

**SPECIAL MEETING OF  
TULLYTOWN BOROUGH COUNCIL**

**AGENDA  
MARCH 10, 2015 – 7:00 P.M.**

1. Call to Order
2. Roll Call
3. Public Comment - 3-minute limit for each resident  
*~Please stand at podium and state your name and address*
4. Land Development Application for SEPTA Levittown Train Station—Consideration...Mr. Sellers
5. Other Business
6. Adjournment

Bucks County, SS.

Ad Content Proof

NOTICE  
SPECIAL MEETING  
TULLYTOWN BOROUGH

NOTICE IS HEREBY GIVEN that the Tullytown Borough Council will hold a special meeting on Tuesday, March 10, 2015, at 7:00 p.m. for consideration of the land application for the SEPTA Levittown Train Station, and other business. The meeting will be held at the Tullytown Borough Municipal Building, 578 Main Street, Tullytown, Pennsylvania.

Nancy Conner  
Borough Secretary  
1tM6

TULLYTOWN BOROUGH  
NANCY CONNER  
TULLYTOWN, PA 19007

1-095802000  
0006771278-01

Rachel Dougherty being duly affirmed according to law, deposes and says that he/she is the Legal Billing Co-ordinator of the COURIER TIMES INCORPORATED, Publisher of The Bucks County Courier Times, a newspaper of general circulation, published and having its place of business at Levittown, Bucks County, Pa; that said newspaper was established in 1910; that securely attached hereto is a facsimile of the printed notice which is exactly as printed and published in said newspaper on

March 06, 2015

and is a true copy thereof; and that this affiant is not interested in said subject matter of advertising; and all of the allegations in this statement as to the time, place and character of publication are true.

*Rachel Dougherty*  
LEGAL BILLING CO-ORDINATOR

Affirmed and subscribed to me before me this  
6th day of March 2015 A.D.

*Carolyn T. Crawford*

COMMONWEALTH OF PENNSYLVANIA  
Notarial Seal  
Carolyn T. Crawford, Notary Public  
Tullytown Boro, Bucks County  
My Commission Expires May 22, 2017  
MEMBER, PENNSYLVANIA ASSOCIATION OF NOTARIES

**TULLYTOWN BOROUGH COUNCIL  
SPECIAL MEETING  
SEPTA LAND DEVELOPMENT APPLICATION  
TUESDAY, MARCH 10, 2015**

The special meeting of Tullytown Borough Council was called to order by Vice President Kucher on Tuesday, March 10, 2015 at 7:00 p.m.

Mayor Cutchineal asked for a moment of silence for Albert DiGiovanni who recently passed away.

Present at the meeting:

Mayor Cutchineal

Councilman Armstrong—absent due to prior commitment (vacation)

Councilwoman Gahagan

Councilman Pirolli

Councilwoman Kucher

Councilwoman Kettler

Councilman Czyzyk

Councilman Adams—absent due to illness

Also present:

Michael T. Sellers, Esq., Borough Solicitor

William S. Major, P.L.S., Borough Engineer

Alison Smith, Borough Coordinator

Nancy Conner, Borough Secretary

**PUBLIC COMMENT**

There was no comment from the public.

**SEPTA – LAND DEVELOPMENT APPLICATION**

Mr. Sellers commented that the special meeting was duly advertised as required by law. Mr. Sellers advised the land development application for SEPTA Levittown Train Station project is before Council this evening for consideration of approval. He added that since it was filed this past year, the plans have undergone multiple revisions. He advised that Council retained the services of Gilmore & Associates for its special expertise in the area of storm water and transportation for review of this project. Mr. Sellers advised that the Borough engineer, William Major conducted the overall review for compliance with the Borough Subdivision and Land Development Ordinance (SALDO). He added that the Bucks

County Planning Commission conducted its review of the application and issued its own review letter of September 4, 2014—all those issues having been addressed satisfactorily since then.

Mr. Sellers advised that SEPTA's application has elements which initially required variance relief from the Borough Zoning Hearing Board. He added that the Zoning Hearing Board considered those at the meeting of September 25, 2014 and granted the following relief:

Section 185-19F (4)(c) – with respect to buffer yards  
185-27B – with respect to building height  
185-58A(1) – signs in the BC district, directional in nature  
185-58A(5) – signs in the BC district, identification  
185-59A(3)(a) – signs in the HC district, total area  
185-62 – spaces for disabled persons  
185-63 – off street parking design standards

Mr. Sellers indicated that the Zoning Hearing Board approvals were conditioned on the addition of handicap parking spaces in the future as maybe required by Borough Council and the construction of the 4 foot ornamental fence running the length of Rt. 13 in front of the parking lot of the new station.

Mr. Sellers added that the SEPTA application also proposes parking lot uses for several adjoining parcels to be added to those at the existing station. He further added that this expansion of parking triggered a zoning requirement for separate conditional use approval by Council. He stated that Council conducted a public hearing on the conditional use on January 8, 2015 where Council approved that conditional use.

Mr. Sellers stated that the application before Council this evening has been considered twice by the Borough Planning Commission – most recently on February 17, 2015. He indicated that the Planning Commission voted to recommend that Council grant preliminary final land development approval conditioned on the engineers' review letters and further noted support to Council's grant of waivers as requested and recommended by the engineers.

Mr. Sellers advised that the current plan calls for a new traffic light on Rt. 13 to provide greater safety for traffic entering the highway from the train station. He added that PennDOT has approved that additional feature—this has been a cooperative effort on the part of SEPTA and the Borough in the past 5 or 6 months.

Mr. Sellers stated that a great number of issues under storm water, traffic and the SALDO in general has been resolved by work of SEPTA and Borough professionals. He added that prior review letters from the Borough professionals with responses from SEPTA, along with

its position at public meetings have resulted in a narrowing of the outstanding issues to ones which will be discussed this evening.

Mr. Sellers indicated that while most of the changes agreed to by SEPTA have already been made it into the plans, some remain to be completed; but those will be reviewed by the professionals of the Borough in the normal process going forward. He commented that the focus of Council's work this evening is on a series of review letters issued by the Borough engineers most recently as follows: Gilmore & Associates storm water letter of February 3, 2015, the Gilmore & Associates transportation letter of February 23, 2015, the letter of William Major with respect to SALDO dated March 9, 2015.

Mr. Sellers indicated that Council has to consider certain waiver requests of SEPTA from requirements of the Borough's SALDO. He added that the Borough engineers have taken a position on each of those requested waivers, recommending they be granted as it is Council's decision to waive.

Mr. Sellers advised that SEPTA also requested consideration of preliminary and final land development approval this evening; the Tullytown SALDO ordinance has a 2-step process where preliminary approval is first granted followed by final approval. He stated that it is the discretion of Borough Council, in its best judgment, to waive the requirement of the 2 steps and grant preliminary and final approval at the same time if it feels appropriate.

Mr. Thomas Hecker, legal counsel for SEPTA, made presentation to Council. There were questions and comments from Council and the public.

After discussion, Mr. Sellers indicated that if Council feels comfortable with the applicant's request and the Borough professionals have no problem with it, Council may grant preliminary and final land development approval for the SEPTA Levittown Train Station project.

Mr. Pirolli made a motion to grant preliminary/final approval for the SEPTA Land Development Application styled as Levittown Train Station Project, conditioned on the following:

1. Review letter of Gilmore & Associates on storm water dated February 3, 2015;
2. Review letter of Gilmore & Associates on transportation and traffic dated February 23, 2015;
3. Review letter of William Major on SALDO dated March 9, 2015.

Council grants waivers from the SALDO requirements as follows:

Section 153-702.H(11)(b){9} from the requirement that storm drains be designed to produce a minimal velocity of 3.0 feet per second when flowing full.

Section 153-702.H(11)(b){13} from the requirement that a minimum drop of 2 inches be provided between the inlet and the outlet pipe invert elevations within all inlets and man holes.

Section 153-503.A.(1) from the requirement of a plan scale other than 1 inch equals 50 feet or 1 inch equals 100 feet.

Section 153-504.C.(3) from the requirement to show physical features within 400 feet of the site.

Section 153-611.B.(1) from the requirement for sidewalks along S.R. 13.

Section 153-613.G. from the requirement for certain parking stall dimensions.

Section 153-613.Q from the requirement for raised parking islands.

Section 153-613.A.(1) from the requirement for new street trees.

Section 153-615.B. from the requirement for buffer yards.

Section 153-615.C.(2) from the requirement for raised parking islands.

Section 153-617 from the requirement to provide public recreation areas.

Section 153-622 from the requirement to set monuments at property corners.

Section 153-702.A.(12) to allow roof drains to be connected to storm sewer.

Section 153-605.A. from the requirement of a 100 foot radius along the SEPTA driveway access to Fallsington Avenue.

Section 153-612.1 from the requirement of right angles at intersections of a private access way with a public street.

Section 153-402 and 403 from the requirements of separate preliminary and final plan approvals.

Applicant will secure any and all permits necessary for review of the project;

Applicant will obtain and serve all necessary agreements with the public agency supplying water and sewer services, and otherwise guarantee the availability of public water and sewer;

Applicant will comply with the Borough Engineer's recommendations for storm water best management practices and execute a storm water management agreement in a form acceptable to the Borough;

Applicant will assume all liability for storm water facilities and/or improvements within the PennDot right-of-way required under the permit issued by PennDot, including but not limited to those under Fallsington Avenue and an extension to the existing pipe under Route 13. SEPTA will execute all documents necessary to assume this responsibility going forward after the completion of improvements.

Applicant will comply with the specific terms and conditions for approval of a variance or variances from the Tullytown Borough Zoning Hearing Board on September 25, 2014, with respect to redesign and reconfiguration of handicap parking spaces in the future, should there be a determination additional handicap spaces are needed.

Applicant shall at its sole cost and expense install a four (4) foot high ornamental fence along the entire length of the Route 13 parking lot frontage with a composition and design to be approved by the Borough, and secure all necessary permits or approvals from PennDOT to do so within the PennDOT right of way.

Applicant shall pay all review and professional fees in connection with the application;

Applicant will take steps to assure all signs shall conform with Borough Ordinance requirements and not be erected until permits are obtained;

Applicant shall assure all lighting shall conform to the Borough Ordinance requirements, except to the extent of any waivers granted;

Applicant's plan shall be ADA compliant in all respects.

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**NOTE:** Mr. Hecker commented that there is a prohibition of SEPTA posting escrow; therefore, Mr. Sellers and he agreed that they will insert appropriate language to be agreed upon in the land development agreement.

Mr. Sellers added that this is unusual because the ultimate source of the funds of the project is federal—we cannot engage in saying that agreement for posting of financial security as we would with a private developer. The following sentence was stricken from the motion: Applicant will provide adequate guarantees by way of a financial security agreement in a form satisfactory to the Borough.

Mrs. Kettler seconded the motion.

The vote of Council was as follows:

Ms. Gahagan—for

Mr. Pirolli—for

Mrs. Kucher—for

Mrs. Kettler—for

Mr. Czyzyk—for

All of Council was in favor of the motion; the motion carried.

Mr. Sellers advised that some things are required of Council for PennDOT to move forward regarding the new PennDOT signals for Rt. 13.

Mr. Sellers presented the resolutions.

Mr. Pirolli made a motion to approve Resolution, #324, authorizing and directing the submittal and signing of application for traffic signal approval (Fallsington Ave and Trenton Ave) to PennDOT. Mr. Czyzyk seconded the motion.

The vote of Council was as follows:

Ms. Gahagan—for

Mr. Pirolli—for

Mrs. Kucher—for

Mrs. Kettler—for

Mr. Czyzyk—for

All of Council was in favor of the motion; the motion carried.



Mr. Pirolli made a motion to approve Resolution #325, authorizing and directing the submittal and signing of application for traffic signal approval (Levittown Pkwy & Rt. 13) to PennDot. Mr. Czyzyk seconded the motion.

The vote of Council was as follows:

Ms. Gahagan—for  
Mr. Pirolli—for  
Mrs. Kucher—for  
Mrs. Kettler—for  
Mr. Czyzyk—for

All of Council was in favor of the motion; the motion carried.

Mr. Pirolli made a motion to approve Resolution #326, authorizing and directing the submittal and signing of application for traffic signal approval (Fallsington Ave & Rt. 13) to PennDot. Mr. Czyzyk seconded the motion.

The vote of Council was as follows:

Ms. Gahagan—for  
Mr. Pirolli—for  
Mrs. Kucher—for  
Mrs. Kettler—for  
Mr. Czyzyk—for

All of Council was in favor of the motion; the motion carried.

## **OTHER BUSINESS**

Mrs. Smith advised that the Borough has received 2 grants for the construction of the Community Park. She commented that at the time of the grant request, plans for the park have been completed to the 85% level and the amount of \$20,000 was included in the grant request to complete the engineering, construction documents and permits necessary for construction.

She commented that the engineering firm (Pennoni) that had completed those plans was approached for quote and they initially gave a \$25,000 quote; we have been able to negotiate it down to \$17,930, so we are under budget that was originally projected. Mrs. Smith commented that in conjunction with the Borough engineer, she is recommending that Council accept this bid and award the contract to Pennoni Associates.

Mrs. Kettler asked if any other engineers were approached. Mrs. Smith advised that Pennoni gave them the CAD files and they are really familiar with the project. She added that

she feels we will get the best price from them after some negotiation and believe that it is a good cost.

Ms. Gahagan made a motion to accept the proposal of Pennoni Associates with respect to the Community Park in the amount of \$17,930. Mr. Czyzyk seconded the motion.

The vote of Council was as follows:

Ms. Gahagan—for

Mr. Pirolli—for

Mrs. Kucher—for

Mrs. Kettler—against

Mr. Czyzyk—for

The vote was 4 in favor, 1 against; the motion carried.

Mrs. Smith commented that the construction of the Borough Hall is going well and ahead of schedule and we are on budget. She added there is one suggestion; namely, to complete the main Council room in hardwood flooring. She commented that there was a concern that it would give an “echoing” but she did speak with our sound engineer who stated that because of how the microphone system is set up, it won’t have an effect on what the public hears—it might be a little more echo. Ms. Smith advised that we will be replacing the panels on either side which might alleviate the issue.

Mrs. Smith indicated the cost is \$11,250. Mrs. Kucher asked if that is the cost after deducting what the carpet cost would have been. Mrs. Kucher stated that the Building and Streets Committee felt that the hardwood flooring in the front portion of the Council room is in beautiful condition and the carpeting has been replaced several times. Mrs. Smith advised that will not be for the Library area of that room.

Mr. Czyzyk made a motion to approve the change order of \$11,250 to complete the flooring in the Council room with hardwood flooring.

There was no second to the motion; the motion failed.

Mayor Cutchineal asked what the completion date of the Borough Hall renovation is. Mrs. Smith stated July 12<sup>th</sup> but she thinks it will be sooner than that.

Mayor Cutchineal commented that the Veterans’ committee has limited their search for bands to 3 or 4 bands to choose from. He would like to obtain approval of Council for one of those bands for a cost not to exceed \$1,200.

Mr. Pirolli made a motion to approve contracting with one of the bands that the Veteran's Committee selects for the Memorial Day Parade with a cost not to exceed \$1,200. Mr. Czyzyk seconded the motion.

The vote of Council was as follows:

Ms. Gahagan—for

Mr. Pirolli—for

Mrs. Kucher—for

Mrs. Kettler—for

Mr. Czyzyk—for

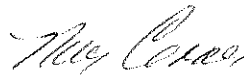
All of Council was in favor of the motion; the motion carried.

### **ADJOURNMENT**

There being no further business, a motion was made by Mr. Czyzyk to adjourn the meeting, seconded by Mr. Pirolli. All of Council was in favor of the motion; the motion carried.

The meeting was adjourned at 8:15 p.m.

Respectfully submitted,



Nancy Conner  
Borough Secretary

RESOLUTION 324  
BOROUGH OF TULLYTOWN

A RESOLUTION OF THE COUNCIL OF THE BOROUGH OF TULLYTOWN, BUCKS COUNTY, PA AUTHORIZING AND DIRECTING THE SUBMITTAL AND SIGNING OF THE ATTACHED APPLICATION FOR TRAFFIC SIGNAL APPROVAL (FALLSINGTON AVENUE AND TRENTON AVENUE) TO THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

NOW, THEREFORE, BE IT RESOLVED, by authority of Borough Council of Tullytown Borough, Bucks County, and it is hereby resolved by authority of the same, that the Council President of said MUNICIPALITY is authorized and directed to submit the attached Application for Traffic Signal Approval to the Pennsylvania Department of Transportation and to sign this Application on behalf of the MUNICIPALITY.

ADOPTED as a Resolution of the Tullytown Borough Council this 10<sup>th</sup> day of March, 2015.

BOROUGH OF TULLYTOWN

By Rick Adams  
Rick Adams, Council President

Attest:

Nancy Conner  
Nancy Conner, Borough Secretary

RESOLUTION 325  
BOROUGH OF TULLYTOWN

A RESOLUTION OF THE COUNCIL OF THE BOROUGH OF TULLYTOWN, BUCKS COUNTY, PA AUTHORIZING AND DIRECTING THE SUBMITTAL AND SIGNING OF THE ATTACHED APPLICATION FOR TRAFFIC SIGNAL APPROVAL (LEVITTOWN PARKWAY AND ROUTE 13) TO THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

NOW, THEREFORE, BE IT RESOLVED, by authority of Borough Council of Tullytown Borough, Bucks County, and it is hereby resolved by authority of the same, that the Council President of said MUNICIPALITY is authorized and directed to submit the attached Application for Traffic Signal Approval to the Pennsylvania Department of Transportation and to sign this Application on behalf of the MUNICIPALITY.

ADOPTED as a Resolution of the Tullytown Borough Council this 10<sup>th</sup> day of March, 2015.

BOROUGH OF TULLYTOWN

By Rick Adams  
Rick Adams, Council President

Attest: Nancy Conner  
Nancy Conner, Borough Secretary

RESOLUTION 326  
BOROUGH OF TULLYTOWN

A RESOLUTION OF THE COUNCIL OF THE BOROUGH OF TULLYTOWN, BUCKS  
COUNTY, PA AUTHORIZING AND DIRECTING THE SUBMITTAL AND SIGNING OF  
THE ATTACHED APPLICATION FOR TRAFFIC SIGNAL APPROVAL  
(FALLSINGTON AVENUE AND ROUTE 13) TO THE PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION

NOW, THEREFORE, BE IT RESOLVED, by authority of Borough Council of Tullytown Borough, Bucks County, and it is hereby resolved by authority of the same, that the Council President of said MUNICIPALITY is authorized and directed to submit the attached Application for Traffic Signal Approval to the Pennsylvania Department of Transportation and to sign this Application on behalf of the MUNICIPALITY.

ADOPTED as a Resolution of the Tullytown Borough Council this 10<sup>th</sup> day of March, 2015.

BOROUGH OF TULLYTOWN

By   
Rick Adams, Council President

Attest:   
Nancy Conner, Borough Secretary

MEMO

TO : TULLYTOWN COUNCIL  
FROM: MICHAEL T. SELLERS  
RE : SEPTA  
DATE : MARCH 9, 2015

The land development application for the Septa Levittown Train Station Project is before Council Tuesday night.

Septa's application has elements which initially required variance relief from the Borough Zoning Hearing Board. The Zoning Hearing Board considered those at a meeting of September 25, 2014, and granted the following relief:

§185-19.F(4)(c) Buffer Yards  
§185-27.B: Building Height  
§185-58.A(1): Signs in BC District-Directional  
§185-58.A(5): Signs in BC District-Identification  
§185-59.A(3)(a): Signs in HC District-Total Area  
§185-62: Spaces for Disabled Persons  
§185-63: Off Street Parking Design Standards.

The Septa application proposes parking lot uses on several adjoining parcels to be added to the existing station. This expansion of parking triggered a requirement for separate conditional use approval by Council. Application was made by Septa for that purpose, and Council conducted a public hearing on January 8, 2015, at the close of which Council voted to approve that conditional use.

The Bucks County Planning Commission issued its own review letter, all aspects of which have been addressed to date.

The current plan calls for a new traffic light on Rt. 13 to provide greater safety for traffic entering the highway from the train station, this the result of a cooperative effort between Septa and the Borough in requesting same from PennDot.

The land development application has been considered twice by the Borough Planning Commission, most recently on February 17, 2015. At that meeting it voted to recommend Council grant preliminary/final approval.

Septa's application now comes before Council Tuesday night for consideration of preliminary and final land development approval. The Tullytown Saldo Ordinance, Sections 402 and 403, has a two-step process, where preliminary approval is first granted, followed by final approval. It is within the discretion of Council in its best judgment, to waive the requirement of the two steps, and grant preliminary and final approval at the same time, if it feels appropriate.

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A great number of issues under storm water, traffic, and the Saldo Ordinance in general, have been resolved by the work of Septa and Borough professionals. Prior review letters from the Borough professionals, with responses from Septa, along with Septa's positions at public meetings, have resulted in a narrowing of the outstanding issues to ones which will be discussed Tuesday night. While most of the changes agreed to by Septa have already been made to the plans, some remain to be completed, but those will be reviewed by the professionals in the normal process going forward.

The focus of the Council's work Tuesday evening is on a series of review letters most recently issued as follows:

Gilmore and Associates (Storm Water) February 3, 2015

Gilmore and Associates (Transportation) February 23, 2015

William Major (SALDO) March 9, 2015

Copies are attached to this memo.

Council's task Tuesday night is to consider certain waiver requests of Septa from requirements of the Borough's Saldo Ordinance. The Borough Engineers have taken a position on each of those requested waivers, recommending they be granted. Otherwise, Septa has agreed to comply with all other aspects of the outstanding review letters.

At the end of the Septa presentation and discussion, the Solicitor will be prepared to provide the necessary motion as Council directs.





**GILMORE & ASSOCIATES, INC.**  
ENGINEERING & CONSULTING SERVICES

February 23, 2015

Project No. 14-09046

Ms. Alison Smith  
Borough Coordinator  
Tullytown Borough  
500 Main Street  
Tullytown, PA 19007

Reference: Levittown Intermodal Transportation Center Improvements  
Preliminary/Final Land Development and Highway Occupancy Permit Plans  
Transportation Review No. 2  
Tullytown Borough, Bucks County, Pennsylvania

Dear Ms. Smith:

Per your request, Gilmore & Associates, Inc. has completed the following transportation engineering review for the SEPTA/PennDOT conditional use application, land development plans and highway occupancy plan set for transportation improvements associated with the Regional Rail Improvements at the SEPTA Levittown-Tullytown Rail Station.

Subject to a coordination meeting on February 23, 2015 between the Borough, Applicant and Professional Staff, this letter has been prepared to highlight the Applicant's response to the February 20, 2015 Gilmore & Associates review letter as discussed during the coordination meeting.

As such, we offer the following for your consideration:

**I. SUBMISSION MATERIALS:**

- A. Conditional Use Application Documents, submitted by Southeastern Pennsylvania Transportation Authority (SEPTA), various dates.
- B. Preliminary/Final Land Development and Reverse Subdivision Plan Set (35 sheets), prepared for the Southeastern Pennsylvania Transportation Authority, prepared by Gannett Fleming, Inc. and Nave Newell, Inc., dated January 30, 2015.
- C. PennDOT Highway Occupancy Permit Plan Set (43 sheets), prepared for the Southeastern Pennsylvania Transportation Authority, prepared by Gannett Fleming, Inc., dated January 30, 2015.
- D. Traffic Signal Construction Plans (8 sheets), prepared for the Southeastern Pennsylvania Transportation Authority, prepared by Gannett Fleming, Inc., dated January 30, 2015.
- E. Turning Movement Plans (2 sheets), for the Southeastern Pennsylvania Transportation Authority, prepared by Gannett Fleming, Inc., dated January 30, 2015.
- F. Traffic Impact Study (192 pages), prepared for the Southeastern Pennsylvania Transportation Authority, prepared by Gannett Fleming, Inc., dated August 2008, last revised February 2015.
- G. Auxiliary Turn Lane Storage Calculations.
- H. PennDOT Application for Traffic Signal Approval (TE-160 Form), S.R. 13 and Fallsington Avenue.

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65 E. Butler Avenue | Suite 100 | New Britain, PA 18901  
Phone: 215-345-4330 | Fax: 215-345-8606  
[www.gilmore-assoc.com](http://www.gilmore-assoc.com)

- I. PennDOT Application for Traffic Signal Approval (TE-160 Form), S.R. 13 and Levittown Parkway.
- J. PennDOT Pedestrian Accommodation at Intersections Checklist (TE-672 Form), S.R. 13 and Fallsington Avenue.
- K. Traffic Signal Pedestrian, Change and Clearance Interval Calculations, S.R. 13 and Fallsington Avenue.
- L. Traffic Signal Pedestrian, Change and Clearance Interval Calculations, S.R. 13 and Levittown Parkway.
- M. Synchro Files for various design scenarios.

## **II. REQUESTED ZONING ORDINANCE VARIANCES**

- A. §185-19.F(4)(c) and Buffer Yards
- B. §185-27.B: Building Height
- C. §185-58.A(1): Signs in BC District-Directional
- D. §185-58.A(5): Signs in BC District-Identification
- E. §185-59.A(3)(a): Signs in HC District-Total Area
- F. §185-62: Spaces for Disabled Persons
- G. §185-63: Off Street Parking Design Standards

## **III. REQUESTED SUBDIVISION AND LAND DEVELOPMENT ORDINANCE WAIVERS**

- A. §153-503.A.(1) – Allow the use of a plan scale other than 1"=50' or 1"=100'.
- B. §153-503.A.(3) – Waive requirement to number plan sheets relative to total number of sheets in submission.
- C. §153-504.C.(3) – Waive requirement to show physical features within 400' of the site.
- D. §153-611.B.(1) – Waive requirement for sidewalk along S.R.13.
- E. §153-613.G – Allow 9' X 18' Parking stalls.
- F. §153-613.Q – Waive requirement for raised parking islands.
- G. §153-613.A.(1) – Waive requirement for new street trees.
- H. §153-615.B – Waive requirement for buffer yards.
- I. §153-615.C.(2) – Waive requirement for raised parking islands.
- J. §153-617 – Waive requirement to provide public recreation area.
- K. §153-622 – Waive requirement to set monuments at property corners.
- L. §153-702.A.(12) – Allow roof drain to be connected to storm sewer.
- M. §153-702.H.(11).(b).[13] – Waive requirement for minimum two inch drop from inlet to outlet within all stormwater inlets and manholes.

## **IV. PROPOSED IMPROVEMENTS IDENTIFIED**

- A. Signalization of northbound and southbound S.R. 13 at Fallsington Avenue (S.R. 2059).
- B. Intersection improvements and reconstruction of Fallsington Avenue (S.R. 2059) and SEPTA Lot Driveway (Formerly Oxford Avenue (S.R. 2117)).
- C. Removal of the connector roadway along the frontage of the Bucks County Courier Times building.
- D. Realignment of Fallsington Avenue (S.R. 2059) at S.R. 13.
- E. Realignment and improvements at the SEPTA Driveway access to S.R. 13.
- F. Elimination of the split phase operation of Phase 4 and Phase 8 at the signalized intersection of the SEPTA Driveway access at S.R. 13.

## **V. ADDITIONAL SUBDIVISION AND LAND DEVELOPMENT ORDINANCE WAIVERS REQUIRED**

- A. §153-605A. The proposed 85 foot radius is less than the required 150 foot radius along the SEPTA driveway access to Fallsington Avenue (S.R. 2059). The Applicant has

indicated that a waiver will be requested; we support approval of this waiver due to the existing configuration of S.R. 13 and Fallsington Avenue.

- B. §153-611.B – Sidewalk is required for existing and proposed streets. Given that this is a transit station, minimally, sidewalks should be provided to allow nearby residents an opportunity to access the SEPTA station with improved pedestrian facilities. The resubmission does not adequately address our concerns related to pedestrian facilities and access to the SEPTA station. Additionally, the Americans with Disabilities Act Accessibility Guidelines (ADAAG) Section 10.3.1.3 requires that direct connections to commercial, retail and residential facilities from new commuter rail stations shall have an accessible route complying with ADAAG Section 4.3, from the point of connection to boarding platforms and all transportation system elements used by the public. ADAAG Section 4.3.2.1 requires that at least one accessible route within the boundary of the site shall be provided from public transportation stops, accessible parking, and accessible passenger loading zones, and public streets and sidewalks to the accessible building entrance they serve. The applicant must obtain a waiver or address the following items:

1. West SEPTA Site (Inbound Side):
  - a. Provide sidewalk or a paved shoulder along the SEPTA Lot Driveway from Fallsington Avenue to provide pedestrian access to the existing commercial properties north of the site.

***G&A Comment: The Applicant has indicated they will comply with items under Comment V.B.1 as follows: A sidewalk will be provided to connect the SEPTA parking lot to the Bucks County Courier Times Building. The connection will be made from the sidewalk at the northern end of the inbound platform, then across the SEPTA Lot Driveway to the west side of the driveway. The sidewalk will continue along the west side of the SEPTA Lot Driveway to connect with the existing sidewalk on Fallsington Avenue. A pedestrian crosswalk will be provided across the new SEPTA Lot driveway at Fallsington Avenue and a sidewalk connection will be provided to the edge of the Bucks County Courier Times parking lot.***

2. East SEPTA Site (Outbound Side):
  - a. Provide a pedestrian crosswalk across the south side of the intersection of the SEPTA access and Fallsington Avenue.
  - b. Provide sidewalk from the southwest corner of the proposed SEPTA access and Fallsington Avenue to the proposed sidewalk on the central island in the east parking lot.
  - c. Install a pedestrian-activated solar-powered Rectangular Rapid Flashing Beacon for the new pedestrian crossing on Fallsington Avenue, south of the SEPTA access.

***G&A Comment: The Applicant has indicated that that they will comply with all items under Comment V.B.2.***

We do not support granting this waiver due to the need to provide pedestrian accommodations.

- C. §153-612.I – The intersection of a private accessway with a public street shall be laid out to intersect at right angles. The intersection of Oxford Avenue (S.R. 2117) and the north inbound SEPTA parking lot drive aisle should be revised accordingly or a waiver requested. The Applicant has indicated that a waiver will be requested; we support granting this waiver.

## VI. LAND DEVELOPMENT GENERAL COMMENTS

- A. Although Sheet 2 (C00); *Construction Notes: Note 5* indicates the contractor is responsible for providing and maintaining safe pedestrian access from all parking areas to active platforms and the station building; the *Sequence of Construction* should discuss specifically how pedestrian access will be maintained during each phase of construction. Given the significant pedestrian traffic volumes of this facility, it is imperative that the construction sequence consider and maintain disabled and pedestrian access throughout the construction process. The resubmission does not adequately address our concerns related to maintaining pedestrian access during each construction phase. In addition, the *Sequence of Construction* must address the ability of the site to provide adequate parking facilities during each construction phase. If sufficient parking is not available during one or more construction phasing, the applicant should consider a contract agreement with a nearby shopping center to allow SEPTA patrons to park and provide a temporary shuttle bus between the parking site and the transit station.

***G&A Comment: The Applicant has indicated that discussions will be opened with the DLC shopping center to secure additional parking capacity during construction. Additionally, the Applicant has indicated that more detailed pedestrian access plans will be finalized with the contractor prior to the start of construction.***

## VII. TRAFFIC IMPACT STUDY REVIEW COMMENTS

- A. In lieu of requiring additional revisions to the Transportation Impact Study, we recommend requiring a 6 month, post construction signal timing analysis to ensure that the traffic signals are operating adequately. The post construction analysis should include obtaining updated turning movement counts and a revised level of service analysis for the intersections of S.R. 13 & Levittown Parkway/SEPTA Access and S.R. 13 & Fallsington Avenue.

***G&A Comment: The Applicant has indicated that they are in general agreement to provide a 6 month, post construction signal timing analysis; however, at this time, the Applicant has indicated that additional internal coordination at SEPTA is necessary to obtain formal agreement to this analysis.***

- B. If an agreement cannot be reached to provide a 6 month, post-construction signal timing analysis, the following comments must be addressed:
1. All electronic Synchro files should be provided to the Borough for review including AM, Midday and PM peak hours for all analyses.
  2. §153-628.E.(3)(a) – Traffic count data shall not be more than one year old. New traffic counts should be obtained upon the completion of S.R. 13 construction improvements to provide an accurate depiction of the existing conditions.
  3. §153-628.E.(3)(c) – Roadways, signalized intersections, or individual movements experiencing levels of service below C, and v/c ratios greater than or equal to 1.0 shall be noted as deficient. Unsignalized intersections with levels of service below D shall also be noted. The TIS should be revised accordingly.
  4. §153-628.E.(5)(a) – The future analysis should use defaults parameters provided in PennDOT's Publication 46, Traffic Engineering Manual, Exhibits 10-9, 10-10, and 10-11.

5. §153-628.E.(6)(a) – For the Bulld scenarios, all roadways, signalized intersections, and/or lane groups showing levels of service below C and volume/capacity ratios greater than or equal to 1.0 shall be considered deficient. Specific recommendations for the elimination of all deficiencies shall be listed, and shall include but not be limited to the following elements: internal circulation design, site access location and design, external roadway intersection design and improvements, traffic signal installation and operation, including signal timing, and transit design improvements. All physical roadway improvements shall be illustrated. Signal timing should be evaluated for any intersection with a level of service below C but a volume/capacity ratio less than 1.0. Warrants for signalization shall be examined for all unsignalized intersections operating at deficient levels of service.
6. §153-628.E.(6)(b) – The study shall outline mitigation measures and demonstrate any changes to the level of service achieved by these measures. Any alternatives or suggested phasing of improvements shall be described. The mitigation measures may include recommendations such as roadway widening, turning lanes, deceleration lanes/tapers, changes to signalization, use of access management techniques or a reduction in the proposed intensity of use. The responsibility and timing of all recommended roadway improvements shall be described within the transportation impact study. The revised study has not identified the responsible party for each recommended roadway improvement.
7. §153-628.F.(1)(b) – The Applicant should provide verification that the comments of the Borough, Borough Engineer, and the Bucks County Planning Commission were provided to PennDOT with the submission of the study.
8. The report should be revised to correctly reference Tullytown Borough as the project location.
9. A queue analysis for all intersections should be provided using the HCM 2010 queue.
10. Additional comments may be forthcoming upon resubmission of a revised Traffic Impact Study.

**G&A Comment:** *Should the Applicant not agree to conduct a 6 month, post construction timing analysis, all items under Comment VII.B. shall apply.*

#### **VIII. HIGHWAY OCCUPANCY PERMITTING REVIEW COMMENTS**

- A. Sheet CH31: Provide a dashed white line for the westbound Fallsington Avenue left turn lane onto southbound S.R. 13.

**G&A Comment:** *The Applicant has indicated that that they will comply with this comment.*

- B. Sheet CH31: Revise the existing pavement markings on the northeast corner of the intersection to accommodate the westbound left turning vehicles from Fallsington Avenue to S.R. 13.

**G&A Comment:** *The Applicant has indicated that that they will comply with this comment.*

- C. Sheet CM31: Provide a second set of "Left Turn Arrow" and "ONLY" legends for the southbound S.R. 13 left turn lane.

**G&A Comment:** *The Applicant has indicated that that they will comply with this comment.*

- D. Sheet TM02: Provide a turning template for trucks turning left onto Fallsington Avenue Access Road from Fallsington Avenue to access the Bucks County Courier Times property.

**G&A Comment: The Applicant has indicated that that they will comply with this comment.**

- E. The provided northbound right-turn lane length calculations based on PennDOT Publication 46 for the intersection of S.R. 13 and Fallsington Avenue (S.R. 2059) indicates a 300 foot right turn lane should be provided. The plans show a turn lane length of 150 feet. The Applicant should provide justification for the shortened right turn lane storage length.

**G&A Comment: The Applicant has indicated that that they will comply with this comment. The Applicant will verify the length of the queue for the right turn lane from the Synchro/SimTraffic analysis and work to maximize the length of the turn lane to provide adequate storage for turning vehicles.**

F. Traffic Signal Permit and Construction Plans

1. Movement, Sequence and Timing (MST) Diagram:
  - a. S.R. 13 & Fallsington Avenue
    - i. Revise MEMORY setting for Phase 4+7 from "MiR" to "NL".
    - ii. Revise MEMORY setting for Phase 2+6 from "NL" to "MiR".
    - iii. Operation notes are provided for Phase 1+6, however, these notes are not shown in the MST Diagram. Provide the operation note symbols on the appropriate intervals of the MST Diagram.
  - b. S.R. 13 & Levittown Parkway
    - i. Revise FLASHING setting for all pedestrian signals from "H" to "OFF".
    - ii. The all-red clearance interval for the westbound SEPTA driveway at US 13 is calculated at 4.1 seconds, however, the proposed traffic signal plan only shows an all-red clearance phase of 3 seconds. The all-red interval should be revised accordingly.
2. Emergency Pre-Emption Movement, Sequence and Timing (MST) Diagram:
  - a. S.R. 13 & Fallsington Avenue
    - i. Provide turn arrow indications for signal heads 4 and 5.
    - ii. Add pre-emption operation notes to signal heads 6, 7, 9 and 10 to show that signals will indicate "G" when returning to normal operation.
  - b. S.R. 13 & Levittown Parkway
    - i. Remove all pre-emption operation notes from Phases 4+7 and 3+8 as the signal will enter Phase 2+6 when returning to normal operation and these phases should show a red indication.
3. Operational Notes:
  - a. S.R. 13 & Levittown Parkway
    - i. Operation Note #7 is missing from the MST Diagram.
    - ii. Operation Notes #9 & #10 allow for a left turn trap condition and must be removed from the plans.
    - iii. Operation Notes #11 & #12 must be removed from the plans as Phases 1+6 and 2+5 will never follow Phase 2+6.
    - iv. Operation Note #17 should be revised from "G/-R" to "G" as signal heads #6 & #8 do not have red arrow indications.
    - v. Operation Notes #22 & #23 allow for a left turn trap condition and must be removed from the plans.

- vi. Operation Notes #20 & #21 must be removed from the plans as Phases 4+7 and 3+8 will never follow Phase 4+8.
- 4. Condition Diagram:
  - a. S.R. 13 & Fallsington Avenue  
Revise signal head #8 from a three section signal head to a five section signal head with right turn arrow indications. Revise the MST and Wiring Diagrams accordingly and add a "Right Turn Signal" sign (R10-10R) to the plans.
  - b. S.R. 13 & Levittown Parkway  
Verify spacing on gore striping per PennDOT Publication 111 and "fill" W/24" and Y/24" as necessary.

**G&A Comment:** *The Applicant has indicated that that they will comply with all items under Comment VIII.F.*

G. Sections A, C and D must be completed for both PennDOT TE-160 forms.

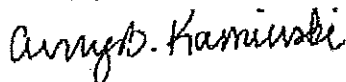
**G&A Comment:** *The Applicant has indicated that that they will comply with this comment.*

H. Provide the I-0232 Signal System Plan for review.

**G&A Comment:** *The Applicant has indicated that that they will comply with this comment.*

Please do not hesitate to contact us regarding this review.

Sincerely,



Amy B. Kaminski, P.E., PTOE  
Transportation Services Manager  
Gilmore & Associates, Inc.  
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ABK/MDS

Cc: Jonathan D. Holmes, P.E., Civil/Site Development Manager, Gannett Fleming, Inc.  
Sidney A New, P.E., Traffic Engineer, Gannett Fleming, Inc.  
Natalia Bobak, RA, Senior Program Manager, Rail Facilities, SEPTA  
Michael T. Sellers, Esq., Borough Solicitor  
William Major, P.E., Borough Engineer, Wm. G. Major Assoc., Inc.  
Kurt Schroeder, P.E., Gilmore & Associates, Inc.  
Doug Rossino, P.E., Gilmore & Associates, Inc.



# GILMORE & ASSOCIATES, INC.

ENGINEERING & CONSULTING SERVICES

February 3, 2015

File No. 14-09046-01

Ms. Alison Smith, Borough Coordinator  
Borough of Tullytown  
500 Main Street  
Tullytown, PA 19007

RE: SEPTA Levittown Intermodal Transportation Center Improvements – 8130 Bristol Pike  
Preliminary/Final Land Development and Reverse Subdivision Plan  
Stormwater Management Review No. 4  
Borough of Tullytown, Bucks County, PA

Dear Ms. Smith:

Gilmore & Associates, Inc. (G&A) has reviewed the above referenced Preliminary/Final Land Development and Reverse Subdivision Plans, containing 71 sheets, as prepared by Gannett Fleming, Inc., dated July 18, 2014 and last revised February 3, 2015. Also, we are in receipt of a Post Construction Stormwater Management Report prepared by Gannett Fleming, Inc., dated July 18, 2014 and last revised February 3, 2015. The Applicant and Owner of the property is Southeastern Pennsylvania Transportation Authority (SEPTA).

The Preliminary/Final Land Development and Reverse Subdivision Plans were prepared to show the redevelopment of the Levittown Intermodal Transportation Center with revised access and parking layout and to join the former William Penn Savings and Loan to the abutting SEPTA Property. The improvements include a new station building, high level and low level platforms, pedestrian overpass, concrete walkways, fencing, revised access and parking layout, and associated gas, water, electric, and sewer services. The Applicant is proposing to control stormwater runoff from the site by proposing a storm sewer collection system, which includes twelve (12) on-site rain gardens and two (2) amended soil areas that connects in several locations to an existing storm sewer system which traverses the site. According to FEMA map 42017C0464F (dated May 18, 1999); the lot is in zone "X" which is outside the 500-year floodplain.

The plans have been reviewed for compliance with the stormwater aspects of the Borough of Tullytown Subdivision and Land Development Ordinance (Chapter 153), specifically Article VII – Stormwater Management.

We offer the following comments:

**A. Waivers Requested**

1. The Applicant has included a 'Waivers' list on the Cover Sheet and is requesting the following waivers from Article VII (Stormwater Management) of the Subdivision and Land Development Ordinance (SALDO).

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www.gilmore-assoc.com



- a. §153-702.A.(12) – A waiver is requested from the requirement that roof drains not be connected to storm sewers. The Applicant proposes the connection of the roof drain system to the storm sewer system. The Ordinance states that "only when it is more advantageous to connect directly to streets or storm sewers shall it be permitted on a case-by-case basis by the Borough." We recommend the granting of this waiver since the area around the new Station Building is impervious and overland flow from the downspouts could potentially cause an icing condition during the cold weather months.
- b. §153-702.H.(11)(b)[9] – A waiver is requested from the requirement that storm drains be designed to produce a minimum velocity of 3.0 feet per second when flowing full. The storm sewer conveyance calculations provided in the Post Construction Stormwater Management Report indicate that several pipe velocities are less than the minimum of 3.0 feet per second. We recommend the granting of this waiver since these pipes still meet the minimum slope and size requirements and only fail to meet the minimum requirement due to the minimal amount of overland flow being captured by the inlets.
- c. §153-702.H.(11)(b)[13] – A waiver is requested from the requirement that a minimum drop of two inches be provided between the inlet and outlet pipe invert elevations within all inlets and manholes. Multiple structures within the proposed storm sewer system contain a two inch drop, while the remainder of the structures has a flat bottom. Due to the minimal change in elevation across the site, we recommend the granting of this waiver.

**B. Subdivision and Land Development Ordinance – Stormwater Management Review Delaware River South Watershed (Management District 'C')**

2. §153-706.C.(1) – States that prior to final approval of the site's stormwater management plan, the Applicant shall sign and record the maintenance agreement contained in Appendix F of this chapter covering all stormwater control facilities that are to be privately owned.

If you have any questions, please do not hesitate to call.

Sincerely,

*Douglas C. Rossino*

Douglas C. Rossino, P.E.  
Project Engineer  
Gilmore & Associates, Inc.

DR/KS/sl

cc: Jonathan D. Holmes, P.E., Civil/Site Development Manager  
Natalia Bobak, RA, SEPTA Senior Program Manager, Rail Facilities  
Michael T. Sellers, Borough Solicitor  
William Major, P.E., Borough Engineer, Wm. G. Major Assoc., Inc.  
Amy B. Kaminski, P.E., PTOE, Gilmore & Associates, Inc.  
Kurt Schroeder, P.E., Gilmore & Associates, Inc.

**WILLIAM G. MAJOR ASSOCIATES, INC.**  
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9 March 2015

Borough Of Tullytown  
500 Main Street  
Tullytown, PA 19007

Attn: Mrs. Alison Smith  
Borough Coordinator

Re: SEPTA Levittown Intermodal  
Transportation Center Improvements

Dear Mrs. Smith:

This letter shall serve as our fourth review of the above captioned project for consideration of Preliminary Approval for Land Development of the project. It is our understanding that the review of the Traffic and Stormwater Management portions of these plans are being conducted by Gilmore Associates. .

**BACKGROUND:**

The project entails Land Development of SEPTA's existing Levittown Train Station, proposing a new station complex, revamped parking and a redesign of the intersection of Fallsington Avenue at Route 13.

The current submission consists of a total of sixty-seven (67) sheets, marked "Preliminary - Not For Recording", prepared by Gatnett Fleming, Inc. A cover page (Sheet 1) is provided listing the individual drawings included within the set. The cover page is dated 18 July 2014 with revision dates 3 October 2014 and 22 December 2014. Individual sheets are dated 20 June 2014 with no revision information indicated.

The submission also included a Post Construction Stormwater Management Report, dated 18 July 2014 and being last revised 22 December 2014; and a letter from the applicant's engineer addressing our previous review letter, dated 17 December 2014. Revised Site Lighting Plans, dated 9 January 2015, consisting of Sheets E01 through E05 (inclusive), were received by the Borough under separate cover on 16 January 2015.

The Applicant was granted approval of their Conditional Use application at the Borough Council Meeting held on 6 January 2015.

**WILLIAM G. MAJOR ASSOCIATES, INC.**

PAGE TWO

MRS. ALISON SMITH

RE: SEPTA - LEVITTOWN STATION

9 MARCH 2015

**SUBDIVISION / LAND DEVELOPMENT ORDINANCE WAIVERS:**

The cover page of the plans indicates the following waivers from the Borough's Subdivision and Land Development Ordinances are requested:

153-503.A(1) - Plan Scale. We would recommend that this be granted.

153-503.A(3) -- Requirement that sheets be numbered. This should be removed as the sheets are suitably numbered in this submission.

153-503.C(3) - Requirement to show all physical features within 400' of the project. The applicant has complied with our request to show zoning classification, ownership and tax map parcel numbers for those properties.

153-611.B(1) -- Requirement to provide sidewalk along State Route 13. Council has agreed to waive this requirement.

153-613.G – Allow 9' by 18' parking stalls. As agreed, the applicant has provided twelve (12) 9' by 20' parking spaces for oversize vehicles.

153-613.Q – Requirement for raised parking islands with regard to site illumination. We would recommend that this be granted to facilitate the proposed rain gardens.

153-615.A(1) -- New street trees along Route 13. Council has agreed to waive this requirement.

153-615.B -- Buffer Yards. Council has agreed to waive in lieu of providing an ornamental fence, subject to Council's approval of the design.

153-615.C(2) - Requirement for raised parking islands, having a minimum width of 10', with plantings. We would recommend that this be granted to facilitate the aforementioned rain gardens. The proposed islands have a minimum width of 15'.

153-617 - Requirement to provide a public recreation area. Council has agreed to waive this requirement.

153-702.A(12) -- Allow roof drains to be connected to storm sewer. In theory, we have no objection subject to any adverse impact it may have on the stormwater management system.

153-702.H(11).b.(13) - Waive requirement for 2 inch drop between inlet and outlets of storm water structures (i.e inlets and manholes). Given the relatively shallow grades of the various storm water pipes (many are less than 1%) due to the flat grades throughout the site, we have no objection, provided however, that there is no adverse effect on the overall function of the system.

**WILLIAM G. MAJOR ASSOCIATES, INC.**

PAGE THREE

MRS. ALISON SMITH

RE: SEPTA - LEVITTOWN STATION

9 MARCH 2015

**ZONING VARIANCES:**

The subject plans indicate that following Zoning Variances were granted on 25 September 2014:

185-19.F(4).(c) -- Relief from required buffer yard. Granted pursuant to installation of a 4' ornamental fence, of a design subject to Council approval.

185-27.B -- Building Height.

185-58.A(1) -- Directional Signs, BC District

185-58.A(5) -- Identification Signs, BC District

185-59.A (3)(a) -- Total Sign Area, HC District

185-62 -- Number of required ADA Compliant parking spaces

185-63 -- Off Street parking design.

**FINDINGS:**

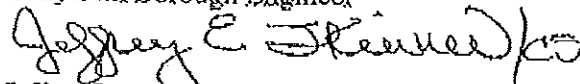
The Applicant's engineer has satisfactorily addressed all issues raised in our previous reviews of this project. With respect to our comments concerning the boundary lines for Combined Lots 1 & 2, we did receive e-mails (dated 29 January and 4 February) containing the requested information. Both parcels were found to close mathematically.

We did, however, note that one of the chord bearings shown for Combined Lot 1 is missing the departure. The chord bearing presently reads N 38° 36' 22", whilst it should be N 38° 36' 22" E. The curve in question has a Radius of 7704.49' and an Arc Length of 63.02' (Total). The final plans should be revised accordingly.

Respectfully submitted,

WILLIAM G. MAJOR ASSOCIATES, INC.

Tullytown Borough Engineer



Jeffrey E. Skinner, P.E. & P.L.S.

Vice President

WSM/IES/dh

WILLIAM G. MAJOR ASSOCIATES, INC.

PAGE FOUR

MRS. ALISON SMITH

RE: SEPTA - LEVITTOWN STATION

9 MARCH 2015

cc: Nancy Conner, Borough Secretary  
Michael Sellers, Esquire, Borough Solicitor  
Sally Bellaspica, Borough Zoning Officer  
Thomas Hecker, Esquire, Begley, Carlin & Mandio  
Jonathan Holmes, P.E., Gannett Fleming, Inc.