	UTILITY OF DISTURBANCE
(Symbol)	EXISTING OVERHEAD ELECTRIC LINE
(Symbol)	EXISTING GAS LINE
(Symbol)	EXISTING STORM MAIN W/MANHOLE
(Symbol)	EXISTING STORM SEWER W/MANHOLE
(Symbol)	EXISTING WATER LINE W/VALVE
(Symbol)	EXISTING FILTER SOCK
(Symbol)	CONCRETE FILTER SOCK
(Symbol)	GRASS
(Symbol)	SLUMP INLET
(Symbol)	SLUMP MANHOLE
(Symbol)	W/VALVE
(Symbol)	W/VALVE
(Symbol)	W/VALVE
(Symbol)	SHRUBS
(Symbol)	TREE

NO.	SYMBOL	QUANTITY	DESCRIPTION	UNIT	REMARKS
1	(Symbol)	1	DR-RETENTION BASIN 1	SQ. FT.	
2	(Symbol)	1	CONCRETE FILTER SOCK	EA.	
3	(Symbol)	1	GRASS	SQ. FT.	
4	(Symbol)	1	SLUMP INLET	EA.	
5	(Symbol)	1	SLUMP MANHOLE W/VALVE	EA.	
6	(Symbol)	1	W/VALVE	EA.	
7	(Symbol)	1	SHRUBS	EA.	
8	(Symbol)	1	TREE	EA.	

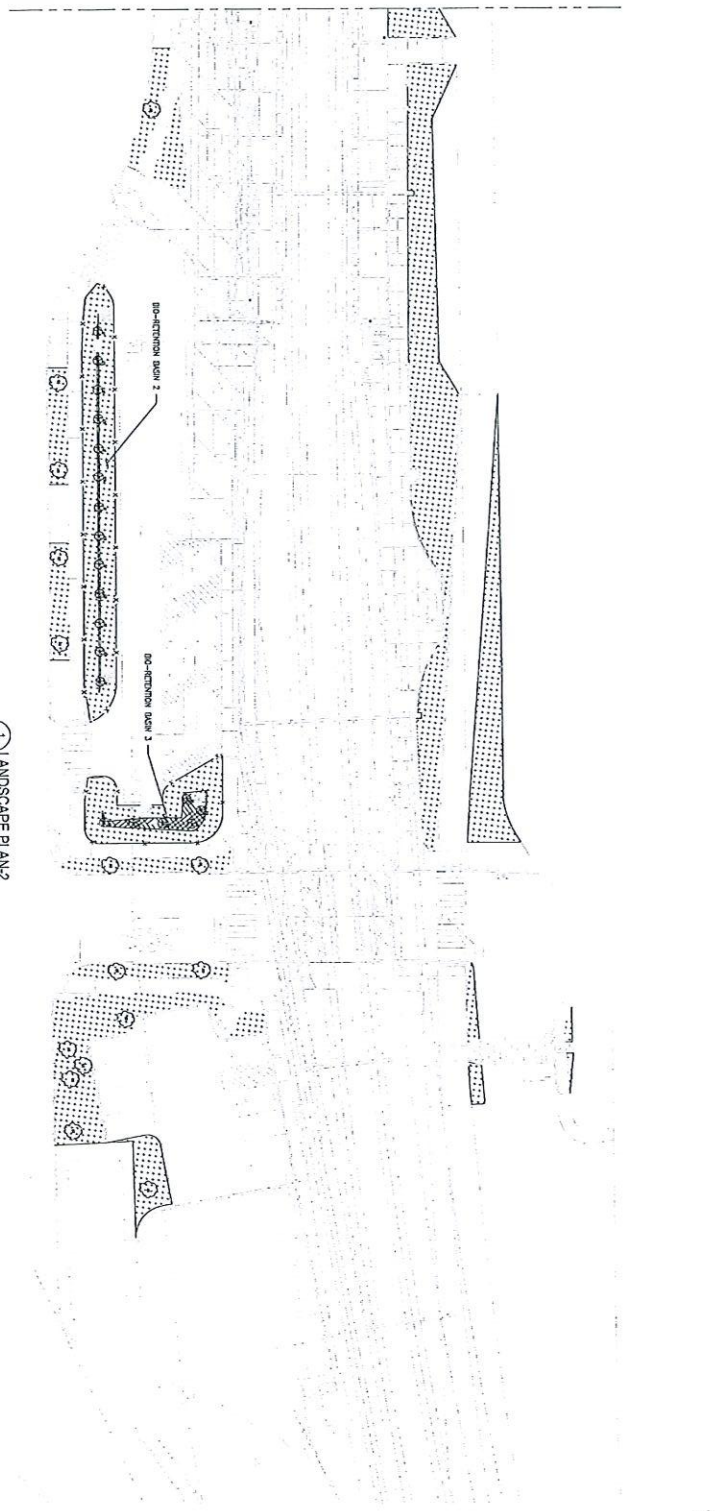


PENNSYLVANIA ONE CALL SYSTEM INC.
 888-888-8888
 PENNSYLVANIA ONE CALL SYSTEM INC. IS A REGISTERED TRADEMARK OF PENNSYLVANIA ONE CALL SYSTEM INC. PENNSYLVANIA ONE CALL SYSTEM INC. IS A REGISTERED TRADEMARK OF PENNSYLVANIA ONE CALL SYSTEM INC. PENNSYLVANIA ONE CALL SYSTEM INC. IS A REGISTERED TRADEMARK OF PENNSYLVANIA ONE CALL SYSTEM INC.



<p>CONSHOHOCKEN STATION NORRISTOWN / MANAYUNK LINE TRAIN STATION RECONSTRUCTION</p> <p>CIVIL LANDSCAPE PLAN-1</p>		<p>DATE: 05/22/2013 1:53:43 PM</p>
<p>AS NOTED</p> <p>DATE: 05/22/2013</p> <p>PROJECT: 19C-103</p> <p>CLIENT: C880</p>	<p>SCALE: 1"=30'</p>	<p>DATE: 05/22/2013</p> <p>BY: [Signature]</p> <p>CHKD: [Signature]</p> <p>APPD: [Signature]</p>
<p>CONSHOHOCKEN STATION</p> <p>1314 MARKET ST., PHILADELPHIA, PA 19104</p>	<p>CONSHOHOCKEN STATION</p> <p>1314 MARKET ST., PHILADELPHIA, PA 19104</p>	<p>CONSHOHOCKEN STATION</p> <p>1314 MARKET ST., PHILADELPHIA, PA 19104</p>

MATCH LINE A - SEE SHEET C800



LANDSCAPE PLAN 2

SEE C800 FOR LANDSCAPE PLAN NOTES

LEGEND

	PROPERTY LINE
	ADJACENT PROPERTY LINE
	UTILITY OF DISTURBANCE
	EXISTING OVERHEAD ELECTRIC LINE
	EXISTING GAS LINE
	EXISTING STORM MAIN W/MANHOLE
	EXISTING STORM SEWER W/MANHOLE
	EXISTING WATER LINE W/MANHOLE
	COMPACT FILTER SOCK
	CATCH BASINS
	SLOPE MAT
	PROPOSED STORM SEWER W/MANHOLE
	TREE-RED WHITE
	SHRUBS

PENNSYLVANIA ONE CALL SYSTEM INC.
 800-455-4555
 www.pennsylvaniaonecall.com

WARNING: YOU DO NOT ANCHOR IN PENNSYLVANIA UNLESS YOU ARE A LICENSED CONTRACTOR. PENNSYLVANIA ONE CALL SYSTEM INC. IS NOT A CONTRACTOR. CONTRACTORS MUST BE CONTACTED DIRECTLY TO OBTAIN SERVICE. 8/20/13 130899



DATE	11/11/13
BY	CHD
CHECKED BY	AFD
DATE	11/11/13
DESCRIPTION	WORKS FOR LAND ENGAGEMENT ELEMENT
REV	1
DATE	11/11/13
DESCRIPTION	

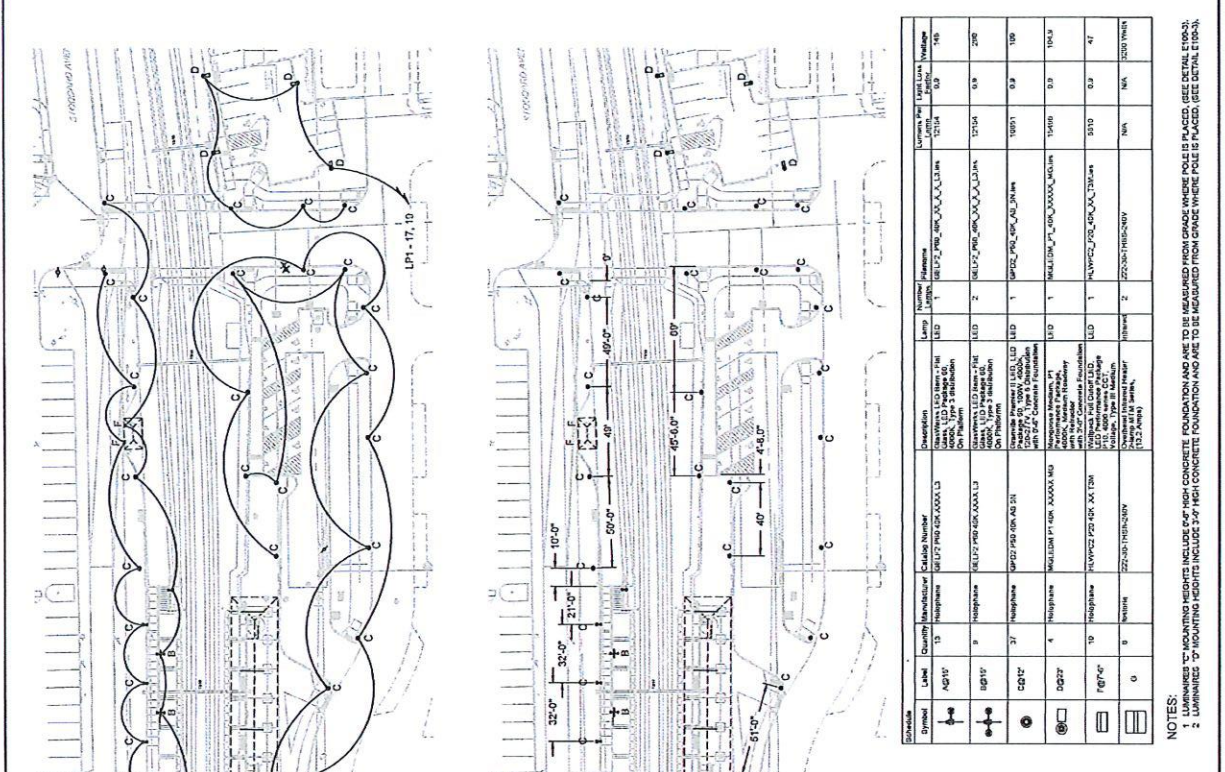
CONSHOHOCKEN STATION
 NORRISTOWN/MANAYUNK LINE
TRAIN STATION RECONSTRUCTION

CIVIL
 LANDSCAPE PLAN-2

NO.	DATE	DESCRIPTION	BY	CHECKED BY	APP'D
1	11/11/13		CHD	AFD	
1	11/11/13				
1	11/11/13				
1	11/11/13				
1	11/11/13				
1	11/11/13				
1	11/11/13				
1	11/11/13				
1	11/11/13				



EXHIBIT A-14



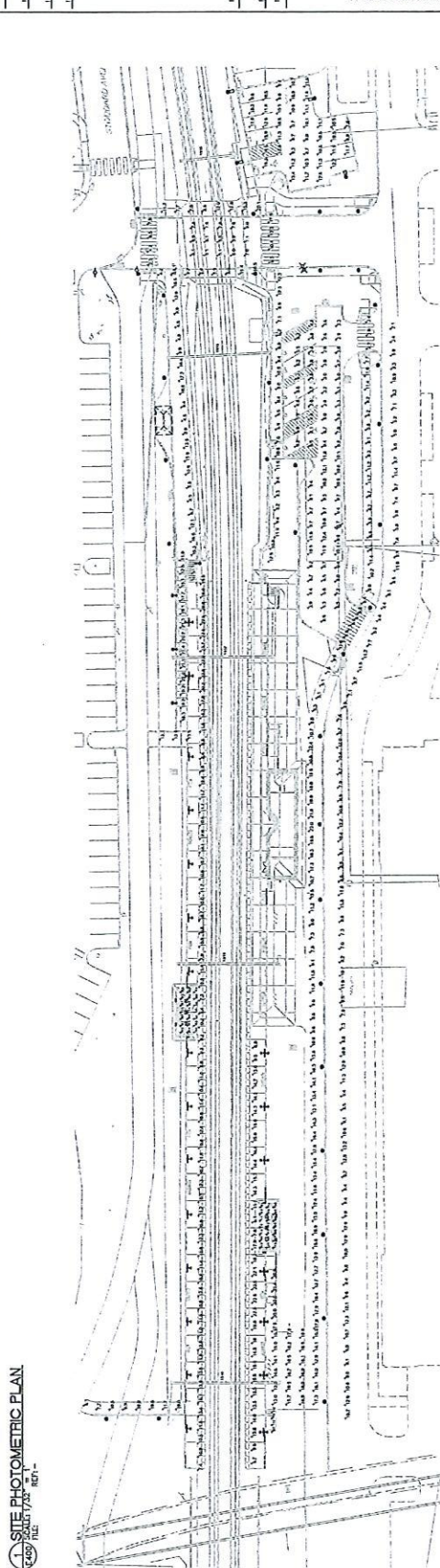
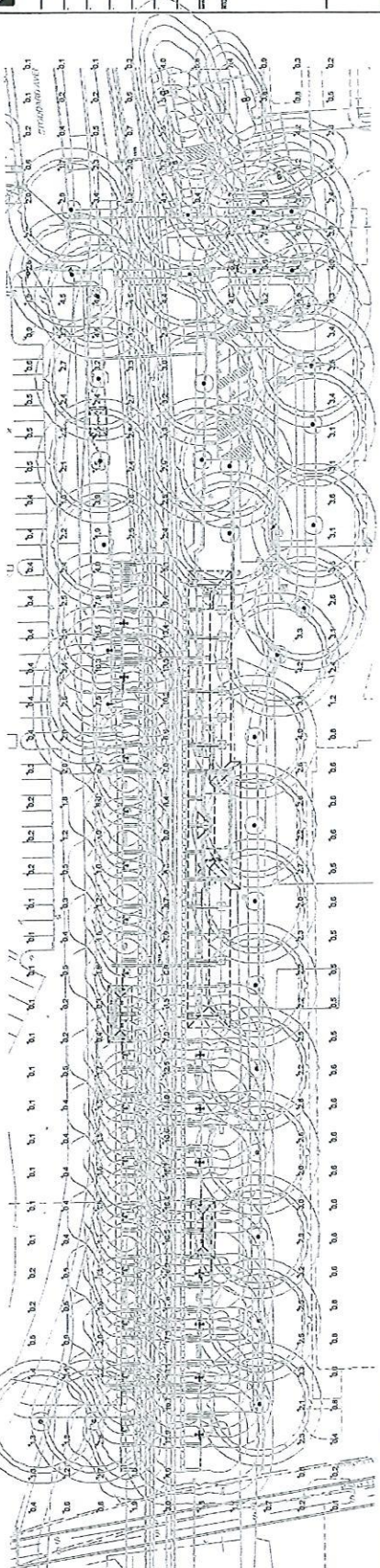
Symbol	Quantity	Manufacturer	Model Number	Description	Lamp	Mounting	Height	Location	Utilization	Voltage
AG12	15	Hubbards	AG12 150W 120V	Standard LED luminaire with 150W LED lamp, 120V, 1500lm, 120° beam angle.	LED	1	18'-0"	18'-0" x 18'-0" x 18'-0"	121/14	150
AG15	9	Hubbards	AG15 90W 120V	Standard LED luminaire with 90W LED lamp, 120V, 900lm, 120° beam angle.	LED	2	18'-0"	18'-0" x 18'-0" x 18'-0"	121/14	150
AG17	31	Hubbards	AG17 150W 120V	Standard LED luminaire with 150W LED lamp, 120V, 1500lm, 120° beam angle.	LED	1	18'-0"	18'-0" x 18'-0" x 18'-0"	100/1	150
AG22	4	Hubbards	AG22 250W 120V	Standard LED luminaire with 250W LED lamp, 120V, 2500lm, 120° beam angle.	LED	1	18'-0"	18'-0" x 18'-0" x 18'-0"	100/1	150
AG27	10	Hubbards	AG27 300W 120V	Standard LED luminaire with 300W LED lamp, 120V, 3000lm, 120° beam angle.	LED	1	18'-0"	18'-0" x 18'-0" x 18'-0"	100/1	150
AG42	0	N/A	AG42 400W 120V	Standard LED luminaire with 400W LED lamp, 120V, 4000lm, 120° beam angle.	LED	1	18'-0"	18'-0" x 18'-0" x 18'-0"	100/1	150

NOTES:
 1. LAMINARIES WITH MOUNTING HEIGHTS INCLUDE 3'-0" HIGH CONCRETE FOUNDATION AND ARE TO BE MEASURED FROM GRADE WHERE POLE IS PLACED. (SEE DETAIL E1003).
 2. LAMINARIES WITH MOUNTING HEIGHTS INCLUDE 3'-0" HIGH CONCRETE FOUNDATION AND ARE TO BE MEASURED FROM GRADE WHERE POLE IS PLACED. (SEE DETAIL E1003).

1. EXTERIOR LIGHTING AND POWER PLAN
 2. EXTERIOR LIGHTING FIXTURES PLACEMENT PLAN



1 SITE PHOTOMETRIC PLAN
 11/15/05
 11/15/05



1 INDIVIDUAL PHOTOMETRIC STATISTICS PLAN
 11/15/05
 11/15/05

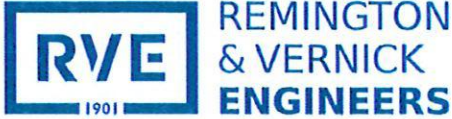
TABLE 1
 LIGHTING FIXTURE DATA

Fixture	Beam Diameter (ft)	Beam Angle (deg)	Beam Length (ft)
1	1.0	1.57	1.57
2	1.5	2.36	2.36
3	2.0	3.14	3.14
4	2.5	3.93	3.93
5	3.0	4.71	4.71
6	3.5	5.49	5.49
7	4.0	6.28	6.28
8	4.5	7.06	7.06
9	5.0	7.85	7.85
10	5.5	8.63	8.63
11	6.0	9.42	9.42
12	6.5	10.21	10.21
13	7.0	11.00	11.00
14	7.5	11.79	11.79
15	8.0	12.57	12.57
16	8.5	13.36	13.36
17	9.0	14.14	14.14
18	9.5	14.93	14.93
19	10.0	15.71	15.71
20	10.5	16.50	16.50
21	11.0	17.28	17.28
22	11.5	18.07	18.07
23	12.0	18.85	18.85
24	12.5	19.64	19.64
25	13.0	20.42	20.42
26	13.5	21.21	21.21
27	14.0	21.99	21.99
28	14.5	22.78	22.78
29	15.0	23.56	23.56
30	15.5	24.35	24.35
31	16.0	25.13	25.13
32	16.5	25.92	25.92
33	17.0	26.70	26.70
34	17.5	27.49	27.49
35	18.0	28.27	28.27
36	18.5	29.06	29.06
37	19.0	29.84	29.84
38	19.5	30.63	30.63
39	20.0	31.41	31.41
40	20.5	32.20	32.20
41	21.0	32.98	32.98
42	21.5	33.77	33.77
43	22.0	34.55	34.55
44	22.5	35.34	35.34
45	23.0	36.12	36.12
46	23.5	36.91	36.91
47	24.0	37.69	37.69
48	24.5	38.48	38.48
49	25.0	39.26	39.26
50	25.5	40.05	40.05
51	26.0	40.83	40.83
52	26.5	41.62	41.62
53	27.0	42.40	42.40
54	27.5	43.19	43.19
55	28.0	43.97	43.97
56	28.5	44.76	44.76
57	29.0	45.54	45.54
58	29.5	46.33	46.33
59	30.0	47.11	47.11
60	30.5	47.90	47.90
61	31.0	48.68	48.68
62	31.5	49.47	49.47
63	32.0	50.25	50.25
64	32.5	51.04	51.04
65	33.0	51.82	51.82
66	33.5	52.61	52.61
67	34.0	53.39	53.39
68	34.5	54.18	54.18
69	35.0	54.96	54.96
70	35.5	55.75	55.75
71	36.0	56.53	56.53
72	36.5	57.32	57.32
73	37.0	58.10	58.10
74	37.5	58.89	58.89
75	38.0	59.67	59.67
76	38.5	60.46	60.46
77	39.0	61.24	61.24
78	39.5	62.03	62.03
79	40.0	62.81	62.81
80	40.5	63.60	63.60
81	41.0	64.38	64.38
82	41.5	65.17	65.17
83	42.0	65.95	65.95
84	42.5	66.74	66.74
85	43.0	67.52	67.52
86	43.5	68.31	68.31
87	44.0	69.09	69.09
88	44.5	69.88	69.88
89	45.0	70.66	70.66
90	45.5	71.45	71.45
91	46.0	72.23	72.23
92	46.5	73.02	73.02
93	47.0	73.80	73.80
94	47.5	74.59	74.59
95	48.0	75.37	75.37
96	48.5	76.16	76.16
97	49.0	76.94	76.94
98	49.5	77.73	77.73
99	50.0	78.51	78.51
100	50.5	79.30	79.30

TABLE 2
 LIGHTING FIXTURE DATA

Fixture	Beam Diameter (ft)	Beam Angle (deg)	Beam Length (ft)
1	1.0	1.57	1.57
2	1.5	2.36	2.36
3	2.0	3.14	3.14
4	2.5	3.93	3.93
5	3.0	4.71	4.71
6	3.5	5.49	5.49
7	4.0	6.28	6.28
8	4.5	7.06	7.06
9	5.0	7.85	7.85
10	5.5	8.63	8.63
11	6.0	9.42	9.42
12	6.5	10.21	10.21
13	7.0	11.00	11.00
14	7.5	11.79	11.79
15	8.0	12.57	12.57
16	8.5	13.36	13.36
17	9.0	14.14	14.14
18	9.5	14.93	14.93
19	10.0	15.71	15.71
20	10.5	16.50	16.50
21	11.0	17.28	17.28
22	11.5	18.07	18.07
23	12.0	18.85	18.85
24	12.5	19.64	19.64
25	13.0	20.42	20.42
26	13.5	21.21	21.21
27	14.0	21.99	21.99
28	14.5	22.78	22.78
29	15.0	23.56	23.56
30	15.5	24.35	24.35
31	16.0	25.13	25.13
32	16.5	25.92	25.92
33	17.0	26.70	26.70
34	17.5	27.49	27.49
35	18.0	28.27	28.27
36	18.5	29.06	29.06
37	19.0	29.84	29.84
38	19.5	30.63	30.63
39	20.0	31.41	31.41
40	20.5	32.20	32.20
41	21.0	32.98	32.98
42	21.5	33.77	33.77
43	22.0	34.55	34.55
44	22.5	35.34	35.34
45	23.0	36.12	36.12
46	23.5	36.91	36.91
47	24.0	37.69	37.69
48	24.5	38.48	38.48
49	25.0	39.26	39.26
50	25.5	40.05	40.05
51	26.0	40.83	40.83
52	26.5	41.62	41.62
53	27.0	42.40	42.40
54	27.5	43.19	43.19
55	28.0	43.97	43.97
56	28.5	44.76	44.76
57	29.0	45.54	45.54
58	29.5	46.33	46.33
59	30.0	47.11	47.11
60	30.5	47.90	47.90
61	31.0	48.68	48.68
62	31.5	49.47	49.47
63	32.0	50.25	50.25
64	32.5	51.04	51.04
65	33.0	51.82	51.82
66	33.5	52.61	52.61
67	34.0	53.39	53.39
68	34.5	54.18	54.18
69	35.0	54.96	54.96
70	35.5	55.75	55.75
71	36.0	56.53	56.53
72	36.5	57.32	57.32
73	37.0	58.10	58.10
74	37.5	58.89	58.89
75	38.0	59.67	59.67
76	38.5	60.46	60.46
77	39.0	61.24	61.24
78	39.5	62.03	62.03
79	40.0	62.81	62.81
80	40.5	63.60	63.60
81	41.0	64.38	64.38
82	41.5	65.17	65.17
83	42.0	65.95	65.95
84	42.5	66.74	66.74
85	43.0	67.52	67.52
86	43.5	68.31	68.31
87	44.0	69.09	69.09
88	44.5	69.88	69.88
89	45.0	70.66	70.66
90	45.5	71.45	71.45
91	46.0	72.23	72.23
92	46.5	73.02	73.02
93	47.0	73.80	73.80
94	47.5	74.59	74.59
95	48.0	75.37	75.37
96	48.5	76.16	76.16
97	49.0	76.94	76.94
98	49.5	77.73	77.73
99	50.0	78.51	78.51
100	50.5	79.30	79.30

EXHIBIT A-15



922 Fayette Street
Conshohocken, PA 19428
O: (610) 940-1050
F: (610) 940-1161

September 21, 2020

Borough of Conshohocken
400 Fayette Street, Suite 200
Conshohocken, PA 19428

Attn: Ms. Stephanie Cecco, Borough Manager
c/o Brittany Rogers

Re: SEPTA Train Station Floodplain Study Review
2 Oak Street (10 Washington Street)
TMP #05-00-00032-01-7
Conshohocken File # LD-2020-03
Our File # PMCOP220

Dear Ms. Cecco:

We have received the following information for the review of the subject study:

- Plans for Conshohocken Station – Flood Plain Permit – 3 sheets dated January 28, 2020 as prepared by SEPTA EM&C Division, Philadelphia, PA.
- Floodplain Development Analysis Report (Floodplain Study) dated May 26, 2020 as prepared by Michael Baker International, Philadelphia, PA.
- Miscellaneous project correspondence dated between January 30, 2020 and July 30, 2020 between the project attorney, Borough Zoning Hearing Board, and the Borough Zoning Officer.

1. **GENERAL INFORMATION**

Applicant & Owner: Southeastern Pennsylvania Transportation Authority
1234 Market Street, 5th Floor
Philadelphia, PA 19103
215-580-7496
Attn: Dan Dwyer, Esq.
DDwyer@septa.org

Attorney: Buckley, Brion, McGuire & Morris LLP
118 W. Market Street, Suite 300
West Chester, PA 19382
610-436-4400
Attn: Michael S. Gill, Esq.
gillm@buckleyllp.com

Floodplain Engineer: Michael Baker International
1818 Market Street, Suite 3110
Philadelphia, PA 19103
215-568-0539
Attn: Julia D. Fine, P.E.
julia.fine@mbakerintl.com

Proposal: Construct a new Regional Rail Station west of the existing station. The existing station and the new proposed construction both fall within the Federal Emergency Management Agency's (FEMA) 100 year floodplain (Zone AE) but outside of the Schuylkill River Floodway.

I. COMMENTS

1. The project falls within the Borough of Conshohocken Flood Conservation District. Request for a variance to develop within the AE Zone requires that the Applicant demonstrate that the activity along with existing or known proposed features will not increase the Base Flood Elevation more than one foot at any point.
2. The Floodplain Study takes into account three (3) adjacent proposed development which also fall within the Schuylkill River AE Zone. The three projects are a parking garage for SEPTA and two apartment projects, Matson Mill Apartments and Riverfront Apartments.
3. Provide Stormwater Management (SWM) pre and post development calculations to show a zero increase in runoff (§19-104.12.A(1)).
4. An hydraulic analysis (HEC-RAS) has been used to determine the effects that the obstructions within the floodplain have on the water surface of the Schuylkill River in the study area.
5. The HEC-RAS study was supplemented by data obtained from FEMA's Engineering Library and from an analysis performed for the proposed Riverfront Apartments by Bohler Engineering.
6. *HEC-RAS* is a computer program that models the hydraulics of water flow through natural rivers and other channels. ... The Hydrologic Engineering Center (*HEC*) in Davis, California, developed the River Analysis System (*RAS*) to aid hydraulic engineers in channel flow analysis and floodplain determination.
7. The Floodplain Study looked at three different conditions to be compared to the present floodplain elevations along the Schuylkill River.
 1. The existing condition plus the proposed SEPTA Station.
 2. The existing condition plus the proposed SEPTA Station and the proposed SEPTA Garage.

3. The existing condition plus both proposed SEPTA projects and both proposed apartment projects.

8. The results of Condition 1 indicate that the Schuylkill River water surface will rise 0.05 feet (0.6 inch).
9. The results of Condition 2 indicate that the Schuylkill River water surface will rise the same 0.05 feet.
10. The results of Condition 3 indicate that the Schuylkill River water surface will rise 0.47 feet (5.64 inches).
11. As shown in the three Conditions, the proposed water surface elevation is within the allowable increase and does not constitute a flooding hazard.
12. The design engineer should sign and seal the Floodplain Development Analysis Report.

Should you have any questions please feel free to contact our office (610) 940-1050.

Very truly yours,
Remington, Vernick & Beach Engineers



Christopher J. Fazio, P.E., C.M.E.
Executive Vice President

cc: Thomas F. Beach, P.E., C.M.E., Executive Vice President
James R. Watson, P.E., P.L.S., RVB, Plan Reviewer

EXHIBIT A-16

STEPHEN GOWAN, PE

1234 Market Street, Philadelphia, PA 19107. (240) 423-0526 sgowan@septa.org

LICENSES AND EDUCATION:

PE (Professional Engineer) License in Pennsylvania

Temple University, College of Engineering - Philadelphia, Pennsylvania

Bachelor of Science in Civil Engineering, Graduation: May 2012, GPA: 3.89, Dean's List Fall 2010-Spring 2012

Liverpool John Moore's University, College of Sport and Exercise Science - Liverpool, England

Bachelor of Science with Honors in Sport and Exercise Science, Graduation: May 2003, GPA: 3.23

ENGINEERING EXPERIENCE:

Southeastern Pennsylvania Transportation Authority (SEPTA), Senior Project Engineer April 2013-Present

- Acting Manager of Civil Engineering Design. Assign new tasks to engineers, establish priority of projects, supervise engineering staff and monitor progress, coordinate tasks with Director and Chief Engineer and update progress. Review designs and sign and seal designs of other engineers.
- Mentor and manage engineers and interns.
- Coordinate closely with ROE projects and perform civil engineering review.
- Review of 3rd Party designs to ensure scope compatibility and adherence to SEPTA standards.
- Civil Engineer designer for multidisciplinary projects from conceptual to final design; including stormwater management, site grading, ADA curb ramps and accessible routes, erosion and sediment control and landscaping.
- Ensure all designs meet regulatory standards and submit and gain permit approvals from PADEP NPDES, PWD PCSMP, Philadelphia Full Streets, Philadelphia Streets ADA and PennDOT HOP.
- Manage 3rd party and SEPTA construction including writing construction specifications, submittal approvals, requests for information, overseeing construction inspectors, change orders, invoice review and payment, and general project management.
- Manage the Underground BMP Maintenance blanket contract including writing the maintenance manual for the contractor, scheduling maintenance, reviewing and paying invoices, reviewing inspection reports and writing the scope and specifications for each 2-year contract.
- Work with maintenance staff to investigate, design and implement solutions to drainage and erosion issues within SEPTA property.
- Coordinate with other Departments within SEPTA, and outside Agencies, to facilitate timely and compliant design and construction.
- Perform emergency inspections, design, and oversee construction of required remediations.

Lux Traffic Control Ltd, Site Safety Officer – Peterborough, England May 2003-Nov 2004

- Individually assessed and designed temporary safe working sites in roads to ensure contractor safety and satisfactory vehicle flow while adhering to Department of Transport and Health and Safety guidelines.
- Individually implemented and dismantled the site using temporary traffic lights, signs and guarding, within strict time constraints.
- Acted as safety officer for the site while it was active.
- Worked as a member of a traffic management team implementing safe working sites on large highway projects.

COMPUTER PROGRAM PROFICIENCIES:

AutoCAD Civil 3D, HyrdoCAD Storm Water Modelling, StormSewers Pipe Modelling, Project, Excel, Word, PowerPoint.



BOROUGH OF CONSHOHOCKEN

Office of the Borough Manager

MAYOR
Yaniv Aronson

BOROUGH COUNCIL
Colleen Leonard, President
Tina Sokolowski, Vice-President
Robert Stokley, Senior Member
Anita Barton, Member
James Griffin, Member
Jane Flanagan, Member
Karen Tutino, Member

Stephanie Cecco
Borough Manager

ZONING NOTICE

SEPTEMBER 29, 2020 ZONING HEARING BOARD MEETING TO OCCUR VIA REMOTE MEANS

ZONING HEARING Z-2020-09

NOTICE IS HEREBY given that the Conshohocken Zoning Hearing Board will conduct a public hearing on September 29, 2020 at 7:00 p.m. prevailing time via remote means. The public is encouraged to participate as set forth below.

This meeting will be held using a Go-To-Meeting Platform. To the extent possible, members of the Conshohocken Zoning Hearing Board and Borough staff/professionals will participate via both video and audio. (INSTRUCTIONS ON SECOND PAGE)

At this time, the Conshohocken Zoning Hearing Board will hear testimony and accept evidence on the following request.

PETITIONER: Alexander Frazier
408 W. 6th Avenue, Conshohocken, PA 19428

PREMISES INVOLVED: 408 W. 6th Avenue, Conshohocken, PA 19428
Borough Residential 1

OWNER OF RECORD: Alexander Frazier & Jessica Materin
408 W. 6th Avenue, Conshohocken, PA 19428

The Petitioner is requesting a variance from the Borough Zoning Code Section 27-1002 – Permitted Uses, Section 27-1005.G – Maximum Impervious Coverage, and Section 27-1008 – Parking. The petitioner proposed to divide the existing single-family semi-detached into two dwelling units and expand the off-street parking to the rear of the property.

Persons who wish to become parties to the application must notify the Borough of their intent to ask for party status at least five (5) days prior to the scheduled hearing by emailing the attached entry of appearance form to zoning@conshohockenpa.gov. Said persons must be available to participate in the zoning hearing on the scheduled date and time. It is noted that submitting the attached entry of appearance form does not guarantee that you will be granted party status. The Zoning Hearing Board decides who may participate in the hearing before it as a party, subject to Section 908(3) of the Municipalities Planning Code (MPC). The MPC permits party status to any person “affected” by the application. Having taxpayer status alone is not enough to claim party status; however, a person whose property or business abuts the property that is the subject of the appeal is affected and should qualify as a party. Ultimately, the ZHB makes the party status determination after reviewing the request.

Thank you,
Zoning Hearing Board

ZONING HEARING REMOTE SESSION ACCESS INSTRUCTIONS

The public is encouraged to participate as follows:

Audio Feed Participation: You may dial-in to access the audio feed of the meeting. All participants (whether listening or providing comments) must use this method of audio participation, even those using Go-To-Meeting to access the video feed. To access audio, please use the below number and access code/ password information.

You can also dial in using your phone.

United States (Toll Free): [1 866 899 4679](tel:18668994679)

United States: [+1 \(669\) 224-3319](tel:+16692243319)

Access Code: 779-258-741

We ask that you please keep your phones on mute at all times, unless giving a public comment as set forth in the Public Comment section below.

Video Feed Participation: The public may access the video feed by using the link provided below.

Please join my meeting from your computer, tablet or smartphone.

<https://global.gotomeeting.com/join/779258741>

(Link is also the Borough of Conshohocken website: www.conshohockenpa.gov)

New to GoToMeeting? Get the app now and be ready when your first meeting starts:

<https://global.gotomeeting.com/install/779258741>

If you have already downloaded the Go-To-Meeting application, the link will redirect you to the application itself. Please follow the instructions.

It is recommended that you download the application in advance of the meeting time. If you attempt to sign in prior to the start of the meeting, the Go-To-Meeting application will inform you that the meeting has not started. Please close the application and log back in at the time of the meeting (7:00 PM).

Public Comment: There will be a designated time on the agenda for public comment. Those with public comment shall state their name and address. Prior to the start of the meeting, you may submit written comments by e-mailing them to Bmyrsiades@conshohockenpa.gov. Similarly, during the meeting, you may submit written comments by e-mailing them to bmyrsiades@conshohockenpa.gov.

Public comments submitted in this manner will be read by a member of Borough Administration during the public comment period. Because the actual time of the public comment period is determined by the pace of the meeting, please submit all comments as soon as possible, whether before or during the meeting. Written comments shall include the submitting person's name, address, and property in question.

The Conshohocken Zoning Hearing Board thanks you in advance for your cooperation during the remote meeting. If you encounter problems participating during the meeting, or have questions regarding the above prior to the meeting, please contact the Borough at bmyrsiades@conshohockenpa.gov.

The Borough of Conshohocken Zoning Hearing Board

Entry of Appearance as a Party

I/We _____

Request to be granted party status in Application Z _____.

Applicant: _____

Please print name and address below:

Please Sign Below:

Please return form via mail or e-mail to the below:
(Entry must be received no later than Wednesday September 23, 2020)

MAIL:

Borough of Conshohocken
Attn: Bobbi Jo Myrsiades
400 Fayette St. - Suite 200
Conshohocken, PA 19428

E-MAIL:

zoning@conshohockenpa.gov



BOROUGH OF CONSHOHOCKEN

Office of the Borough Manager

MAYOR

Yaniv Aronson

BOROUGH COUNCIL

Colleen Leonard, President
Tina Sokolowski, Vice-President
Robert Stokley, Senior Member
Anita Barton, Member
James Griffin, Member
Jane Flanagan, Member
Karen Tutino, Member

MEMORANDUM

Stephanie Cecco
Borough Manager

Date: September 10, 2020
To: Stephanie Cecco, Brittany Rogers
From: Eric P. Johnson, P.E.
Re: 408 W. 6th Avenue Zoning Determination

History of the Site:

408 W. 6th Avenue is a 2,800 square-foot lot located in the Borough Residential 1 (BR-1) Zoning District and is developed with a single-family semidetached dwelling (twin), along with a patio, shed, and two car off-street parking located to the rear of the property. The dwelling is a three-story building with a front entrance on both the first and second floors. The first floor of the property was used for many years as a dry-cleaning business but has subsequently been recombined into a single-family dwelling. The property currently consists of 74% impervious coverage.

Current Request:

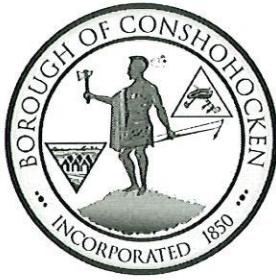
The applicant proposes to divide the existing single-family semidetached dwelling into two dwelling units and use the first floor as a rental property. The applicant is either seeking relief from the requirement to provide additional off-street parking for the new dwelling unit, or relief from the impervious coverage requirements to expand the off-street parking area to the rear of the property to provide a total of 4 parking spaces.

Zoning Determination:

Per §27-1002, the permitted uses in the BR-1 zoning district include single-family detached dwellings and single-family semidetached dwelling. The applicant is proposing to convert a permitted single-family semidetached dwelling use into a duplexed with one residential unit placed over the other. A variance is required for the proposed change in use.

Per §27-1008, the addition of a residential dwelling unit on the property requires compliance with the off-street parking standard of 2 parking spaces per unit. Therefore, a total of 4 off street parking spaces must be provided to the rear of the property, otherwise a variance would be required.

Per §27-1005.G, the maximum impervious coverage on a lot shall not exceed 60%. The property has an existing non-conforming impervious coverage of 74%. The applicant proposes to increase the impervious coverage by 260 square feet to 84% of the lot area in order to provide an enlarge parking area for 4 cars. A variance would be required.



BOROUGH OF CONSHOHOCKEN
400 Fayette Street, Suite 200, Conshohocken, PA 19428
Phone (610) 828-1092 Fax (610) 828-0920

BOROUGH OF CONSHOHOCKEN

AUG 25 '20 PM 8:00

RECEIVED

Zoning Application

Application: 2-2020-09
Date Submitted: 8-21-20
Date Received: 8-25-20

1. Application is hereby made for:

Special Exception Variance

Appeal of the decision of the zoning officer

Conditional Use approval Interpretation of the Zoning Ordinance

Other _____

2. Section of the Zoning Ordinance from which relief is requested:

27-1002 (Duplex) - 27-1008 (Parking) - 27-1005G (Impervious Coverage)

3. Address of the property, which is the subject of the application:

408 W 6th Ave, Conshohocken, PA, 19428

4. Applicant's Name: Alexander Frazier

Address: 408 W 6th Ave, Conshohocken, PA, 19428

Phone Number (daytime): 610-349-4326

E-mail Address: af3685@gmail.com

5. Applicant is (check one): Legal Owner Equitable Owner ; Tenant

6. Property Owner: Alexander Frazier

Address: 408 W 6th Ave, Conshohocken, PA, 19428

Phone Number: 610-349-4326

E-mail Address: af3685@gmail.com

7. Lot Dimensions: 20x140 Zoning District: BR-1 Zoning District

8. Has there been previous zoning relief requested in connection with this Property?

Yes No If yes, please describe.

9. Please describe the present use of the property including any existing improvements and the dimensions of any structures on the property.

The current use of the property is residential. The back of the home has a shed with the dimensions of 10x8. Since owning the home, we had replaced all of the concrete around the property which include the front sidewalk, the stairs leading up to the home, the side walkway, and the back patio.

10. Please describe the proposed use of the property.

We are looking to convert the downstairs of the home into a single apartment. We are also looking to add 13 feet to our existing 23 foot parking lot in the back of the home. This will allow us to park 4 vehicles (2 for each property). More detail provided in sketch.

11. Please describe proposal and improvements to the property in detail.

We would need to remove 5 trees in the back of the home, and move the shed a few feet in order to accommodate the parking requirements put forth by the borough. We would put gravel or leave the parking lot as grass, whichever the borough requests.

Inside the home, we would be adding a refrigerator, stove, and sink to the middle space in the downstairs to make it a complete kitchen.

12. Please describe the reasons the Applicant believes that the requested relief should be granted.

We believe the house is designed as a great one bedroom apartment. The relief will allow us to supply a great space for a new resident to Conshohocken, and will also allows us to not disrupt the neighborhood at all. We take pride in the community and want to make sure we don't impose on anyone.

13. If a Variance is being requested, please describe the following:

a. The unique characteristics of the property: _____
The property was built originally to be a business, it has been converted into living space since we bought the h

b. How the Zoning Ordinance unreasonably restricts development of the property:
I am not aware of any unreasonable restriction for this property.

c. How the proposal is consistent with the character of the surrounding neighborhood. _____
The neighborhood has a lot of rental properties existing. Some of them are duplexes already.

d. Why the requested relief is the minimum required to reasonably use the property; and why the proposal could not be less than what is proposed.
We are happy to work directly with the borough in order to meet all requirements for the relief we are seeking. We want to do this right. We want to make sure there is no impact on our neighborhood, so we are proposing solutions that help eliminate them.

14. The following section should be completed if the applicant is contesting the determination of the zoning officer.

a. Please indicate the section of the zoning ordinance that is the subject of the zoning officer's decision (attach any written correspondence relating to the determination).

N/A

b. Please explain in detail the reasons why you disagree with the zoning officer's determination.

N/A

15. If the Applicant is requesting any other type of relief, please complete the following section.

a. Type of relief that is being requested by the applicant.

N/A

b. Please indicate the section of the Zoning Ordinance related to the relief being requested.

N/A

c. Please describe in detail the reasons why the requested relief should be granted.

N/A

16. If the applicant is being represented by an attorney, please provide the following information.

a. Attorney's Name: N/A

b. Address: N/A

c. Phone Number: N/A

d. E-mail Address: N/A

I/we hereby certify that to the best of my knowledge, all of the above statements contained in this Zoning Application and any papers or plans submitted with this application to the Borough of Conshohocken are true and correct.

Alexander Frazier Alexander Frazier
Applicant

Alexander Frazier Alexander Frazier
Legal Owner

~~8/26/2020~~ 8/25/2020 - AF
Date

COMMONWEALTH OF PENNSYLVANIA

COUNTY OF MONTGOMERY

As subscribed and sworn to before me this 25 day of August, 2020 By Alexander Frazier.

Kimberly Zera
Notary Public

(Seal)

Commonwealth of Pennsylvania - Notary Seal
Kimberly Zera, Notary Public
Montgomery County
My commission expires May 5, 2022
Commission number 1185103
Member, Pennsylvania Association of Notaries



BOROUGH OF CONSHOHOCKEN
400 Fayette Street, Suite 200, Conshohocken, PA 19428
Phone (610) 828-1092 Fax (610) 828-0920

Decision

(For Borough Use Only)

Application Granted

Application Denied

MOTION:

CONDITIONS:

BY ORDER OF THE ZONING HEARING BOARD

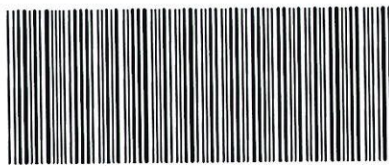
	Yes	No
_____	<input type="checkbox"/>	<input type="checkbox"/>
_____	<input type="checkbox"/>	<input type="checkbox"/>
_____	<input type="checkbox"/>	<input type="checkbox"/>
_____	<input type="checkbox"/>	<input type="checkbox"/>
_____	<input type="checkbox"/>	<input type="checkbox"/>

DATE OF ORDER: _____

DEED BK 6164 PG 02113 to 02121

INSTRUMENT # : 2019090008

RECORDED DATE: 12/12/2019 10:44:16 AM



5712311-0020F



RECORDER OF DEEDS
MONTGOMERY COUNTY
Jeanne Sorg

One Montgomery Plaza
Swede and Airy Streets ~ Suite 303
P.O. Box 311 ~ Norristown, PA 19404
Office: (610) 278-3289 ~ Fax: (610) 278-3869

MONTGOMERY COUNTY ROD

OFFICIAL RECORDING COVER PAGE

Page 1 of 9

Document Type: Deed
Document Date: 11/20/2019
Reference Info:

Transaction #: 5959726 - 2 Doc(s)
Document Page Count: 8
Operator Id: sford

RETURN TO: (Simplifile)
Germantown Title-Blue Bell
502 West Germantown Pike, Suite 200
East Norriton, PA 19403
(610) 631-1540

PAID BY:
GERMANTOWN TITLE-BLUE BELL

*** PROPERTY DATA:**

Parcel ID #: 05-00-08824-00-9
Address: 408 W SIXTH AVE

Municipality: PA
Conshohocken Borough
(100%)
School District: Colonial

*** ASSOCIATED DOCUMENT(S):**

CONSIDERATION/SECURED AMT: \$340,000.00

DEED BK 6164 PG 02113 to 02121
Recorded Date: 12/12/2019 10:44:16 AM

FEES / TAXES:

Recording Fee:Deed	\$86.75
Additional Pages Fee	\$8.00
Additional Names Fee	\$2.00
Affordable Housing Pages	\$8.00
Affordable Housing Names	\$2.00
State RTT	\$3,400.00
Conshohocken Borough RTT	\$1,700.00
Colonial School District RTT	\$1,700.00
Total:	\$6,906.75

I hereby CERTIFY that this document is recorded in the Recorder of Deeds Office in Montgomery County, Pennsylvania.



Jeanne Sorg
Recorder of Deeds

Rev1 2016-01-29

PLEASE DO NOT DETACH

THIS PAGE IS NOW PART OF THIS LEGAL DOCUMENT

NOTE: If document data differs from cover sheet, document data always supersedes.

*COVER PAGE DOES NOT INCLUDE ALL DATA, PLEASE SEE INDEX AND DOCUMENT FOR ANY ADDITIONAL INFORMATION

Prepared By:

Restore Land Transfer
1610 W. Main Street, Suite 404
Collegeville, PA 19426
File No.: GRO-35363-AJ

MONTGOMERY COUNTY COMMISSIONERS REGISTRY
05-00-08824-00-9 CONSHOHOCKEN BOROUGH
408 W SIXTH AVE
JEFFRIES CHARLES H & GRANVILLE L & SALVIA BEVERLY T ETAL
B 031 L U 016 4100 12/09/2019 LG

Return To:

Restore Land Transfer
1610 W. Main Street, Suite 404
Collegeville, PA 19426

Parcel No(s): 05-00-08824-00-9
Address: 408 West Sixth Avenue
Township of Conshohocken
Consideration: \$340,000.00

UNOFFICIAL COPY
DEED BK 6164 PG 02113

SPECIAL WARRANTY DEED

THIS INDENTURE Made this 20th day of November, 2019 between Charles H. Jefferies and Beverly T. Salvia and Granville L. Jefferies and John T. Jefferies and Doranne E. Bigelow and Harry G. Jefferies, (hereinafter referred to as "Grantors"), and Alexander Frazier and Jessica Materin, (hereinafter referred to as "Grantees").

WITNESSETH: That the said Grantors in consideration of Three Hundred Forty Thousand And No/100 Dollars (\$340,000.00) to them now paid by the said Grantees, at or before the sealing or delivering hereof, the receipt and sufficiency of which are hereby acknowledged, do grant, bargain, sell, alien, enfeoff, release, convey, and confirm unto the said Grantees, their heirs, successors and assigns, TENANTS BY THE ENTIRETY.

ALL THAT CERTAIN lot or piece of land, with the buildings and improvements thereon erected, situate in the Borough of Conshohocken, County of Montgomery and Commonwealth of Pennsylvania, bounded and described according to a survey and plan thereof made by H.D. Herbert, Reg. Engineer, on June 12, 1949, as follows:

BEGINNING at a point on the Northeasterly side of Sixth Avenue, eighty feet wide, at the distance of sixty feet Northwestwardly from the Northwesterly side of Freedley Street, sixty-six feet wide; thence along the said side of Sixth Avenue, North forty-nine degrees West twenty feet to a point; thence extending North forty-one degrees East one hundred and forty feet to a point on the Southwesterly side of a twenty feet wide alley; thence along said side of said alley, South forty-nine degrees East twenty feet to a point a corner; thence South forty-one degrees West the line for a part of the distance extending through the center of the partition wall dividing the house erected hereon and the house on the adjoining lot, one hundred forty feet to the place of beginning.

BEING Parcel No. 05-00-08824-00-9

Being the same premises which Charles S. Jefferies and Rita T. Jefferies, his wife by Indenture dated 8-12-2004 and recorded 10-20-2004 in Montgomery County in Deed Book 05529 Page 2614 conveyed unto Beverly T. Salvia, Charles H. Jefferies, Granville L. Jefferies, Doranne E. Bigelow, Harry G. Jefferies and John T. Jefferies, Tenants in common, each to as an undivided interest, in fee.

UNDER AND SUBJECT TO, nevertheless, all conveyances, exceptions, restrictions and conditions, which are contained in prior deeds or other instruments of record in Montgomery County, Pennsylvania, all visible easements; municipal zoning ordinances; building codes; laws, ordinances or governmental regulations relating to sewage disposal; and all laws, ordinances and regulations relating to subdivisions.

HAZARDOUS WASTE PROVISION: The Grantors herein certify that the land hereby conveyed have, to their knowledge, never been used for hazardous waste disposal as the term is used in Solid Waste Management Act No. 97 of 1980. This notice is given pursuant to requirements of Section No. 405 of said Act. (35 P.S. 6018-101, et seq.)

THIS DOCUMENT MAY (DOES) NOT SELL, CONVEY, TRANSFER, INCLUDE OR INSURE THE TITLE TO THE COAL AND RIGHT OF SUPPORT UNDERNEATH THE SURFACE LAND DESCRIBED OR REFERRED TO HEREIN, AND THE OWNER OR OWNERS OF SUCH COAL MAY HAVE (HAVE) THE COMPLETE LEGAL RIGHT TO REMOVE ALL OF SUCH COAL AND, IN THAT CONNECTION, DAMAGE MAY RESULT TO THE SURFACE OF THE LAND AND ANY HOUSE, BUILDING OR OTHER STRUCTURE ON OR IN SUCH LAND. THE INCLUSION OF THIS NOTICE DOES NOT ENLARGE, RESTRICT OR MODIFY ANY LEGAL RIGHTS OR ESTATES OTHERWISE CREATED, TRANSFERRED, EXCEPTED OR RESERVED BY THIS INSTRUMENT. [This statement inserted pursuant to Act No. 431 of the Commonwealth of Pennsylvania of 1957 P.L. 984. The foregoing statement in and of itself shall not be construed to be an exception or reservation of the coal under the within described premises.]

TOGETHER with all and singular, the said property, improvements, ways, streets, passages, waters, watercourses, rights, liberties, privileges, hereditaments, interests and appurtenances whatsoever thereunto belonging, or in anywise appertaining, and the reversions and remainders, rents, issues and profits thereof and all the estate, right, title, property, claim and demand whatsoever of the said Grantors, in law, equity or otherwise howsoever, of, in and to the same and every part thereof, with appurtenances;

TO HAVE AND TO HOLD the said messuages or tenement and tract of land, hereditaments and premises hereby granted and released, or mentioned and intended so to be, with the appurtenances, unto the said Grantees, their heirs and assigns, to and for the only proper use and behoof of the Grantees, their heirs and assigns forever.

And the said Grantors, for their heirs, successors, executors, administrators and assigns covenant, grant and agree to and with the said Grantees, their heirs, successors and assigns, that the said Grantors, have not done, committed, or knowingly or willingly suffered to be done or committed, any act, matter, or thing whatsoever whereby the Premises hereby granted or any party thereof, is, are, shall, or may be impeached, charged, or encumbered, in title, charge, estate or otherwise howsoever and the Grantors shall and will **SPECIALLY WARRANT** and defend the Premises hereby conveyed.

Attest:

Granville L. Jefferies
Granville L. Jefferies

STATE OF Pa

County OF Montgomery

I, ~~Marie Sweeney~~ a Notary Public for the County of Montgomery and State of Pa, do hereby certify that Granville L. Jefferies personally appeared before me this 20th of November, 2019 and acknowledged the due execution of the foregoing instrument.

Witness my hand and official seal.

Marie Sweeney
Notary Public

My Commission Expires:
(SEAL) 8-6-2021

COMMONWEALTH OF PENNSYLVANIA
NOTARIAL SEAL
Marie Sweeney, Notary Public
Conshohocken Boro, Montgomery County
My Commission Expires Aug. 6, 2021
MEMBER, PENNSYLVANIA ASSOCIATION OF NOTARIES

UNOFFICIAL COPY
DEED BK 6164 02113

Attest:

John T. Jefferies
John T. Jefferies

STATE OF Pennsylvania
County OF Bucks

I, Joshua C. Owens, a Notary Public for the County of Bucks and State of Pennsylvania, do hereby certify that John T. Jefferies personally appeared before me this 20th of November, 2019 and acknowledged the due execution of the foregoing instrument.

Witness my hand and official seal

Joshua C. Owens
Notary Public

My Commission Expires: 11/21/2020

(SEAL)

COMMONWEALTH OF PENNSYLVANIA
NOTARIAL SEAL
Joshua C. Owens, Notary Public
BUCKINGHAM TWP., BUCKS COUNTY
MY COMMISSION EXPIRES November 21, 2020

UNOFFICIAL COPY
DEED 6164 021173

IN WITNESS WHEREOF, the said Grantors have hereunto set their hands and seals the day and year first above written.

Attest:

Charles H. Jefferies
Charles H. Jefferies

STATE OF Pennsylvania

County OF Delaware

I, Amanda V. Distefano, a Notary Public for the County of Delaware and State of Pennsylvania, do hereby certify that Charles H. Jefferies personally appeared before me this 21st of November, 2019 and acknowledged the due execution of the foregoing instrument.

Witness my hand and official seal.

Amanda V. Distefano
Notary Public

My Commission Expires: May 21, 2023

(SEAL)

Commonwealth of Pennsylvania - Notary Seal
AMANDA V DISTEFANO - Notary Public
Delaware County
My Commission Expires May 21, 2023
Commission Number 1198061

UNOFFICIAL COPY
DEED BK 6164 PG 02113

Attest:

Beverly T. Salvia
Beverly T. Salvia

STATE OF Pennsylvania

County OF Montgomery

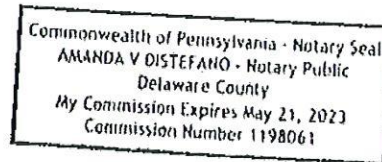
Amanda V. Distefano, a Notary Public for the County of Delaware and State of Pennsylvania, do hereby certify that Beverly T. Salvia personally appeared before me this 21st of November, 2019 and acknowledged the due execution of the foregoing instrument.

Witness my hand and official seal.

Amanda V. Distefano
Notary Public

My Commission Expires: May 21, 2023

(SEAL)



UNOFFICIAL COPY
DEED 6164 02119

Attest:

Doranne E. Bigelow
Doranne E. Bigelow

STATE OF PA

County OF MONTGOMERY

I, John A. Novarino, a Notary Public for the County of MONTGOMERY and State of PENNSYLVANIA, do hereby certify that Doranne E. Bigelow personally appeared before me this 26th of NOVEMBER, 2019 and acknowledged the due execution of the foregoing instrument.

Witness my hand and official seal.

[Signature]
Notary Public

My Commission Expires:

(SEAL)

COMMONWEALTH OF PENNSYLVANIA
NOTARIAL SEAL
John A. Novarino, Notary Public
Whitpain Township
Montgomery County
My Commission Expires 06-23-2021

UNOFFICIAL COPY
DEED BK 6164 02113

Attest:

Harry G. Jeffries
Harry G. Jeffries

STATE OF PA
County OF Montgomery

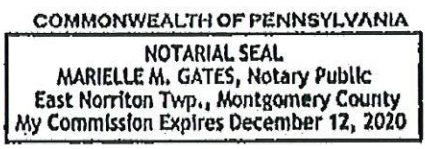
I, Marielle Gates, a Notary Public for the County of Montgomery and State of PA, do hereby certify that Harry G. Jeffries personally appeared before me this 25th of November 2019 and acknowledged the due execution of the foregoing instrument.

Witness my hand and official seal.

Marielle M. Gates
Notary Public

My Commission Expires:

(SEAL)



Certificate of Residence

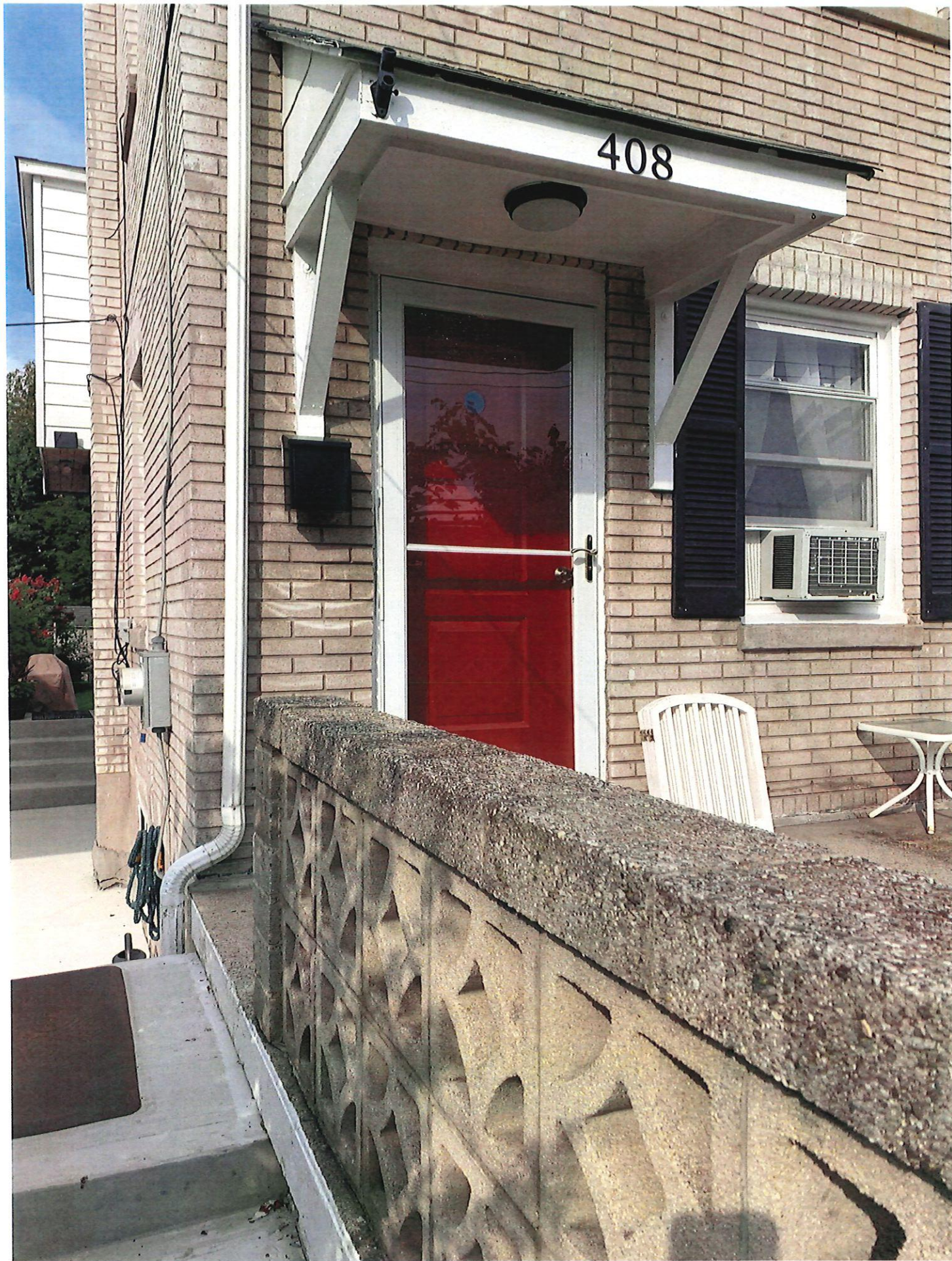
I, Amanda Distefano, do hereby certify that the precise residence and the complete post office address of the within named grantee is:

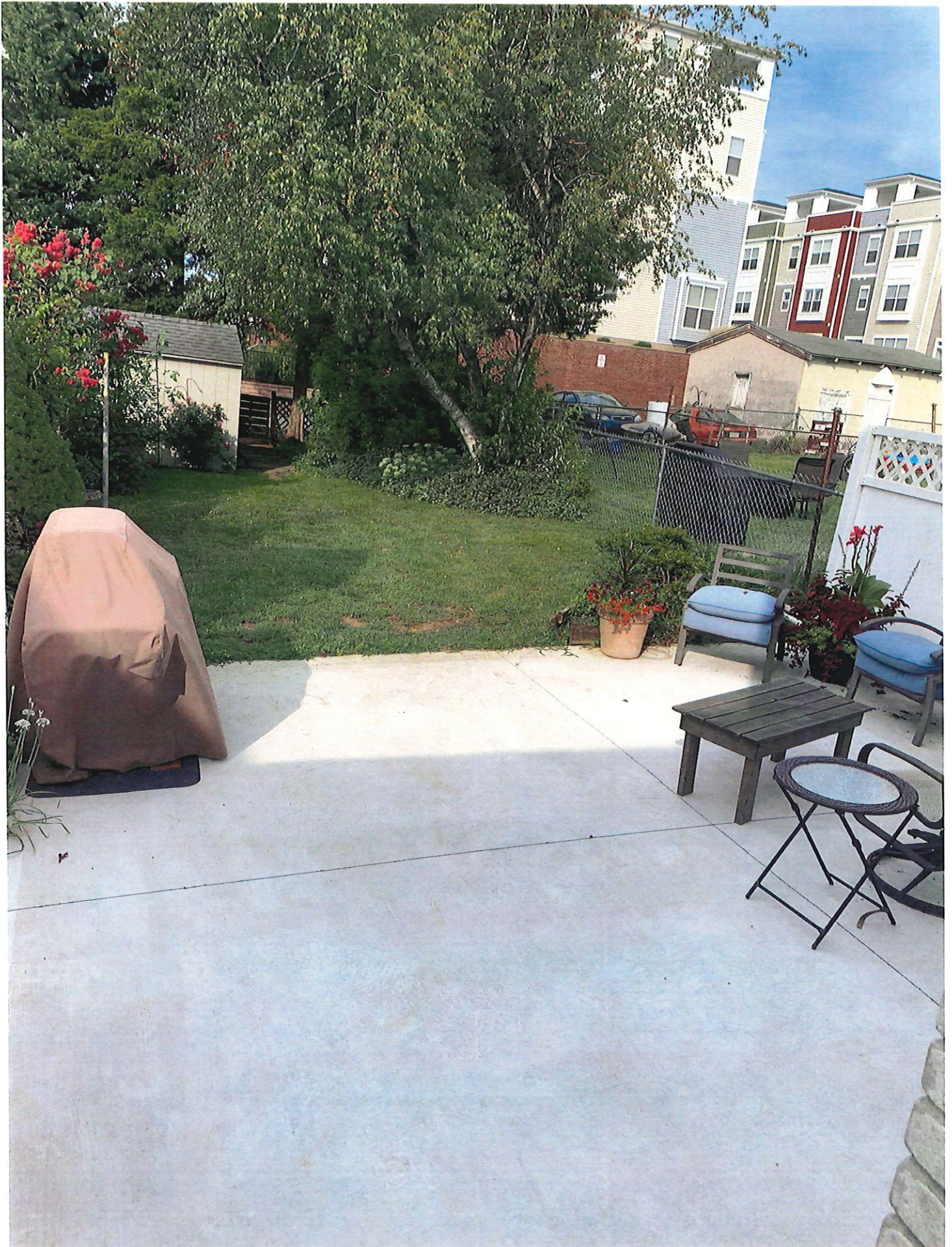
408 West Sixth Avenue, Conshohocken, PA 19428

Amanda Distefano



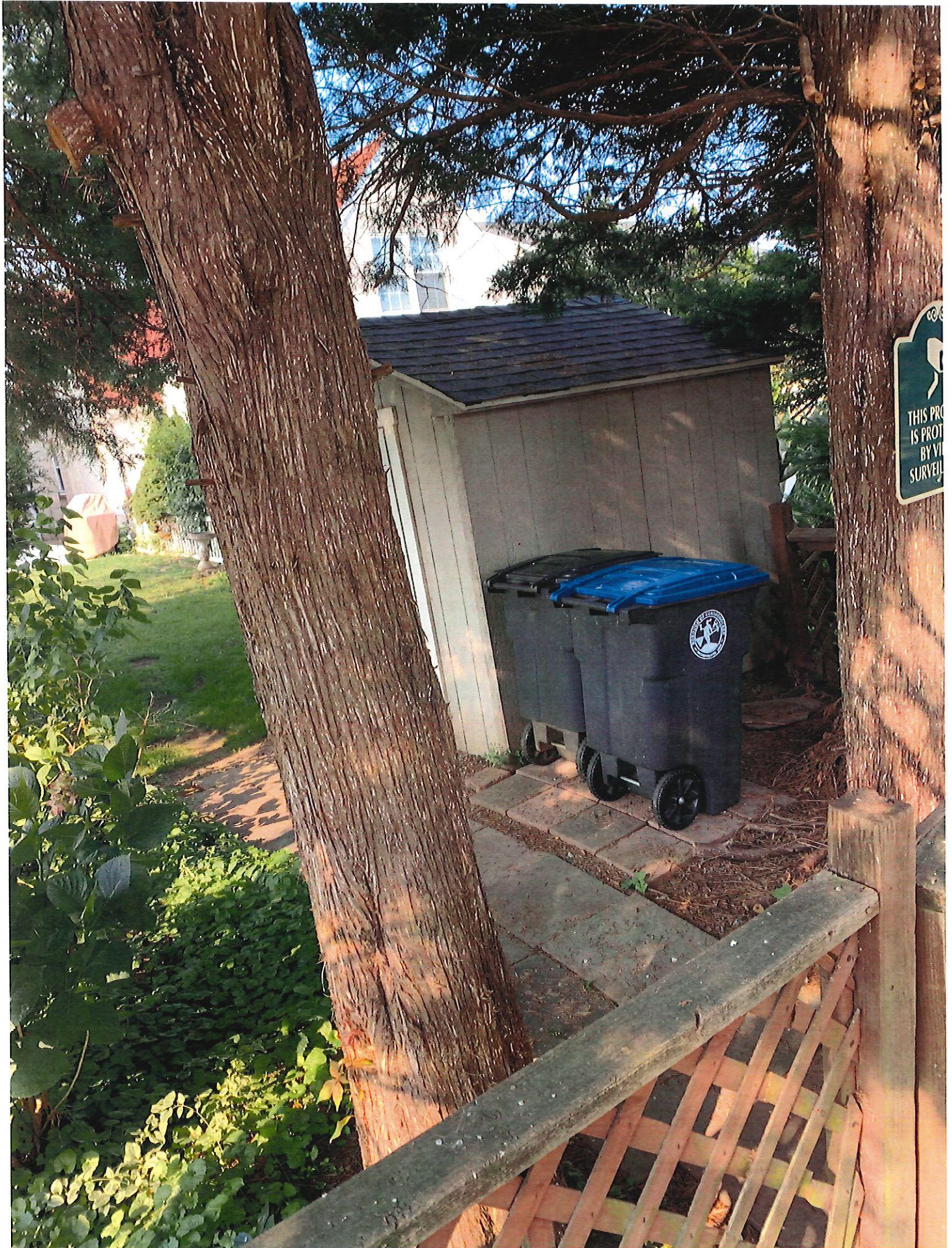










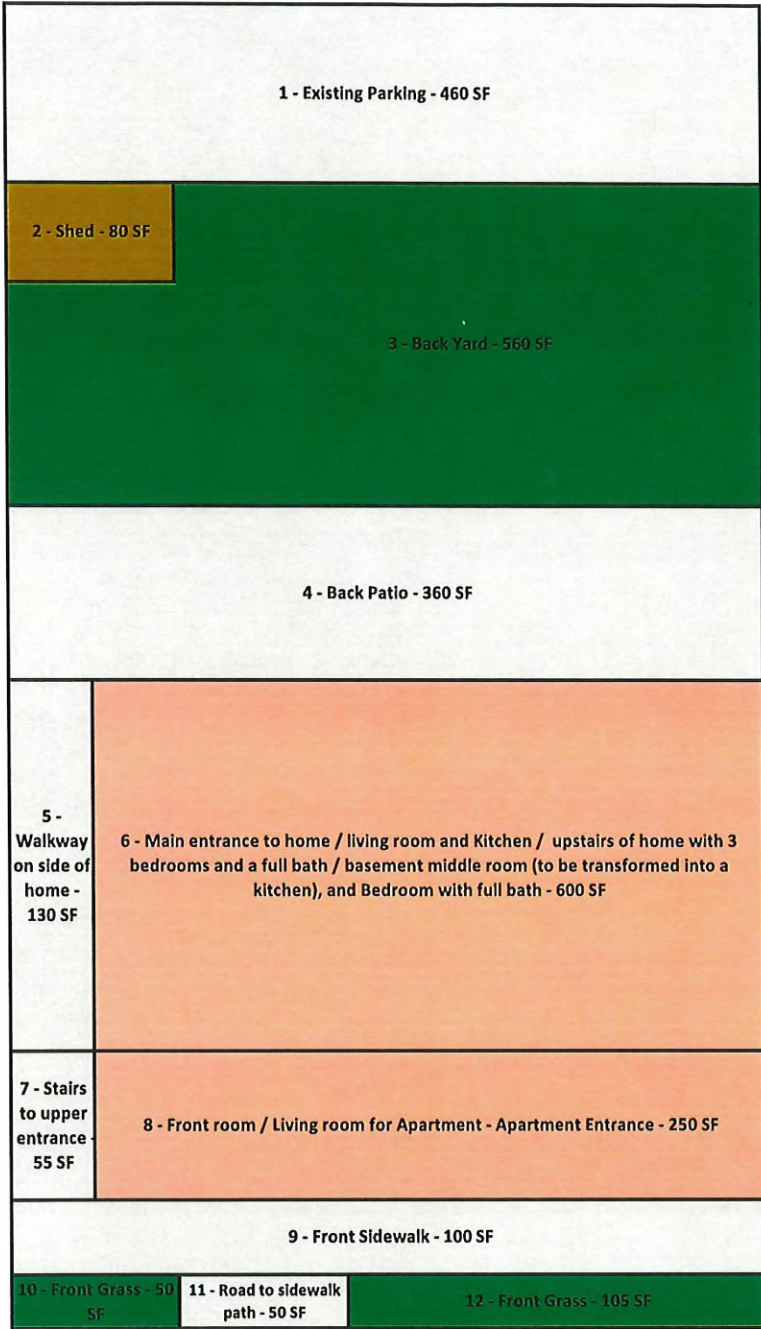








Ally in back of house



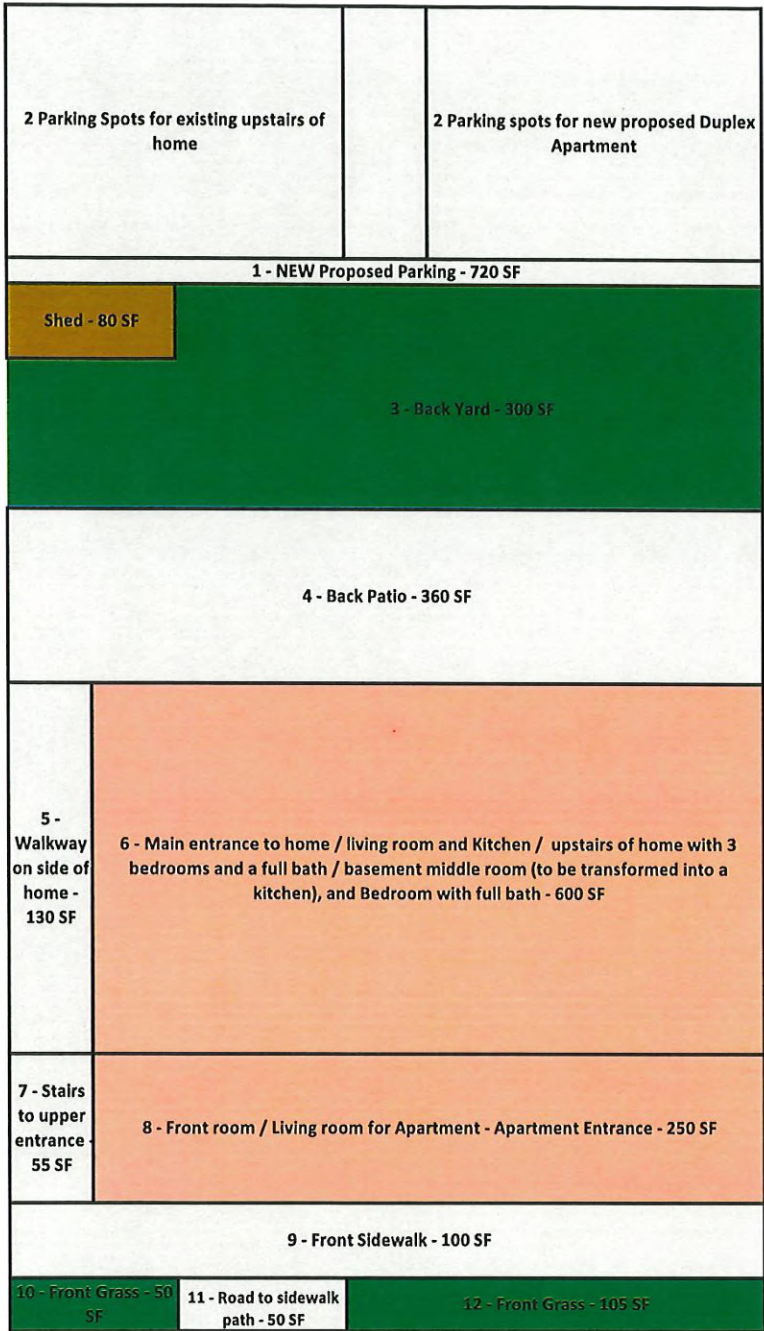
West 6th ave



Key	Impervious Coverage:
6,8	House: 850 SF
1	Parking: 460 SF
2	Shed: 80 SF
4	Patio: 360 SF
5	Walkway - 130 SF
7	Stairs - 55 SF
9	Sidewalk - 100 SF
11	Front Path - 50 SF
Total SF 2085 SF	

408 W 6th Ave, Conshohocken, PA, 19428
Submitted 8/26/2020

Ally in back of house



Key	Impervious Coverage:
6,8	House: 850 SF
1	Parking: 720 SF
2	Shed: 80 SF
4	Patio: 360 SF
5	Walkway - 130 SF
7	Stairs - 55 SF
9	Sidewalk - 100 SF
11	Front Path - 50 SF
Total SF 2345 SF	

408 W 6th Ave, Conshohocken, PA, 19428
Submitted 8/27/2020

West 6th ave



408 W 6TH AVE,
CONSHOHOCKEN, PA,
19428

PRESENTED BY:

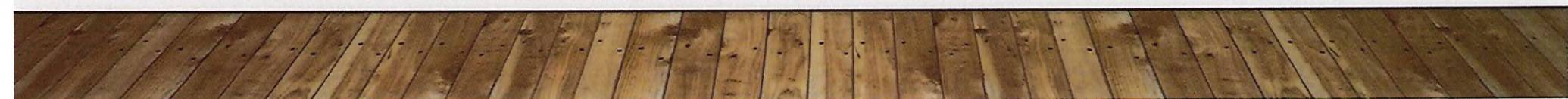
ALEX & JESSI FRAZIER

ABOUT THE FRAZIER'S

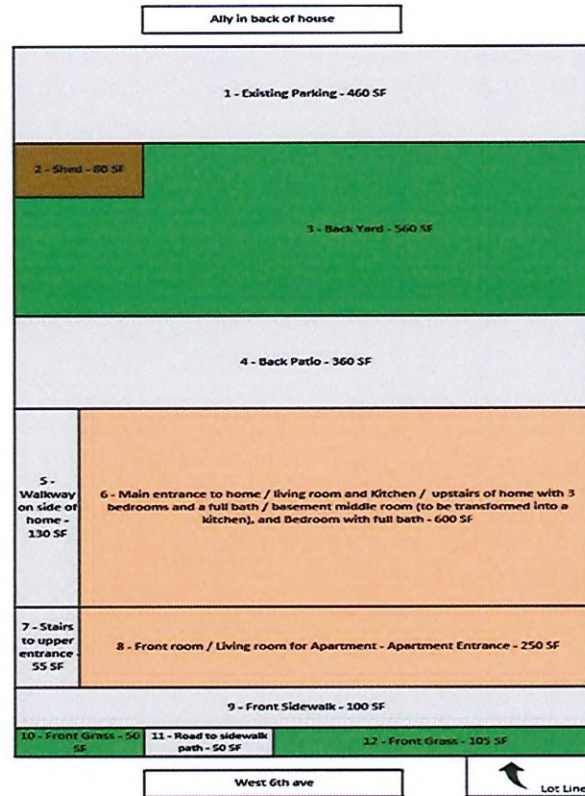
- Alex and Jessi met in Conshohocken at the Lucky Dog Saloon in the fall of 2016.
- At that time, Jessi was renting a studio on 8th and Forrest. Alex was living with roommates on w 6th Ave.
- We moved in together at Shery Lake Apartments winter of 2017.
- Married in September of 2019, and purchased this home in November of 2019.
 - We never looked at any houses outside of Conshohocken.
- Had our first child in this house on May 1st
- We plan to stay here for the foreseeable future.

HISTORY OF 408 W 6TH AVE

- Home was built in 1949.
- The front exterior extension was added to the property in 1958.
- Downstairs of home was converted into “Reds Cleaners” which opened in 1958 and still served customers into the 2010’s.
- Home had one owner prior to Jessi and Alex.
- In 2017, a renovation was done to the basement of the home converting the space from Reds Cleaners into the livable space we will present today.
- Spring 2020 – Jessi and Alex did a major concrete upgrade on the entire property.



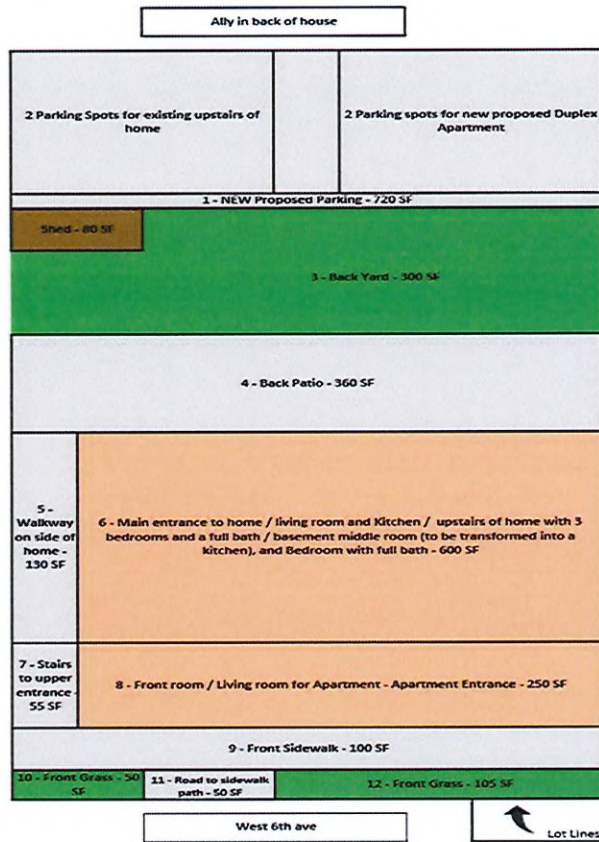
Current Site Plan



Key	Impervious Coverage:
6, 8	House: 850 SF
1	Parking: 460 SF
2	Shed: 80 SF
4	Patio: 360 SF
5	Walkway - 130 SF
7	Stairs - 55 SF
9	Sidewalk - 100 SF
11	Front Path - 50 SF
Total SF 2085 SF	

408 W 6th Ave, Conshohocken, PA, 19428
Submitted 8/26/2020

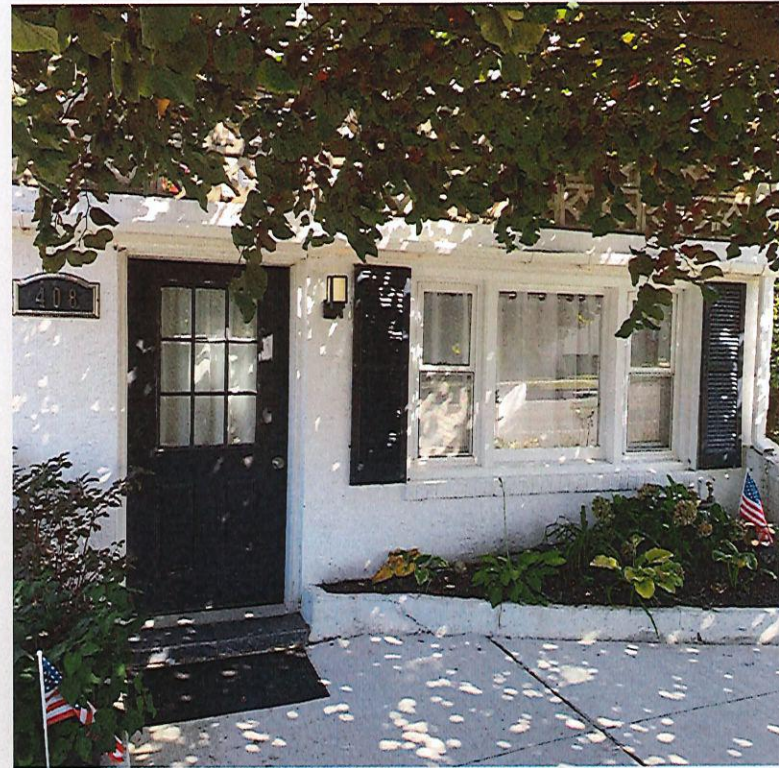
Impervious Site Plan



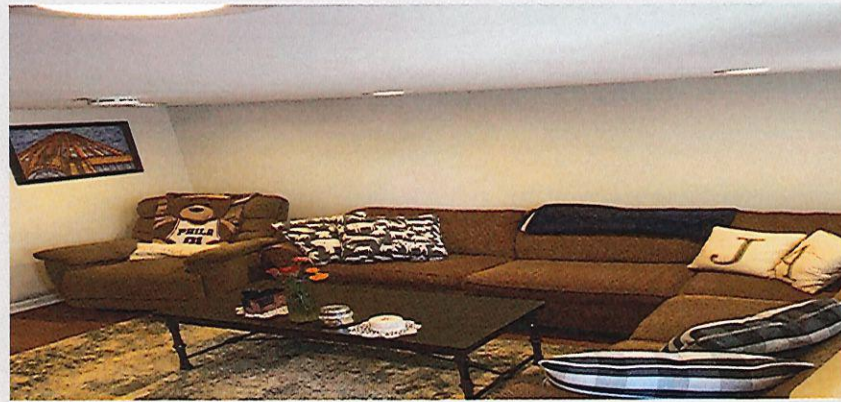
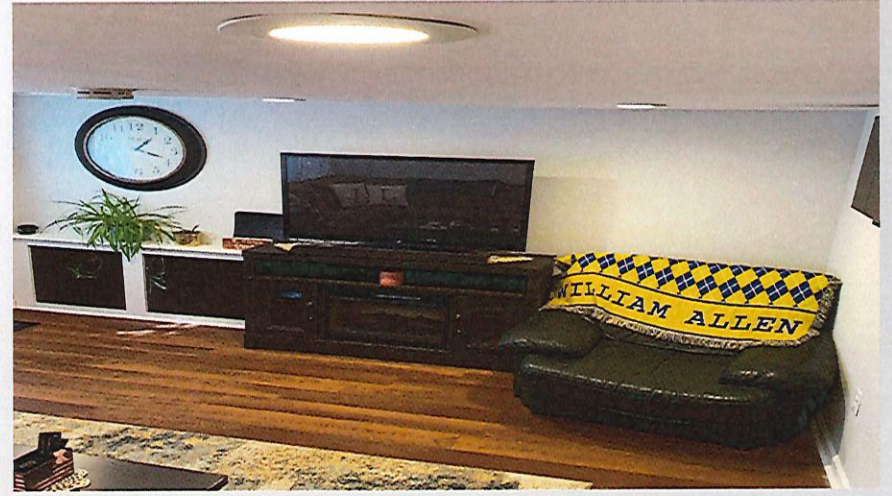
Key	Impervious Coverage:
6,8	House: 850 SF
1	Parking: 720 SF
2	Shed: 80 SF
4	Patio: 360 SF
5	Walkway - 130 SF
7	Stairs - 55 SF
9	Sidewalk - 100 SF
11	Front Path - 50 SF
Total SF 2345 SF	

408 W 6th Ave, Conshohocken, PA, 19428 - Submitted 8/27/2020

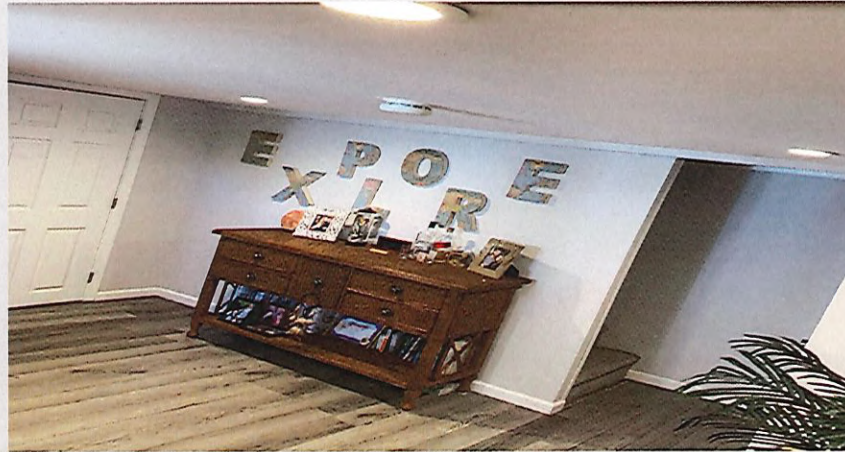
Exterior – Front Entrance to home and proposed apartment



Room 1 – Living Room



Room 2 – currently an office – will be converted into a Kitchen



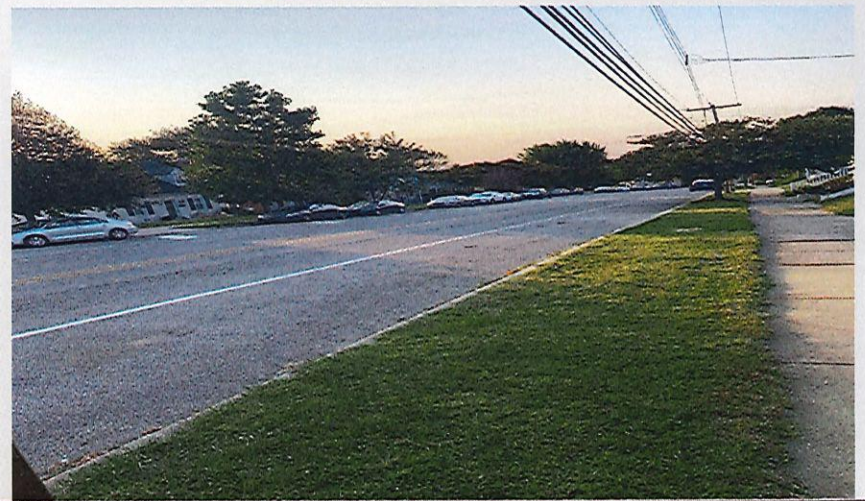
Room 3 – Bedroom



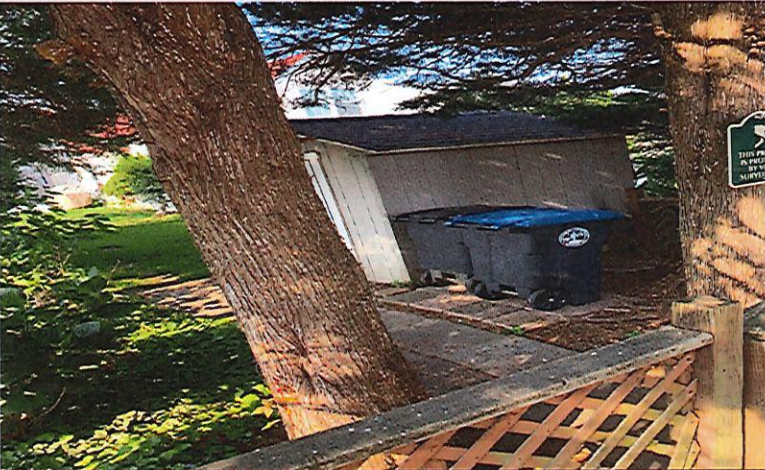
Rooms 4/5 – Bathroom & Closet



Parking Overview



Parking Solution



PROPOSAL SUMMARY

- Turn downstairs into one bedroom apartment.
- Add 260 SF of parking in back of home to ensure we have 2 off street parking spots for each unit (36x18 ft).
 - Removing 5 trees in the back of the home.
- Add kitchen into the middle room of the basement.
 - Fridge, Stove/oven, sink, counter space, & proper shelving.
- Add all safety requirements to apartment.
- Follow any additional requirements from borough.

Thank you !
Questions ?