

McCloskey & Faber, P.C.

Landscape Architecture • Land Planning

831 DeKalb Pike, Blue Bell, PA 19422-1271

(610)-277-9200 FAX (610) 277-9203

EMAIL: Staff@McFPC.com

MEMO

Date: November 6, 2015

To: E. Van Rieker, AICP

From: Chris B. Isenberg, RLA, GRP

Reference: General Hardscape Review for Centre Square Commons
DeKalb Pike & Skippack Pike, Whitpain Township, PA

Project No.: 1226

Regarding Hardscape Plan submission for Centre Square Commons consisting of 13 Sheets, G001 and HS100 through HS111 prepared by Bernardon, dated 10/14/15

This is our first review of hardscape components included in the above listed drawings.

Hardscape Review Comments:

1) General Comments:

- a) We recommend that match lines be added to assist in quantifying proposed materials and site furnishings on Sheets HS102 through HS109.
- b) For clarity, please provide labels for all site furnishings on sheets HS104, HS105 and HS 108.
- c) Buildings are not labeled on Sheets HS106 through HS109. We recommend that building labels be added to these sheets for clarity.
- d) Pavement colors are labeled in general, however it is difficult to review the plans since the shading of pavements on the plans does not seem to correspond to the shade of the pavers proposed.

2) Compliance with Design Guidelines:

- a) Benches: On sheet 17 of 23 the design guidelines state that a minimum of 15 benches will be provided and locations will be mutually agreed upon. We noted 20 benches in the proposed submission; however, some were not labeled as such. We do not take exception to the proposed bench locations.
- b) Trash Receptacles: On sheet 17 of 23 the design guidelines state that a minimum of 15 trash receptacles will be provided and locations will be mutually agreed upon. We noted 16 trash receptacles in the proposed submission; however, some were not noted as such. We do not take exception to the proposed trash receptacle locations.
- c) Bicycle Racks: On sheet 18 of 23 the design guidelines do not state a minimum quantity of bike racks. We noted a total of 6 bike racks located at buildings 3, 5 and 7. We recommend that bike racks be provided near building 1 as the nearest bike rack to building 1 is over 370 feet away. Provision of bike

McCloskey & Faber, P.C.

Centre Square Commons
DeKalb Pike and Skippack Pike
Hardscape Review
November 6, 2015
Page 2

rack(s) in this area would discourage likely use of proposed light poles and trash receptacles as bike racks.

3) General Accessibility Comments:

- a) The plan submission includes several traditional curb ramps and extensive areas of flush curb.
 - i) Curb Ramps: We noted that pavement patterns generally continue across handicap ramps and do not treat the preferred walking surface differently than the cross slopes and tapered curbs. While ADA detectable warning surfaces may or may not be technically required, it is good practice to provide detectable warnings. We recommend that ADA detectable warning surfaces be added in a two foot width adjacent to the flush curb portion of all curb ramps. In addition, the curb tapers should be provided in a contrasting color. Detectable warnings should be provided for the following reasons:
 - (1) Assurance that the 70% minimum ADA visual contrast requirement is provided in these areas.
 - (2) Provision of an audible and tactile warning for those with visual impairments by the use of hollow plastic detectable warning tiles or similar.
 - ii) Flush Curbs: Flush curbs are generally provided with bollards to provide the visual indication of a change from pedestrian to vehicular areas. The color of the paver is being relied upon for visual contrast, however given the information provided, we cannot verify that a minimum 70% visual contrast has been provided nor that said contrast level will be provided in the future as the pavers age. Detectable warning pavers are available in a variety of sizes and materials. Please annotate the plans to address potential fading, provided visual contrast and tactile warnings.
- b) Pedestrian Pavements: It is our experience from previous projects that pavers in general are not the preferred surface material for the elderly and those with mobility limitations. We note that some areas have been provided with cast-in-place concrete sidewalk panels which provide some relief. However, the primary paver used in sidewalk areas is a 4x8 paver. Paver joints are therefore about 4" on center. This type of pavement can be very difficult for those using walkers and bothersome for those in wheelchairs. We recommend modification of the paving patterns to integrate some larger size pavers to reduce the quantity of paver joints. We also would not be opposed to increasing the quantity of sidewalk type panels to provide more sympathetic walking surfaces in key areas.
- c) Public Transportation: We do not see any provision in the submission for an accessible route from an existing or relocated bus stop to the interior pedestrian circulation system. We are aware of at least one existing bus stop located along Dekalb Pike across from WAWA. Please address this issue in your next plan submission.

NOTE: While this review includes several comments related to ADA standards, this review should not be considered a full review of ADA standards compliance. Proposed grades and accessible routes have not been reviewed. It is incumbent on the applicant to comply with all applicable standards.