BOROUGH OF PERKASIE

620 W. Chestnut St
P.O. Box 96
Perkasie, PA 18944

(215)257-5065
Fax (215)257-6875

SUBDIVISION/LAND DEVELOPMENT APPLICATION

Date of Application: 3/27/2026 Date of Plan or Revision: _____

APPLICATION FOR:

☐ Subdivision ☐Sketch Plan _____ ☐ Lot Line Change _____
Formal or Informal (Circle One)

☒Land Development ☒Preliminary Plan _____ ☒Minor Subdivision _____

☐Final Plan _____

NAME of Subdivision or Land Development: Perkasie Place Recycling Center
To be the name for the Duration of the Project

Location: Constitution Avenue, Perkasie, PA 18944

Tax Parcel No(s): 33-009-001

Total Acreage Gross: 22.198 Net Buildable Site Area: 7.3 ac.

ZONING REQUIREMENTS:

Zoning District I-2 Minimum Lot Size 7.3 ac Maximum Density n/a

Yard Setbacks: Front 40' Side 40' Rear 40' Number of Lots or Dwelling Units: 2 lots

Water Supply: ☐Private ☒Public

Sewer Service: ☐On-Lot ☒Public

EQUITABLE OWNER of Record of Land: Perkasie Place, LLC

Address: P.O. Box 538, Doylestown, PA 18901 Phone: 215-429-4426

APPLICANT: Same as Equitable Owner

Email: mtulio@csacinc.net Phone: _____

Address: _____

REGISTERED ENGINEER OR SURVEYOR: Larry Grybosky, P.E. (C2C Design Group)

Email: LGrybosky@c2cdg.com Phone: 610.860.6050 ext. 104

Address: 37 E. Penn Avenue, Wernersville, PA 19565

This is to certify that I have read the Perkasie Borough Subdivision and Land Development Ordinance and that the accompanying plan meets the requirements of the ordinance to the best of my knowledge.

Signature of Property Owner (Equitable)

Signature of Registered Engineer or Surveyor

BOROUGH OF PERKASIE

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Perkasie, PA 18944

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Subdivision & Land Development
Plan Submission Checklist

Date of Application: 3/27/2026

Subdivision/Land Development Name: Perkasie Place Recycling Center

Address of Property: Constitution Avenue, Perkasie, PA 18944

Owner(s) Name: PACAZ Realty, LLC

Applicants Name: Perkasie Place, LLC (Equitable Owner)

Tax Map Parcel Number: 33-009-001

Plan Sets – Folded to 8 ½ x 11: (11 Total)

_____Planning Commission – 8 Copies _____Boro File – 2 Copies

_____Borough Engineer – 1 Copy

The applicant must show **proof of submission** to the outside agencies listed below, as applicable, (stamped copy or cover letters and copy of application form). The following plan sets are subject to the requirements of the outside agency and ***must be submitted to the outside agency by the applicant.***

_____Bucks County Planning Commission (1 Copy)

_____Bucks County Conservation District (1 Copy)

_____Supplying Water Authority – (1 Copy)

_____Bucks County Department of Health (1 Copy)

_____Penn DOT (Highway Permit)

_____Army Corps of Engineers (Wetlands)

APPLICATION FORMS & FEES ARE TO BE SUBMITTED TO THE BOROUGH. All applications must include these items or the application will be considered administratively incomplete and returned to the applicant.

BOROUGH OF PERKASIE

PLAN CHECKLIST

(To Be Completed by Applicant)

GENERAL SUBMISSION ITEMS - Does the submission include:

PLAN REQUIREMENTS - Do the Plans have:

Yes*	No	Sheet No.		
* Note (Insert NA if not applicable)				
X		1-5	1.	Plan drawings at a size of 24" x 36"
	X		2.	A scale of 1" = 50' or 1 = 100'?
X		1-5	3.	Dimensions set in feet and decimal part thereof and bearings in degrees, minutes and seconds?
X		1-5	4.	Sheets numbered and show relationship to the total number of sheets?
X		1-5	5.	An adequate legend indicating clearly which features are existing and which are proposed?

GENERAL INFORMATION - Do the Plans have:

Yes*	No	Sheet No.		
X		1	6.	Name and address of Owner?
X		1	7.	Name and location of subdivision or land development?
X		1-4	8.	Graphic and/or written scales?
X		1-5	9.	Date of plan and all subsequent revision dates?
X		1	10.	Name and address, signature and seal of the licensed engineer or surveyor responsible for the Plan?
X		1	11.	Location map at a minimum scale of 1" = 800'?
X		1-4	12.	North arrow?
X			13.	Site boundaries survey with tie-ins to all adjacent streets?
X		2	14.	Location and type of existing monuments?
	X		15.	Forested areas?
X		2,4	16.	Watercourses, lakes and wetlands (with names, if any)?

Do the plans include the location of the following existing features on the site being subdivided or developed and within 400 feet of the site:

Yes*	No	Sheet No.		
X		1-4	17.	Streets and rights-of-way (including name and right-of-way widths)?
X		1-4	18.	Existing lot layout on the site and on immediately adjacent tracts?
X		1-4	19.	Property lines, building locations, driveway locations, and names of adjacent property owners?
	X		20.	Sewer lines, storm drains and easements, other utilities?
X		1	21.	Pennsylvania One-Call Serial No. and note.

PROPOSED FEATURES - Do the Plans show:

	X		22.	Layout of streets with center lines, cartways and right-of-ways, and proposed names?
X		3,4	23.	Layout of lots and dimensions?
X		1-4	24.	Building setback lines from all lot lines?
X		4	25.	The arrangement and use of buildings and parking areas with all necessary dimensions and number of parking spaces?
	X		26.	Rights-of-way and easements for all drainage, utilities, (electric, gas, telephone, and CATV) or other purpose which might affect development?
N/A			27.	Open space areas, proposed use and maintenance?
	X		28.	Proposed monuments and individual lot pins.
X		1	29.	Applicable zoning requirements and the location of zoning district boundary lines affecting the subdivision.
N/A			30.	A reference to any land to be dedicated for parks, recreation areas, widening of streets or other public uses.
N/A			31.	For multi-family developments, the total area, total dwelling units, number of buildings, proposed total parking spaces, building coverage and the bedroom ratio shall be on the plan.

Yes*	No	Sheet No.		
X		1	32.	An indication of any lots in which other than a residential use is intended.
X		1	33.	For subdivisions, the total area, number of lots, average and minimum lot size shall be noted on the plan.
	X		34.	The location and size of storm drains, stormwater management facilities, sanitary sewers, culverts, watercourses and all appurtenances thereof, on-site sewage disposal facilities, gas mains, electric facilities, water mains, fire hydrants, street lights, planting, special structures and other underground conduits or structures.
	X		35.	Typical cross sections and centerline profiles for each proposed street. These plans may be submitted as separate sheets. Where the plan covers only a part of the owner's entire holding, a sketch shall be submitted of the prospective street layout for the remainder.
X		4	36.	A plan for planting is required for open space subdivision; this plan shall show the location of all existing trees greater than three (3) inches in caliper. All new plantings shall indicate species and size.
X		4	37.	The location of all trees to be saved.
	X		38.	The tree protection zone.
N/A			39.	The location of proposed retaining walls.
	X		40.	A table showing open space ratio, density and impervious surface ratio.
	X		41.	Estimated average and peak volumes of water needed to serve the proposed subdivision or land development and an indication of the available water volume for fire flow and the water volume required to satisfy the Insurance Services Office (ISO) standards for fire protection.
	X		42.	Owners Statement of Acknowledgment

Plan Check List

Yes*	No	Sheet No.		
X	___	1	43.	The signature block for the Chairman and Secretary of the Borough Planning Commission?
X	___	1	44.	The signature block for Executive Director of the Bucks County Planning Commission.
___	X	___	45.	The signature block for the Borough Engineer.
X	___	1	46.	The signature block for the President and Secretary of the Borough Council.

Prepared By:

Date:

Signature: Dan Bartolo (Agent for Applicant)
Applicant or representative

Accepted by:

Date:

Signature: _____
Borough Official

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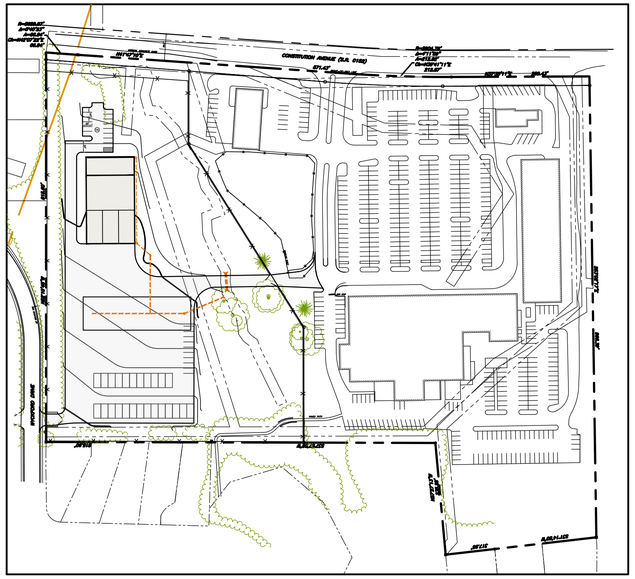
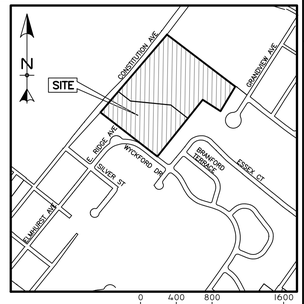
PRELIMINARY SUBDIVISION AND LAND DEVELOPMENT PLAN FOR PERKASIE PLACE RECYCLING CENTER

BOROUGH OF PERKASIE, BUCKS COUNTY, PENNSYLVANIA





LOCATION MAP

PENNSYLVANIA ONE CALL SYSTEM, INC. 1-800-242-1776 STOP-CALL BEFORE YOU DIG! 811

KNOW WHAT'S **BELOW.**
CALL BEFORE YOU DIG.
PENNSYLVANIA ACT 287 OF 1974 (AS AMENDED) REQUIRES NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN THE COMMONWEALTH.

DESIGN SERIAL NUMBERS:
20250060403 (PERKASIE BOROUGH)
20250060402 (SELLERSVILLE BOROUGH)
DATE OF CALLS: JANUARY 6, 2025

UTILITY PROVIDER	RESPONSES AS OF 02/06/2025
COMPANY: COMCAST ADDRESS: 1250 HADDONFIELD–BERLIN RD CHERRY HILL, NJ. 08034 CONTACT: WYATT PARRISH EMAIL: WYATT_PARRISH@CABLE.COMCAST.COM PHONE: 484–368–4391	CLEAR. NO FACILITIES OR FACILITIES NOT INVOLVED BASED ON TICKET INFORMATION.
COMPANY: NORTH PENN WATER AUTHORITY ADDRESS: 300 FORTY FOOT ROAD LANSDALE, PA. 19446 CONTACT: STEVE FRETZ EMAIL: sfretz@npws.org PHONE: 215–855–3617	CLEAR. NO FACILITIES OR FACILITIES NOT INVOLVED BASED ON TICKET INFORMATION.
COMPANY: PERKASIE REGIONAL AUTHORITY ADDRESS: 150 RIDGE RD SELLERSVILLE, PA. 18960 CONTACT: STEFAN GREEN EMAIL: STEFAN.GREEN@PERKASIEAUTHORITY.ORG PHONE: 215–257–3654	ENGINEERING COMPLETED. A PDF FILE OR MARKED UP PLANS WERE SENT TO THE REQUESTOR.
COMPANY: PPL ELECTRIC UTILITIES CORPORATION ADDRESS: 437 BLUE CHURCH RD PAXINOS, PA. 17860 CONTACT: DOUG HAUPT EMAIL: dhaupt@pplweb.com PHONE: 570–490–5684	ENGINEERING COMPLETED. A PDF FILE OR MARKED UP PLANS WERE SENT TO THE REQUESTOR.
COMPANY: PERKASIE BOROUGH ADDRESS: 620 W CHESTNUT ST PO BOX 96 PERKASIE, PA. 18944 CONTACT: HAROLD STONE EMAIL: ELECTRIC@PERKASIEBOROUGH.ORG PHONE: 215–257–5065	FIELD MARKED.
COMPANY: UGI UTILITIES INC ADDRESS: 2121 CITY LINE ROAD BETHLEHEM, PA. 18017 CONTACT: TIMOTHY STEWARD EMAIL: tsteward@ugi.com PHONE: 610–807–3162	ENGINEERING COMPLETED. A PDF FILE OR MARKED UP PLANS WERE SENT TO THE REQUESTOR.
COMPANY: VERIZON BUSINESS FORMERLY MCI ADDRESS: 7000 WESTON PKWY CARY, NC. 27513 CONTACT: VICTOR WOOD EMAIL: victor.a.wood@verizon.com PHONE: 919–414–2782	CLEAR. NO FACILITIES OR FACILITIES NOT INVOLVED BASED ON TICKET INFORMATION.
COMPANY: SELLERSVILLE BOROUGH OF ADDRESS: 140 E CHURCH STREET SELLERSVILLE, PA. 18960 CONTACT: EILEEN BRADLEY EMAIL: manager@sellersvilleboro.org PHONE: 215–257–5075	DID NOT RESPOND THROUGH PA ONE CALL.

BOROUGH OF PERKASIE ZONING DATA I–2 LIGHT INDUSTRIAL DISTRICT			
REGULATION	REQUIRED	EXISTING LOT	PROPOSED LOT 1
MINIMUM LOT SIZE (AC.)	2	22.198	14.259
MINIMUM LOT WIDTH (FT.)	100	1073.78	840.32
FRONT YARD (FT.)	40	40	N/A
SIDE YARD (FT.)	40	40	N/A
REAR YARD (FT.)	40	40	N/A
MAXIMUM LOT COVERAGE (%)	25	9.5	14.8
BUILDING HEIGHT (FT.)	35	<35	N/A

BOROUGH OF PERKASIE ZONING DATA I–2 LIGHT INDUSTRIAL DISTRICT		
REGULATION	REQUIRED	PROPOSED LOT 2
MINIMUM LOT SIZE (AC.)	1.75	7.94
MINIMUM LOT WIDTH (FT.)	100	233.46
FRONT YARD (FT.)	100	100
SIDE YARD (FT.)	50	50
REAR YARD (FT.)	50	50
MAXIMUM LOT COVERAGE (%)	25	5.2
BUILDING HEIGHT (FT.)	40	<40

LOT NET AREA CALCULATIONS

PROPOSED LOT 1	
GROSS AREA	14.259 ACRES
– ULTIMATE R/W	0.373 ACRES
– UTILITY EASEMENT	1.061 ACRES
– STREAM EASEMENT	0.008 ACRES
NET AREA	12.817 ACRES
PROPOSED LOT 2	
GROSS AREA	7.939 ACRES
– ULTIMATE R/W	0.106 ACRES
– UTILITY EASEMENT	0.097 ACRES
– STREAM EASEMENT	0.410 ACRES
NET AREA	7.326 ACRES

SURVEY NOTES

1. THE PURPOSE OF THE SURVEY BASE PLAN IS TO DEPICT THE BOUNDARY LINES, SURVEY EVIDENCE, AND TOPOGRAPHIC FEATURES FOR PART OF THE SITE KNOWN AS "503–545 CONSTITUTION AVENUE, PERKASIE, PA, 18944".
2. BEING PART OF THE SAME PREMISES THAT BERGER–EPSTEIN ASSOCIATES, INC. (THE GRANTOR THEREIN), BY DEED DATED MAY 16, 2006 AND RECORDED ON JUNE 5, 2006 IN THE RECORDER OF DEEDS OFFICE IN BUCKS COUNTY, PA, IN DEED BOOK 4971 PAGE 1211, GRANTED AND CONVEYED UNTO THE PACAZ REALTY, LLC (THE GRANTEE THEREIN).
3. DATE OF COMPLETED FIELD SURVEY: FEBRUARY 21, 2025.
4. AREA OF TRACT SHOWN HEREON: 7.942 ACRES.
5. BASIS OF BEARINGS: STATE PLANE COORDINATE SYSTEM, PA SOUTH ZONE, NAD 83 (REALIZATION YEAR: 2011).
6. DATUM: NORTH AMERICAN VERTICAL DATUM, NAVD 88.
7. CONTOURS SHOWN TAKEN FROM FIELD TOPOGRAPHIC SURVEY BY C2C DESIGN GROUP SURVEYORS SUPPLEMENTED WITH CONTOURS TAKEN FROM PENNSYLVANIA SPATIAL DATA ACCESS, 3.2 FT DIGITAL ELEVATION MODEL CONSTRUCTED FROM PAMAP LIDAR ELEVATION POINTS (2008).
8. HORIZONTAL AND VERTICAL DATUMS ESTABLISHED FROM FIELD GEODETIC MEASUREMENTS BY C2C DESIGN GROUP SURVEYORS UTILIZING THE KEYSTONE KEYNET VRS SYSTEM.
9. NOT ALL PHYSICAL FEATURES MAY HAVE BEEN DEPICTED ON THIS PLAN.
10. THIS PLAN WAS PREPARED WITH THE BENEFIT OF A TITLE COMMITMENT PROVIDED BY FIRST AMERICAN TITLE, DATED 11/20/2024.
11. ABOVE–GROUND FEATURES LOCATED BY C2C DESIGN GROUP SURVEYORS AS OF FEB. 21, 2025. BELOW–GROUND UTILITIES DEPICTED TAKEN FROM VISIBLE FIELD MARKINGS AND UTILITIES AS OBSERVED, AND PLANS PROVIDED FROM LISTED FACILITY OWNERS. C2C DESIGN GROUP MAKES NO WARRANTY TO THE LOCATION OF BELOW–GROUND UTILITIES.

REFERENCE PLANS:

1. "DRAINAGE DITCH–PLAN (JOHN & TERESA MAINS–PROPERTY) PREPARED BY KMD ASSOCAITES, DATED 5–22–89 RECORDED IN PLAN BOOK 256 PAGE 87, BUCKS COUNTY RECORDS.
2. ALTA/NSPS LAND TITLE SURVEY FOR LANDS N/F PACAZ REALTY, LLC–PERKASIE SQUARE SHOPPING CENTER, BY NAVE NEWELL, PROJECT NO. 2024–093.01, DATED 9/11/2024.

GENERAL NOTES

1. OWNER
PACAZ REALTY, LLC
5355 TOWN CENTER RD SUITE 430
BOCA RATON FL 33486

2. APPLICANT
CSAC, INC.
ATTN: MICHAEL V. TULIO, PRESIDENT
P.O. BOX 1702
DOYLESTOWN, PA 18901
215–429–4426
MTULIO@CSACINC.NET

3. PLAN INTENT
SUBDIVIDE EXISTING. AND DEVELOP PROPOSED LOT 2 FOR A CONSTRUCTION DEBRIS RECYCLING, DUMPSTER SERVICE, AND LANDSCAPING MATERIALS FACILITY. THE FACILITY IS TO OPERATE 6 DAYS A WEEK; MONDAY THROUGH FRIDAY 7 AM TO 6 PM, AND SATURDAY 7 AM TO 3 PM. THE FACILITY WILL INCLUDE UP TO 14 TOTAL EMPLOYEES DAILY, AND AN ADDITIONAL 15 TOTAL EMPLOYEES FOR LANDSCAPING. TRUCK TRAFFIC WILL BE INTERMITTENT WITH NO SET SCHEDULE OF DELIVERIES. THE DUMPSTER COMPANY WILL PARK UP TO 4 TRUCKS ON SITE AND SEVERAL ROLL–OFF DUMPSTERS. STORAGE BINS ARE PROVIDED FOR LANDSCAPING MATERIALS (MULCH, STONE, ETC.), AND PARKING AREAS FOR LANDSCAPING EQUIPMENT AND TRAILERS. PARKING IS ALSO PROVIDED FOR OFFICE STAFF AND MECHANICS.

4. UTILITIES
PROPOSED DEVELOPMENT TO BE SERVED BY PUBLIC WATER AND PUBLIC SEWER, TO BE PROVIDED BY PERKASIE REGIONAL AUTHORITY.

5. WETLANDS
THERE ARE NO KNOWN WETLANDS LOCATED WITHIN THE PROJECT SITE. THIS IS BASED ON AN AQUATIC RESOURCE INVESTIGATION PERFORMED BY NOVA CONSULTANTS LTD. CONDUCTED ON FEBRUARY 9, 2025.

6. FLOODPLAIN
ACCORDING TO FLOOD INSURANCE RATE MAP: 42017C0256J, EFFECTIVE DATE: MARCH 16, 2015, A SMALL PORTION OF THIS PROPERTY LIES WITHIN SHADED ZONE X (AREAS OF THE 0.2% ANNUAL CHANCE FLOOD) AND ZONE AE (1% ANNUAL CHANCE FLOOD, BASE FLOOD ELEVATION BETWEEN 308 FT. AND 309 FT.) AS SHOWN HEREON.

7. SOILS
AbB – ABBOTTSTOWN SILT LOAM, 3 TO 8 PERCENT SLOPES
CwA – CROTON SILT LOAM, OCCASIONALLY PONDED, 0 TO 3 PERCENT SLOPES
ReB – READINGTON SILT LOAM, 3 TO 8 PERCENT SLOPES
UgB – URBAN LAND–ABBOTTSTOWN COMPLEX, 0 TO 8 PERCENT SLOPES

THERE ARE HYDRIC SOILS LOCATED WITHIN THE LIMITS OF DISTURBANCE ON THE PROJECT SITE.

8. KARST GEOLOGY
THE PROJECT SITE IS NOT UNDERLAIN BY KARST GEOLOGY.

9. STORMWATER MANAGEMENT FACILITIES
ALL STORMWATER MANAGEMENT FACILITIES, CONVEYANCE AND PCSM BMPS (SCMS) OUTSIDE OF THE PENNDOT RIGHT–OF–WAY, AND OUTSIDE OF THE BOROUGH RIGHT–OF–WAY, ARE TO BE OWNED AND MAINTAINED BY THE PROPERTY OWNER. THE BOROUGH RESERVES THE RIGHT, BUT NOT THE OBLIGATION, TO ENTER THESE FACILITIES SHOULD IT BE DEEMED THEY ARE NOT BEING MAINTAINED PROPERLY. THE BOROUGH HAS THE RIGHT TO REQUIRE THAT NECESSARY MAINTENANCE BE CONDUCTED AT THE PROPERTY OWNER'S EXPENSE. A GENERAL SITE ACCESS EASEMENT IS PROVIDED TO THE BOROUGH TO INSPECT THE FACILITIES AS DESCRIBED HEREIN.

ALL STORMWATER MANAGEMENT FACILITIES SHALL REMAIN A PART OF THE PERMANENT TOPOGRAPHY. NO PERSON SHALL MODIFY, REMOVE, FILL, LANDSCAPE, OR ALTER ANY STORMWATER MANAGEMENT FACILITY (UNLESS IT IS PART OF AN APPROVED MAINTENANCE PROGRAM) WITHOUT THE WRITTEN APPROVAL OF THE BUCKS COUNTY CONSERVATION DISTRICT.

OPERATIONS AND MAINTENANCE OF ALL STORMWATER MANAGEMENT FACILITIES SHALL BE PERFORMED AS OUTLINED IN THE OPERATIONS AND MAINTENANCE SECTION OF THE INDIVIDUAL CONSTRUCTION SEQUENCE PROVIDED IN THE PCSM PLAN SET.

10. ALL APPROPRIATE PERMITS FROM THE PA DEPARTMENT OF ENVIRONMENTAL PROTECTION SHALL BE OBTAINED FOR ALL IMPACTS TO REGULATED WATERWAYS.

11. ALL APPROPRIATE EROSION AND SEDIMENT CONTROL PERMITS AND APPROVALS ASSOCIATED WITH EARTH DISTURBANCE SHALL BE OBTAINED FROM THE BUCKS COUNTY CONSERVATION DISTRICT.

12. ALL APPROPRIATE PERMITS RELATED TO STORMWATER MANAGEMENT DISCHARGES SHALL BE OBTAINED FROM THE PA DEPARTMENT OF ENVIRONMENTAL PROTECTION AND FROM THE BUCKS COUNTY CONSERVATION DISTRICT.

PARKING REQUIREMENTS
3 SPACES/ 1,000 OF OFFICE FLOOR AREA
3,800 SF= 12 SPACES REQUIRED

14 SPACES PROVIDED

LAND DEVELOPMENT PLANS

BUCKS COUNTY PLANNING COMMISSION

BUCKS COUNTY RECORDED OF DEEDS

BOROUGH OF PERKASIE PLANNING COMMISSION

AT A MEETING HELD ON _____, 20___, THE PLANNING COMMISSION OF THE BOROUGH OF PERKASIE APPROVED THE SUBDIVISION AND LAND DEVELOPMENT PLAN SHOWN HEREON.

BOROUGH OF PERKASIE BOROUGH COUNCIL

AT A MEETING HELD ON _____, 20___, THE BOROUGH COUNCIL OF THE BOROUGH OF PERKASIE APPROVED THE SUBDIVISION AND LAND DEVELOPMENT PLAN AS SHOWN HEREON.

CERTIFICATE OF OWNERSHIP

COMMONWEALTH OF PENNSYLVANIA
COUNTY OF BERKS

ON THIS, THE ___ DAY OF _____, 20___, BEFORE ME, THE UNDERSIGNED OFFICER, PERSONALLY APPEARED _____ OF PACAZ REALTY LLC, WHO BEING DULY SWORN ACCORDING TO LAW, DEPOSES AND SAYS THAT PACAZ REALTY LLC IS THE RECORD OWNER OF THE PROPERTY SHOWN ON THIS PLAN, THAT THE PLAN WAS PREPARED AT HIS DIRECTION, AND THAT HE ACKNOWLEDGES THE SAME TO BE HIS ACT AND PLAN, AND DESIRES THE SAME TO BE RECORDED AS SUCH ACCORDING TO LAW, AND THAT ALL STREETS AND OPEN SPACE SHOWN AND NOT HERETOFORE DEDICATED ARE HEREBY DEDICATED TO THE PUBLIC USE.

_____
OWNER

_____
NOTARY PUBLIC

CERTIFICATE OF ACCURACY

I HEREBY CERTIFY THAT THE PLAN SHOWN HEREON IS TRUE AND CORRECT TO THE ACCURACY REQUIRED BY THE SUBDIVISION AND LAND DEVELOPMENT ORDINANCE OF THE BOROUGH OF PERKASIE.

_____ SURVEYOR

_____ DATE

_____ LAWRENCE G. GRYBOSKY, P.E. (FOR ENGINEERING DESIGN)

_____ DATE

REV NO.	DATE	DESCRIPTION	BY

DESIGN GROUP
Civil Engineering and Surveying
Solutions from Concept to Construction

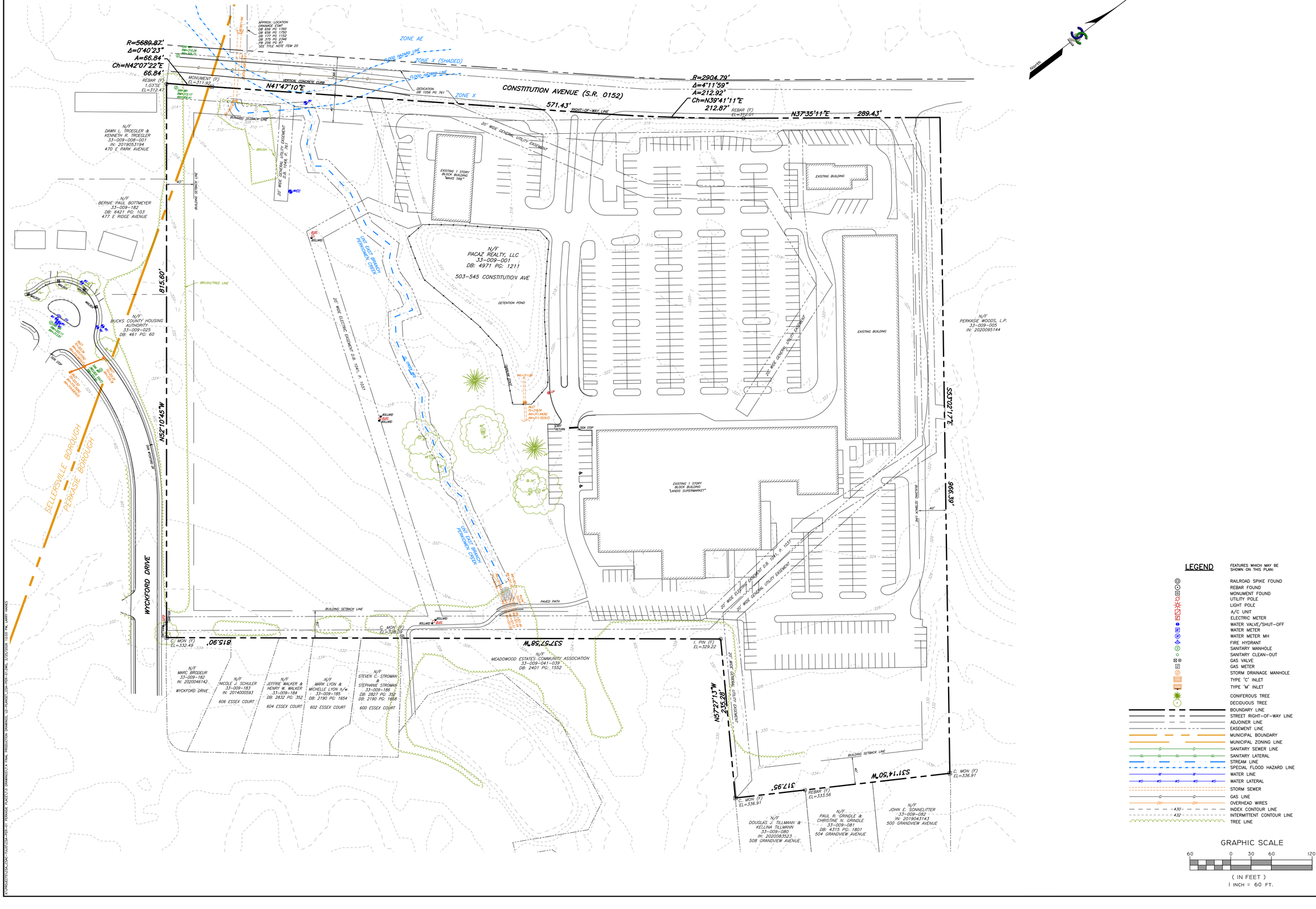
C2C DESIGN GROUP
37 E. Penn Avenue
Wernersville, PA 19565
601 E. High Street
Pottstown, PA 19464
610.860.6050 www.c2cdg.com

PLAN TITLE: TITLE SHEET

PROJECT NAME: PERKASIE PLACE RECYCLING CENTER
PERKASIE / SELLERSVILLE BOROUGHS BUCKS COUNTY, PA

PROJECT #:	CSA–PER–01
SCALE:	AS SHOWN
DRAWN BY:	CAD
CHECKED BY:	
DATE:	3/27/2026
DWG. NO.:	1 OF 5
SHEET NO.:	TI–1

K:\PROJECTS\CSA_CSAC–TULIO\CSA–PER–01 PERKASIE PLACE\7.0 DRAWINGS\7.4 FINAL PRODUCTS\ DRAWINGS, LD–PLANSET_CSA–PER–01.DWG, 3/25/2026 12:03 PM, LARRY HANES



LEGEND

FEATURES WHICH MAY BE SHOWN ON THIS PLAN:

- RAILROAD SPIKE FOUND
- REBAR FOUND
- MONUMENT FOUND
- UTILITY POLE
- LIGHT POLE
- A/C UNIT
- ELECTRIC METER
- WATER VALVE/SHUT-OFF
- WATER METER
- WATER METER MH
- FIRE HYDRANT
- SANITARY MANHOLE
- SANITARY CLEAN-OUT
- GAS VALVE
- GAS METER
- STORM DRAINAGE MANHOLE
- TYPE 'C' INLET
- TYPE 'M' INLET
- CONIFEROUS TREE
- DECIDUOUS TREE
- BOUNDARY LINE
- STREET RIGHT-OF-WAY LINE
- ADJOINER LINE
- EASEMENT LINE
- MUNICIPAL BOUNDARY
- MUNICIPAL ZONING LINE
- SANITARY SEWER LINE
- SANITARY LATERAL
- STREAM LINE
- SPECIAL FLOOD HAZARD LINE
- WATER LINE
- WATER LATERAL
- STORM SEWER
- GAS LINE
- OVERHEAD WIRES
- INDEX CONTOUR LINE
- INTERMITTENT CONTOUR LINE
- TREE LINE

REV NO.	DATE	DESCRIPTION	BY

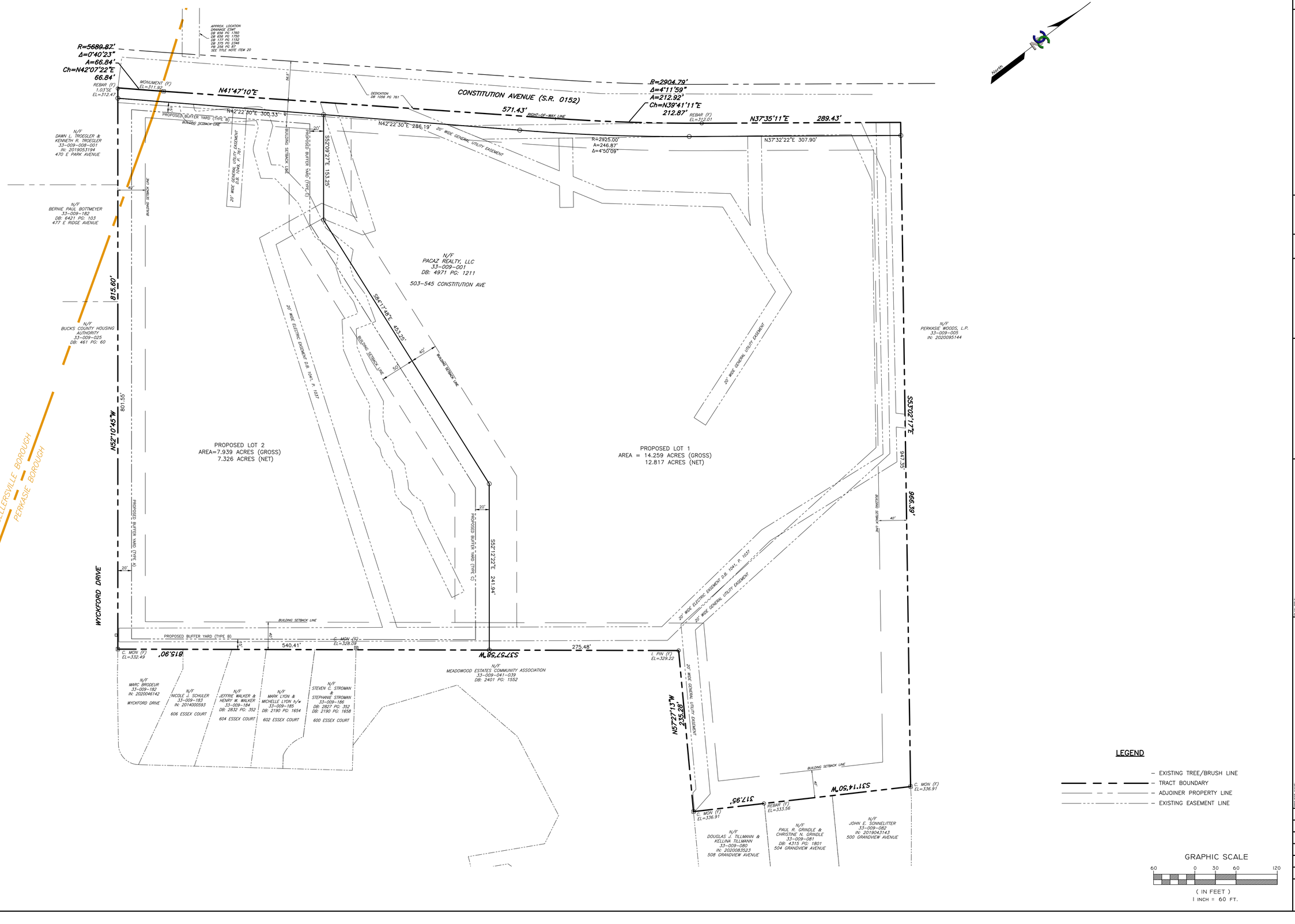
C2C DESIGN GROUP
Civil Engineering and Surveying Solutions from Concept to Construction

PLAN TITLE: EXISTING FEATURES PLAN

C2C DESIGN GROUP
601 E. High Street
37 E Penn Avenue Pottstown, PA 19464
Wernersville, PA 19565 610.860.6050 www.c2cdg.com

PROJECT NAME: PERKASIE PLACE RECYCLING CENTER
PERKASIE / SELLERSVILLE BOROUGHS BUCKS COUNTY, PA

PROJECT #:	CSA-PER-01
SCALE:	AS SHOWN
DRAWN BY:	CAD
CHECKED BY:	
DATE:	3/27/2026
DWG. NO.:	2 OF 5
SHEET NO.:	EX-1



REV NO.	DATE	DESCRIPTION	BY

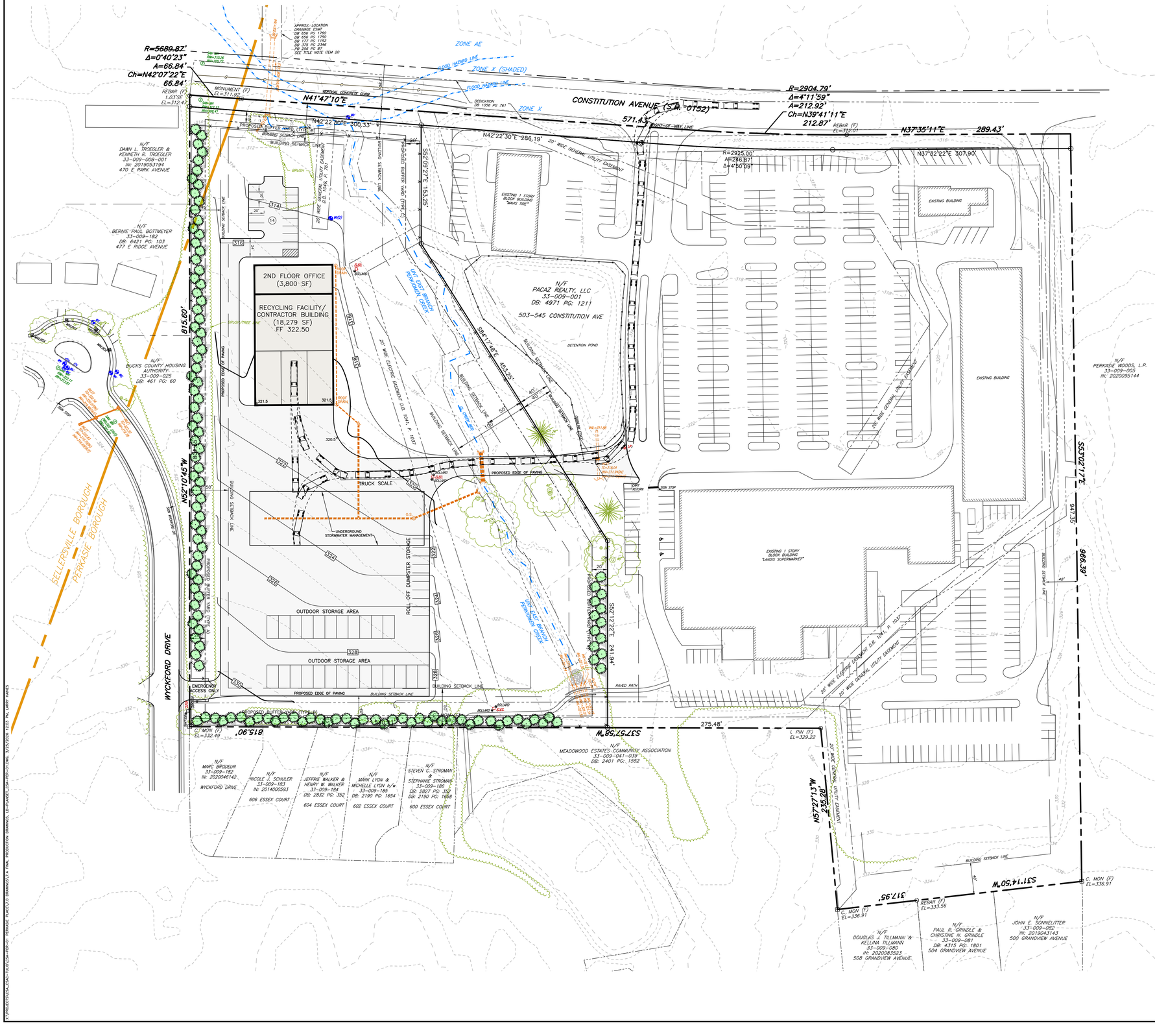
DESIGN GROUP
Civil Engineering and Surveying
Solutions from Concept to Construction

PLAN TITLE: SUBDIVISION PLAN

C2C DESIGN GROUP
37 E Penn Avenue
Wernersville, PA 19565
601 E. High Street
Pottstown, PA 19464
610.860.6050 www.c2cdg.com

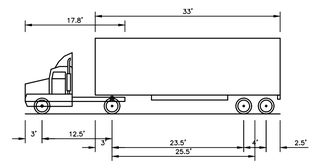
PROJECT NAME: PERKASIE PLACE RECYCLING CENTER
PERKASIE / SELLERSVILLE BOROUGHS BUCKS COUNTY, PA

PROJECT #:	CSA-PER-01
SCALE:	AS SHOWN
DRAWN BY:	CAD
CHECKED BY:	
DATE:	3/27/2026
DWG. NO.:	3 OF 5
SHEET NO.:	SU-1



LEGEND

- EXISTING TREE/BRUSH LINE
- TRACT BOUNDARY
- ADJOINER PROPERTY LINE
- EXISTING EASEMENT LINE
- EXISTING CONTOUR
- EXISTING INDEX CONTOUR
- EXISTING SANITARY SEWER
- EXISTING FENCE LINE
- EXISTING WATER LINE
- EXISTING STORM SEWER
- EXISTING OVERHEAD UTILITY
- EXISTING GAS LINE
- EXISTING ELECTRIC LINE
- PROPOSED STORM SEWER
- PROPOSED CONTOUR
- PROPOSED FENCE



WB-40 – INTERMEDIATE SEMI-TRAILER

OVERALL LENGTH	15.50 FT.
OVERALL WIDTH	8.00 FT.
OVERALL BODY HEIGHT	13.50 FT.
MIN BODY GROUND CLEARANCE	1.33 FT.
TRACK WIDTH	8.00 FT.
LOCK-TO-LOCK TIME	4.00s
MAX STEERING ANGLE (VIRTUAL)	20.30°

GRAPHIC SCALE

60 0 30 60 120

(IN FEET)
1 INCH = 60 FT.

REV NO.	DATE	DESCRIPTION	BY

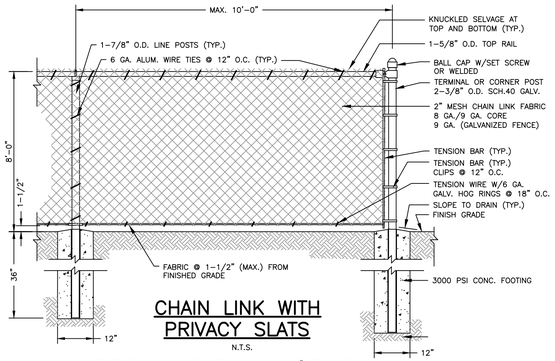
C2C DESIGN GROUP
Civil Engineering and Surveying
Solutions from Concept to Construction

PLAN TITLE: GRADING AND UTILITY PLAN

C2C DESIGN GROUP
601 E. High Street
Pottstown, PA 19464
37 E Penn Avenue
Wernersville, PA 19565
610.860.6050 www.c2cdg.com

PROJECT NAME: PERKASIE PLACE RECYCLING CENTER
PERKASIE / SELLERSVILLE BOROUGHS BUCKS COUNTY, PA

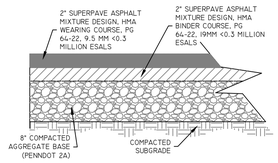
PROJECT #:	CSA-PER-01
SCALE:	AS SHOWN
DRAWN BY:	CAD
CHECKED BY:	
DATE:	3/27/2026
DWG. NO.:	4 OF 5
SHEET NO.:	GR-1



CHAIN LINK WITH PRIVACY SLATS

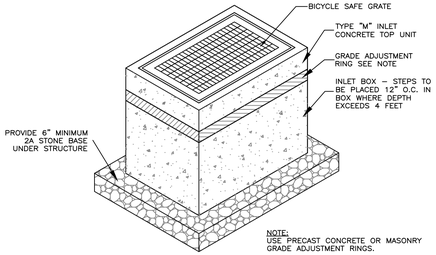
N.T.S.

NOTE: FENCES SHALL BE INSTALLED A MINIMUM OF 18" FROM EDGE OF PAVING OR 24" FROM BUILDINGS AS SHOWN ON PLANS.



HEAVY DUTY ASPHALT DETAIL

N.T.S.



NOTE:
USE PRECAST CONCRETE OR MASONRY GRADE ADJUSTMENT RINGS.

NOTES:

1. INLETS MUST BE SIZED TO ACCEPT THE SPECIFIED PIPE SIZES WITHOUT KNOCKING OUT ANY OF THE INLET CORNERS. ALL PIPES ENTERING OR EXITING INLETS SHALL BE CUT FLUSH WITH THE INLET WALL.
2. INLETS SHALL NOT HAVE A SUMP CONDITION IN THE BOTTOM UNLESS DESIGNED AS A WATER QUALITY BMP. PIPES SHALL BE FLUSH WITH THE BOTTOM OF THE BOX OR CONCRETE CHANNELS SHALL BE POURED.
3. INLETS, MANHOLES, PIPES, AND CULVERTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE SPECIFICATIONS SET FORTH IN PA DOT PUBLICATION 408, LATEST EDITION, AND AS DETAILED IN THE PA DOT PUBLICATION 72M, STANDARDS FOR ROADWAY CONSTRUCTION (RC), LATEST EDITION, OR AS APPROVED BY THE TOWNSHIP ENGINEER. ALL FRAMES, CONCRETE UNIT TOPS, AND GRADE ADJUSTMENT RINGS SHALL BE SET IN A BED OF FULL MORTAR ACCORDING TO PUBLICATION 408.
4. ALL STORM DRAINAGE PIPING (EQUAL TO OR GREATER THAN 12 INCHES) DISCHARGING TO THE GROUND SURFACE SHALL BE PROVIDED WITH EITHER REINFORCED CONCRETE HEADWALLS OR PLASTIC AND METAL PIPE END SECTIONS COMPATIBLE WITH THE PIPE SIZE INVOLVED IN ACCORDANCE WITH PA DOT PUBLICATION 408 AND PUBLICATION 72M.
5. PENNDOT TYPE C PRECAST CONCRETE INLET TOPS ARE TO BE PROVIDED WITH "DUMP NO WASTE – DRAINS TO WATERWAY" PLATE WITH TROUT LOGO TO BE APPROVED BY THE TOWNSHIP. ALL OTHER PENNDOT INLETS ARE TO BE PROVIDED WITH EITHER A PAINTED STENCILED LOGO ON THE ROADWAY OR ANOTHER ACCEPTABLE MARKING APPROVED BY MAXATAWNY TOWNSHIP.

TYPE "M' INLET

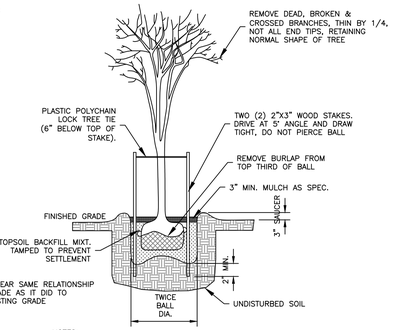
N.T.S.

PIPE (D) DIAMETER	(L)	(W)	(A)	(B)	(C)	(E)	(F)	(G)
15"	3.6'	2.8'	8.0"	8.0"	6.0"	12.0"	8.0"	12.0"
18"	3.6'	2.8'	8.0"	8.0"	6.0"	12.0"	8.0"	12.0"
21"	4.0'	2.8'	8.0"	8.0"	6.0"	21.0"	8.0"	12.0"
24"	4.6'	4.6'	8.0"	6.0"	6.0"	21.0"	8.0"	18.0"
30"	5.1'	4.6'	8.0"	6.0"	6.0"	21.0"	8.0"	18.0"
36"	5.8'	4.6'	8.0"	6.0"	6.0"	21.0"	8.0"	18.0"
42"	6.3'	5.8'	12.0"	9.0"	12.0"	21.0"	12.0"	24.0"
48"	6.9'	6.9'	12.0"	9.0"	12.0"	21.0"	12.0"	24.0"
54"	7.5'	8.0'	12.0"	9.0"	12.0"	21.0"	12.0"	24.0"
60"	8.1'	9.2'	12.0"	9.0"	12.0"	21.0"	12.0"	24.0"
72"	9.2'	11.5'	12.0"	9.0"	12.0"	21.0"	12.0"	24.0"

NOTES:
1. PROVIDE MATERIALS AND WORKMANSHIP IN ACCORDANCE WITH THE APPROPRIATE SPECIFICATIONS AS OUTLINED IN PUBLICATION 408, SECTION 605.
2. USE CLASS A CEMENT OR BETTER.
3. CHAMFER EXPOSED EDGES ONE INCH.
4. PROVIDE REINFORCEMENT (.12IN²/LN. FT.) IN ACCORDANCE WITH PUBLICATION 408, SECTION 709.
5. ENDWALLS TO BE IN ACCORDANCE WITH PUBLIC, PA DOT RC-31 REQUIREMENTS.
6. FOR SKEWED ENDWALL DIMENSIONS. SEE RC-31 TABLE A.
7. THE CONTRACTOR SHALL PROVIDE A DETAILED SHOP DRAWING OF STRUCTURE EW-28 TO MAXATAWNY TOWNSHIP FOR APPROVAL, PRIOR PROCUREMENT AND INSTALLATION.

TYPICAL D-W ENDWALL / HEADWALL DETAIL

N.T.S.

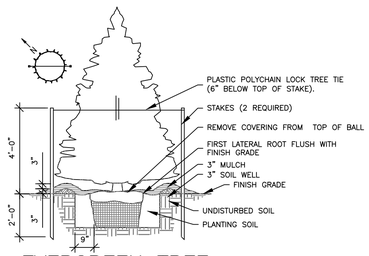


NOTE:
TREE SHALL BEAR SAME RELATIONSHIP TO FINISH GRADE AS IT DID TO PREVIOUS EXISTING GRADE

NOTES:
1. ALL PLANTING MATERIAL MUST BE TO "AMERICAN STANDARDS FOR NURSERY STOCK" AND FREE OF PESTS.
2. ALL VARIETIES ARE TO BE USED AS SPECIFIED, OR APPROVED EQUAL.
3. WATER THOROUGHLY SUBSEQUENT TO INSTALLATION.

DECIDUOUS TREE PLANTING DETAIL

NO SCALE



EVERGREEN TREE PLANTING DETAIL

NOT TO SCALE

REV NO.	DATE	DESCRIPTION	BY

C2C DESIGN GROUP

Civil Engineering and Surveying Solutions from Concept to Construction

PLAN TITLE: CONSTRUCTION DETAILS

C2C DESIGN GROUP
37 E. Penn Avenue 601 E. High Street
Wernersville, PA 19565 Pottstown, PA 19464
610.860.6050 www.c2cdg.com

PROJECT NAME: PERKASIE PLACE RECYCLING CENTER

PERKASIE / SELLERSVILLE BOROUGHS BUCKS COUNTY, PA

PROJECT #:	CSA-PER-01
SCALE:	AS SHOWN
DRAWN BY:	CAD
CHECKED BY:	
DATE:	3/27/2026
DWG. NO.:	5 OF 5
SHEET NO.:	DE-1

TRAFFIC IMPACT ASSESSMENT

PERKASIE PLACE RECYCLING CENTER

Perkasie/Sellersville Boroughs, Bucks County

Pennsylvania

May 8, 2026

HCA

Horner & Canter Associates A Professional Corporation

TRANSPORTATION AND TRAFFIC ENGINEERING

TRAFFIC IMPACT ASSESSMENT

PERKASIE PLACE
RECYCLING CENTER

Constitution Avenue (SR 0152)

Perkasie/Sellersville Boroughs
Bucks County
Pennsylvania

Prepared by:

HORNER & CANTER ASSOCIATES
A Professional Corporation
Transportation and Traffic Engineering
4950 York Road, Suite 2G
P.O. Box 301
Holicong, Pennsylvania 18928

May 8, 2026

David H. Horner, P.E., PTOE
Professional Engineer
PA Lic. No. PE-043105-E

File No. 25-038

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APPENDIX F - No-Build Capacity/LOS Analysis Worksheets
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INTRODUCTION

Horner & Canter Associates has prepared this Traffic Impact Assessment for the proposed Perkasie Place recycling center located on the east side of Constitution Avenue (SR 0152) in Perkasie and Sellersville Boroughs, Bucks County, Pennsylvania, (Figure 1). The proposed development will consist of a 22,079 square feet recycling facility/contractor building with accessory office space with access provided via the existing Perkasie Square shopping center, which accesses Constitution Avenue at a signalized intersection.

For the purpose of this Traffic Impact Assessment, the completion and occupancy date of the proposed development is assumed to be 2028.

Scope of Study

The purpose of this Traffic Impact Assessment is to determine the traffic impact the proposed development will have with respect to the conditions on the adjacent roadways and intersections. The study scope, which was confirmed as appropriate by the Borough's traffic consultant, Gilmore & Associates, Inc., includes the following:

- A site inspection and inventory of existing roadway features such as geometric layout, lane configurations, traffic control devices, and other pertinent physical characteristics.

- Conduct of Manual Turning Movement (MTM) counts for the weekday AM (7:00 AM - 9:00 AM), weekday PM (4:00 PM - 6:00 PM), and Saturday midday (11:00 AM – 1:00 PM) peak periods at the following intersections which constitute the study area:

    - Constitution Avenue (SR 0152)/Perkasie Square Access/Lenape Park Access
    - Constitution Avenue (SR 0152)/Walnut Street (SR 0152)

- Projection of development-generated traffic volumes and distribution of this traffic to the study area roadway network.

- Establishment of future traffic volumes for the study horizon year (2028) including background traffic growth projections and the site-generated traffic.

- Analysis of existing, future No-Build (without development) and future Build (with development) traffic conditions at the study area intersections.

- Formulation of conclusions with regard to the traffic impact of the proposed development on traffic conditions in the study area.

EXISTING CONDITIONS

The study area roadway network was inventoried with regard to the existing physical and operating characteristics as they affect traffic flow. The study area roadway network is described in further detail below.

The site fronts on **Constitution Avenue**, a State roadway carrying the SR 0152 designation in a general north/south direction. In the vicinity of the site, Constitution Avenue provides one through travel lane in each direction with separate left-turn and/or right-turn lanes at various intersections. The posted speed limit on Constitution Avenue is 35 miles per hour.

Walnut Street carries the State roadway SR 0152 designation eastward from its intersection with Constitution Avenue. It is a local roadway west of its intersection with Constitution Avenue. Walnut Street provides one through travel lane in each direction with a posted speed limit of 35 miles per hour east of Constitution Avenue and 25 miles per hour west of Constitution Avenue.

The study area intersections of Constitution Avenue (SR 0152)/Perkasie Square Access/Lenape Park Access and Constitution Avenue (SR 0152)/Walnut Street (SR 0152) are both signalized. A reduced-size copy of the Traffic Signal Permit Plans for both intersections are provided for reference in Appendix A.

Existing Traffic Volumes

Since the peak hour traffic conditions reflect the critical periods for evaluation of operating conditions and traffic impact, existing traffic volumes were acquired at the study area intersections through the conduct of peak hour Manual Turning Movement (MTM) traffic counts. The counts were conducted during the weekday AM (7:00 – 9:00 AM), weekday PM (4:00 – 6:00 PM), and Saturday midday (11:00 AM – 1:00 PM) peak periods in May/June 2025. These count periods were selected to capture both the peak hours of adjacent street traffic and the peak periods of the proposed development. The summarized MTM counts are provided for reference in Appendix B.

The resultant existing peak hour traffic volumes are presented in Figures 2, 3 and 4 for the respective peak periods.

Existing Levels of Service

The operating conditions of the study area intersections were determined through the conduct of a capacity/Level of Service (LOS) analysis using the methodologies contained in the Highway Capacity Manual (HCM 7th Edition). Level of Service (LOS) is a measure of the quality of the traffic flow and generally is expressed as follows:

Level of Service
A - Excellent - Free flow
B - Very Good - Minor adjustments in traffic flows
C - Good - Stable flow of traffic
D - Satisfactory flow - Occasional short periods with minor delays
E – Approaching Capacity - Regular delays
F - Forced Flow - Significant delays and queuing

At signalized intersections, overall LOS is based on the average delay to all movements at the intersection. The delay thresholds for various Levels of Service are contained in Appendix C.

The existing LOS findings for the study area intersections are presented in Figure 5. The detailed capacity/LOS analysis worksheets are provided in Appendix D.

SITE TRAFFIC

The determination of the amount of traffic that a proposed development will generate can best be made by comparison with similar sites. The development of the site will consist of a 22,079 square feet building of which 18,279 square feet is recycling facility/contractor space and 3,800 square feet is office space. The Institute of Transportation Engineers (ITE) publication *Trip Generation Manual, 12th Edition* is a compilation of trip generation studies for a variety of land uses and is considered the primary data source for use of trip generation projections. To be conservative in the site trip projections, we projected the recycling center/contractor space and the office space separately. Land Use Code 180 – Specialty Trade Contractor was selected as the most appropriate for the recycling facility/contractor building square footage while Land Use Code 712 – Small Office Building was selected as most appropriate for the office square footage.

Table 1 presents the projected development-generated traffic for the site based on the ITE database. The trip generation worksheets are provided for reference in Appendix E.

Table 1
Site Trips

		AM Peak Hour			PM Peak Hour			SAT Peak Hour		
	Daily	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Recycling Center (18,279 s.f.)										
Passenger Vehicles[1]	146	19	6	25	8	22	30	25	6	31
Trucks[2]	34	3	2	5	3	2	5	3	2	5
Office Space (3,800 s.f.)	55	5	1	6	3	5	8	2	2	4
Total	**235**	**27**	**9**	**36**	**14**	**29**	**43**	**30**	**10**	**40**

[1]No ITE data is available for the Saturday peak hour for LUC 180; thus, weekday AM Peak Hour of Generation was used to project the Saturday peak hour volumes.

[2]The ITE data for LUC 180 does not differentiate by type of vehicle; thus, truck trip estimates were established through data available in ITE LUC 175 – Industrial Recycling Facility.

The development-generated traffic was distributed to the study area roadway network based on existing traffic patterns. The site traffic distribution percentages are summarized below:

Constitution Avenue (SR 0152)	
to/from the south	60%
Walnut Street (SR 0152)	
to/from the east	12%
to/from the west	28%
	100%

The resultant distributed site trips are depicted in Figure 6 for all three peak periods.

FUTURE CONDITIONS

To assess the impact of the development-generated traffic volumes on the study area roadway network, the future traffic volumes in the anticipated build-out year of the site (2028) were determined. To account for regional growth that is expected to occur during the intervening period, a background traffic growth rate was applied to the existing traffic volumes. Based on PennDOT's growth rates for the area, a 0.12 percent per year background growth was applied (total 0.36 percent over three years) to the existing 2025 traffic volumes. It was confirmed with the Perkasie Borough engineer that there are no approved but not yet constructed developments that will impact the study area within the study horizon year.

The 2028 No-Build traffic volumes are presented in Figures 7, 8 and 9 for the respective peak periods. The total Build 2028 traffic volumes, which overlay the site-generated traffic volumes onto the No-Build traffic volumes, are presented in Figures 10, 11 and 12 for the three study peak periods, respectively.

Assessment

An assessment of the future 2028 No-Build and Build operating conditions within the study area was completed. The assessment included a Level of Service (LOS) analysis of the study area intersections in order to determine if the projected traffic volumes can be acceptably accommodated within the study area and whether any roadway or intersection improvements would be required. The future No-Build LOS results are presented in Figure 13. The future Build LOS results are presented in Figure 14. The detailed capacity analysis worksheets for the No-Build and Build conditions analyses are contained in Appendices F and G, respectively.

The Level of Service (LOS) results for each of the study locations are summarized in Table 2 at the end of this section and detailed below.

Constitution Avenue (SR 0152)/Perkasie Square Access/Lenape Park Access – This signalized intersection currently operates at overall LOS B/C with all movements at acceptable LOS D or better during all three peak hours. Under No-Build and Build conditions these acceptable LOS conditions remain.

There are no improvements required at this intersection in conjunction with the proposed development project.

Constitution Avenue (SR 0152)/Walnut Street (SR 0152)– This signalized intersection currently operates at overall LOS B/C with all movements at acceptable LOS D or better during all three peak hours. Under No-Build and Build conditions these acceptable LOS conditions remain.

There are no improvements required at this intersection in conjunction with the proposed development project.

Queues

The 95th percentile queues for the study area intersections were calculated as part of the capacity/LOS analysis. Table 3 at the end of this section provides a summary of the 95th percentile queues for the existing, No-Build, and Build conditions at all locations. It is noted that the site traffic has very little effect on the queue conditions.

Table 2
Intersection Level of Service Summary

		Weekday AM Peak			Weekday PM Peak			Saturday Midday Peak		
Intersections	**Movement**	**Existing**	**No-Build**	**Build**	**Existing**	**No-Build**	**Build**	**Existing**	**No-Build**	**Build**
Constitution Ave (SR 0152)/Perkasie Square Access/Lenape Park Access	EB LTR	C (24.4)	C (24.4)	C (24.4)	C (33.0)	C (33.0)	C (33.0)	C (24.4)	C (24.4)	C (24.4)
	WB LT	C (25.1)	C (25.1)	C (25.6)	D (35.6)	D (35.6)	D (36.0)	C (25.9)	C (25.9)	C (26.2)
	WB R	C (24.8)	C (24.8)	C (25.0)	D (36.2)	D (36.3)	D (36.5)	C (26.8)	C (26.8)	C (27.0)
	NB L	B (14.2)	B (14.2)	B (14.2)	B (13.2)	B (13.2)	B (13.2)	B (14.2)	B (14.2)	B (14.2)
	NB T	C (20.9)	C (20.9)	C (20.9)	C (20.3)	C (20.3)	C (20.3)	C (21.6)	C (21.6)	C (21.6)
	NB R	B (19.7)	B (19.7)	B (19.8)	B (18.4)	B (18.4)	B (18.7)	C (20.3)	C (20.3)	C (20.4)
	SB L	A (7.2)	A (7.2)	A (7.2)	A (8.1)	A (8.1)	A (8.2)	A (7.8)	A (7.8)	A (7.8)
	SB TR	B (12.7)	B (12.7)	B (12.7)	B (12.0)	B (12.0)	B (12.0)	B (12.6)	B (12.6)	B (12.6)
	Overall	**B (16.9)**	**B (16.9)**	**B (17.4)**	**C (21.1)**	**C (21.1)**	**C (21.3)**	**B (18.6)**	**B (18.6)**	**B (18.8)**
Constitution Ave (SR 0152)/Walnut Street (SR 0152)	EB LTR	B (18.2)	B (18.2)	B (18.3)	B (19.5)	B (19.5)	B (19.7)	B (19.0)	B (19.0)	B (19.2)
	WB L	B (10.8)	B (10.8)	B (10.9)	A (9.0)	A (9.0)	A (9.2)	B (11.8)	B (11.9)	B (11.9)
	WB TR	A (8.4)	A (8.4)	A (8.4)	A (6.8)	A (6.8)	A (6.8)	A (8.6)	A (8.6)	A (8.6)
	NB L	C (24.2)	C (24.2)	C (24.3)	D (36.4)	D (36.5)	D (36.9)	C (25.9)	C (25.9)	C (26.0)
	NB TR	C (23.3)	C (23.3)	C (23.3)	C (31.5)	C (31.5)	C (31.6)	C (24.5)	C (24.5)	C (24.6)
	SB LTR	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	Overall	**B (16.5)**	**B (16.5)**	**B (16.7)**	**C (20.1)**	**C (20.2)**	**C (20.4)**	**B (18.2)**	**B (18.2)**	**B (18.3)**

Table 3
95th Percentile Queue Summary (in feet)

			Weekday AM Peak			Weekday PM Peak			Saturday Midday Peak		
Intersections	**Movement**	**Storage Length**	**Existing**	**No-Build**	**Build**	**Existing**	**No-Build**	**Build**	**Existing**	**No-Build**	**Build**
Constitution Ave (SR 0152)/Perkasie Square Access/Lenape Park Access	EB LTR	n/a	13	13	13	25	25	25	16	16	16
	WB LT	**105'**	38	38	56	119	119	132	69	69	78
	WB R	**105'**	29	29	36	154	155	165	110	111	117
	NB L	**100'**	2	2	2	2	2	2	2	2	2
	NB T	n/a	78	78	78	176	177	177	113	114	114
	NB R	**150'**	25	25	30	64	64	79	54	54	60
	SB L	**220'**	22	22	23	60	60	66	47	47	49
	SB TR	n/a	82	83	83	90	90	90	75	75	75
Constitution Ave (SR 0152)/Walnut Street (SR 0152)	EB LTR	n/a	222	224	226	258	260	267	254	255	259
	WB L	**135'**	26	26	27	34	34	35	50	50	50
	WB TR	n/a	64	64	64	110	111	111	78	78	78
	NB L	**200'**	85	85	94	251	252	258	166	167	171
	NB TR	n/a	38	38	42	112	112	114	92	92	94
	SB LTR	n/a	0	0	0	0	0	0	0	0	0

n/a – storage length not applicable for movements without a designated turn lane

CONCLUSIONS

The conduct of this Traffic Impact Assessment for the proposed Perkasie Place recycling center in Perkasie/Sellersville Boroughs, Bucks County, has led to the following conclusions and recommendations:

1. The proposed residential development will generate an estimated 235 daily trips with 36 trips in the AM peak hour, 43 trips in the PM peak hour, and 40 trips in the Saturday peak hour.

2. Access to the proposed development will be provided via the existing signalized intersection of Perkasie Square shopping center with Constitution Avenue. The intersection will continue to operate at overall acceptable LOS B/C during all three peak periods.

3. The intersection of Constitution Avenue (SR 0152)/Walnut Street (SR 0152) will continue to operate at overall acceptable LOS B/C conditions during all three peak periods.

4. The site-generated traffic can be accommodated within the study area roadway network with no mitigation improvements required at the study area intersections.

HCA *Horner & Canter Associates*

TRANSPORTATION AND TRAFFIC ENGINEERING

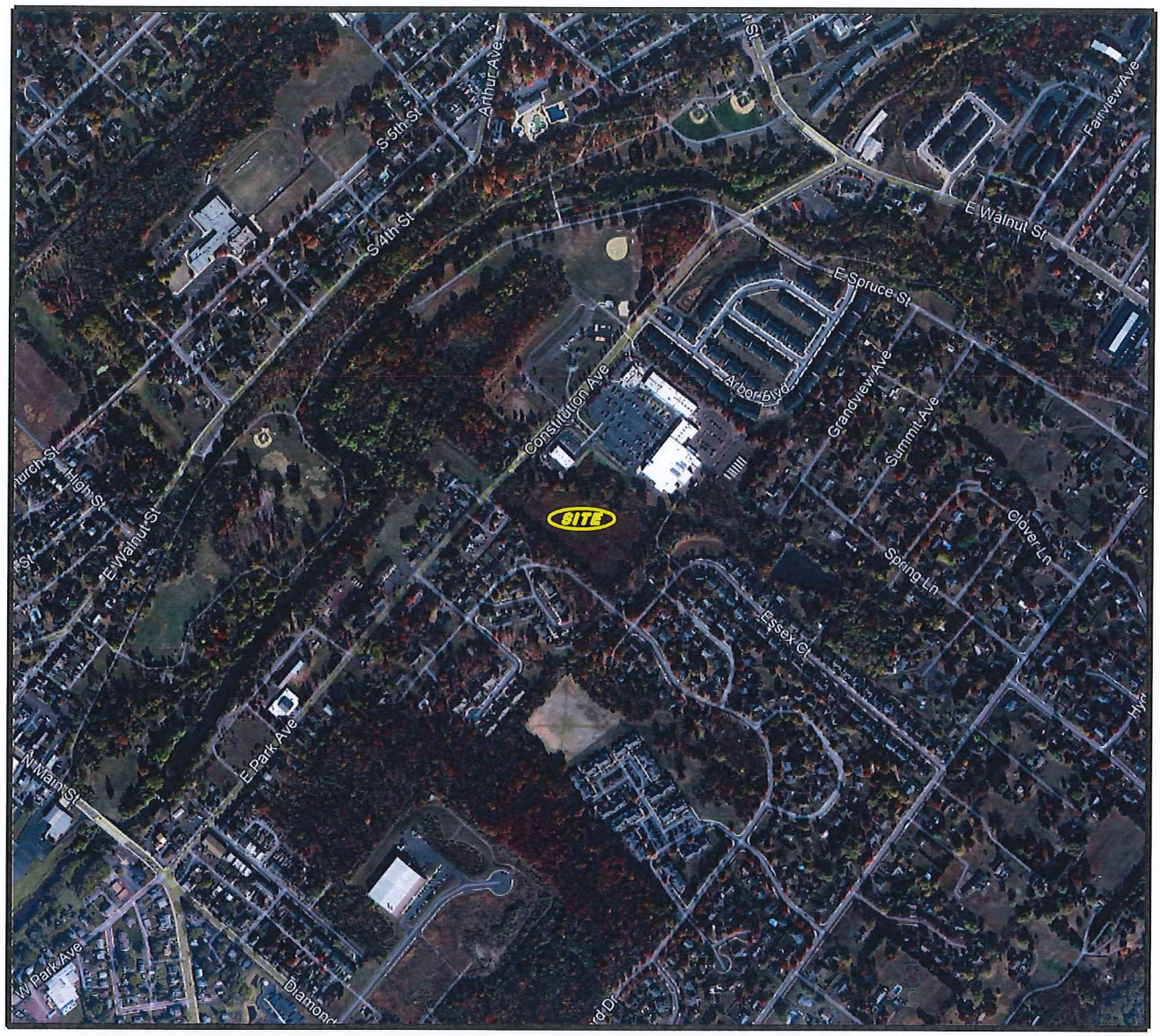


FIGURE 1
SITE LOCATION MAP

PERKASIE PLACE
RECYCLING CENTER

PERKASIE AND SELLERSVILLE BOROUGHS, BUCKS COUNTY, PA

25-038
MAY 2026

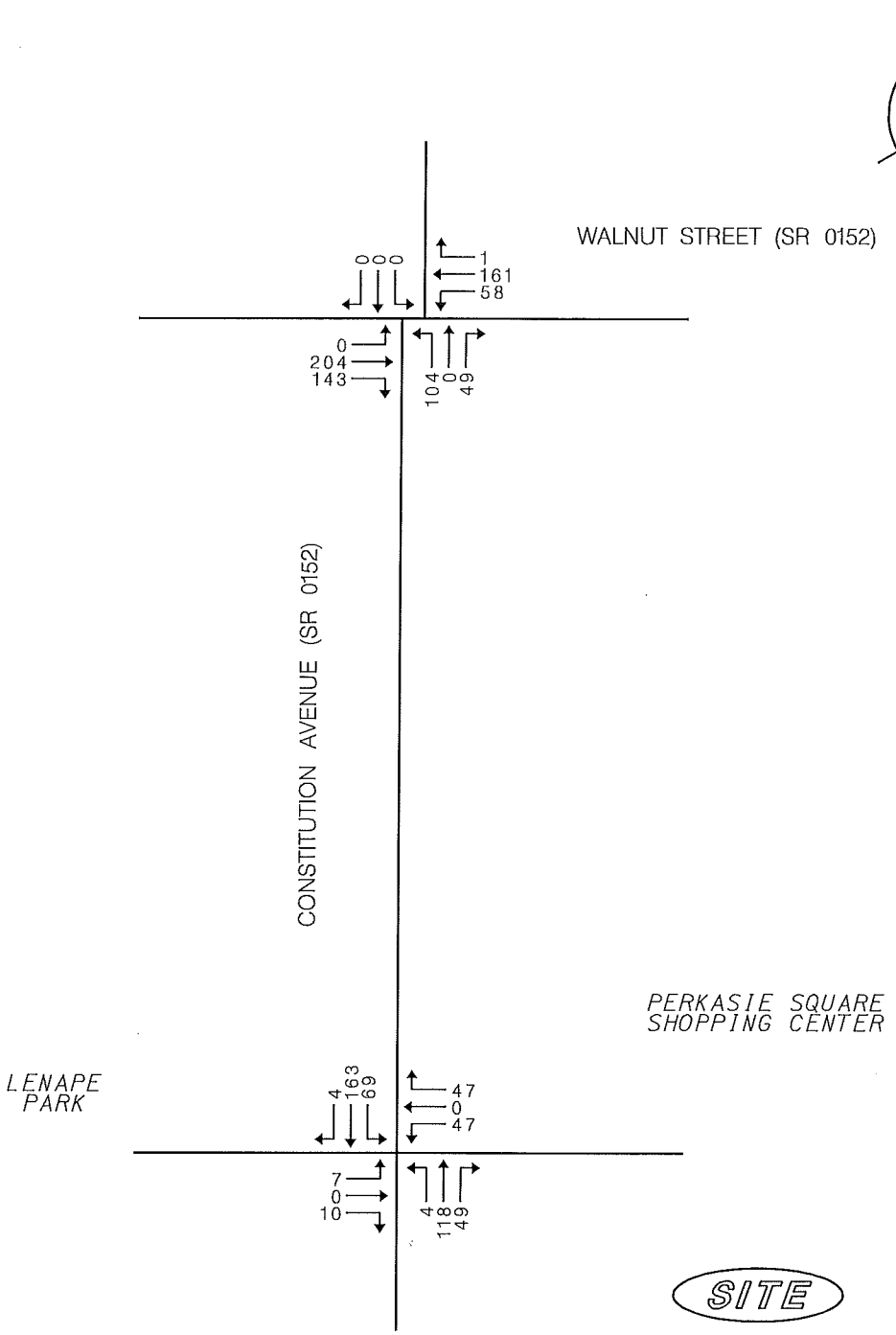


FIGURE 2
EXISTING WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES

PERKASIE PLACE
RECYCLING CENTER

PERKASIE AND SELLERSVILLE BOROUGHS, BUCKS COUNTY, PA

25-038
MAY 2026

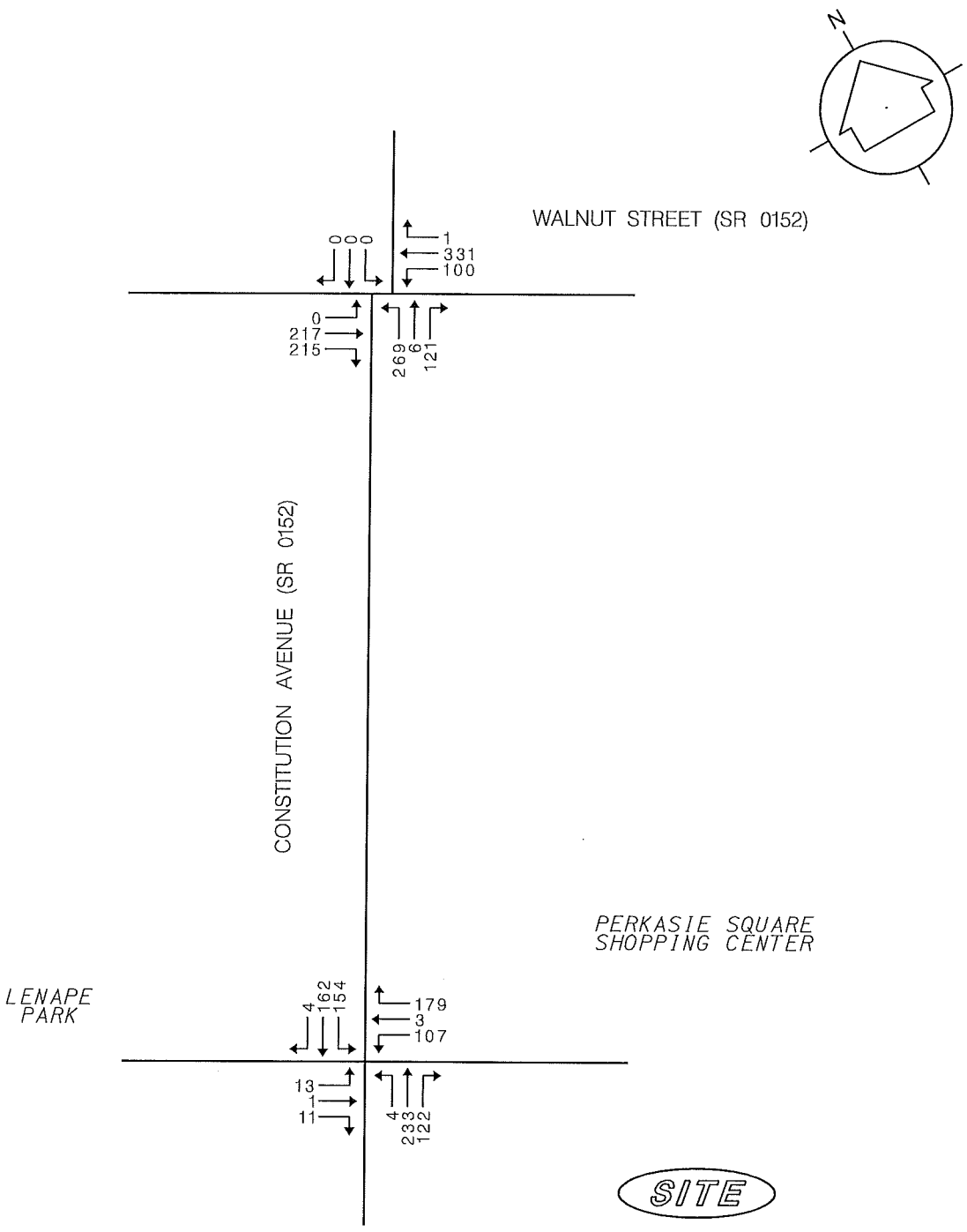


FIGURE 3
EXISTING WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES

PERKASIE PLACE
RECYCLING CENTER

PERKASIE AND SELLERSVILLE BOROUGHS, BUCKS COUNTY, PA

25-038
MAY 2026

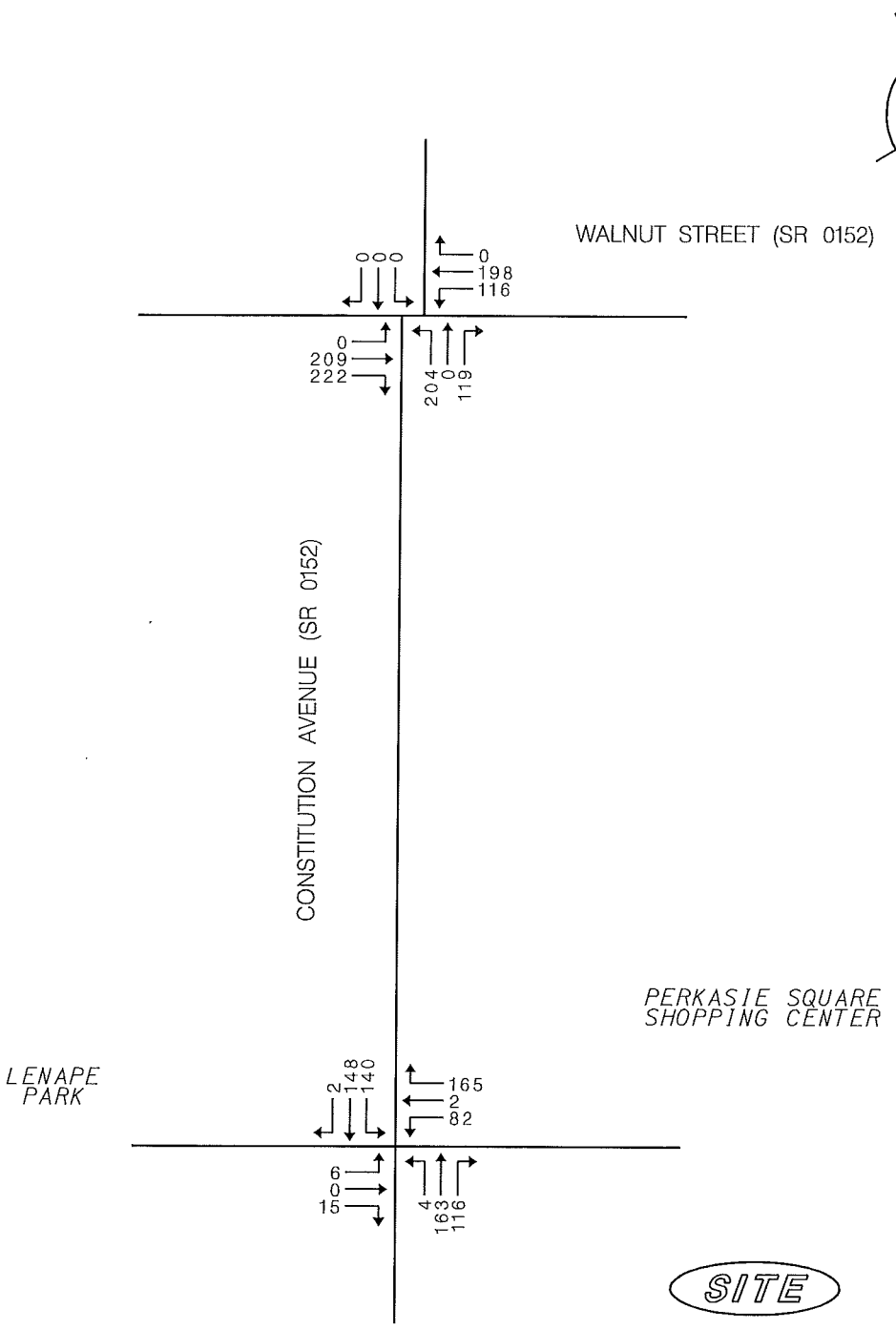


FIGURE 4
EXISTING SATURDAY MIDDAY PEAK HOUR TRAFFIC VOLUMES

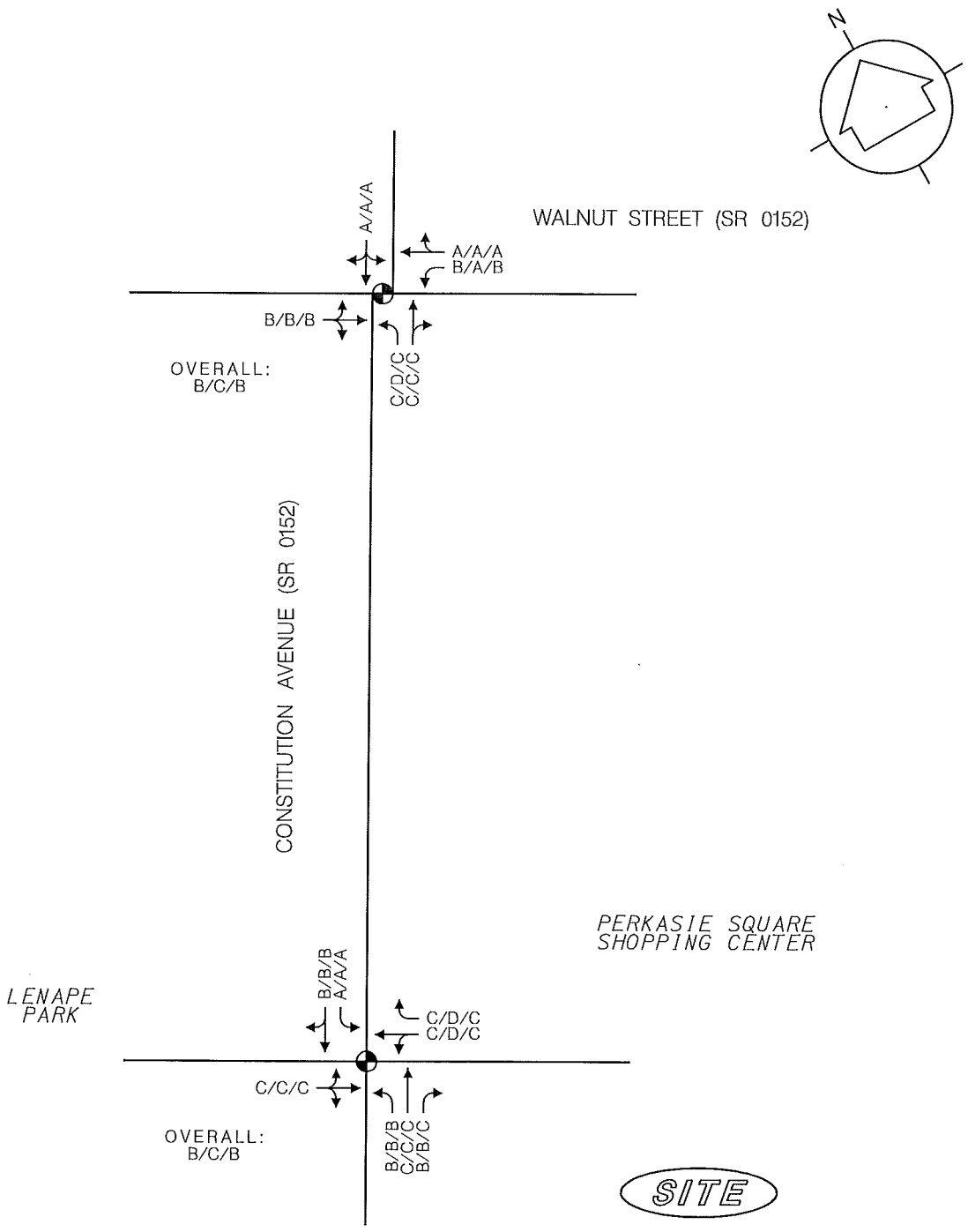
PERKASIE PLACE
RECYCLING CENTER

PERKASIE AND SELLERSVILLE BOROUGHS, BUCKS COUNTY, PA

25-038
MAY 2026

HCA *Horner & Canter Associates*

TRANSPORTATION AND TRAFFIC ENGINEERING



LEGEND:

← AM/PM/SATURDAY PEAK HOUR

TRAFFIC SIGNAL

FIGURE 5
EXISTING LEVELS OF SEVICE

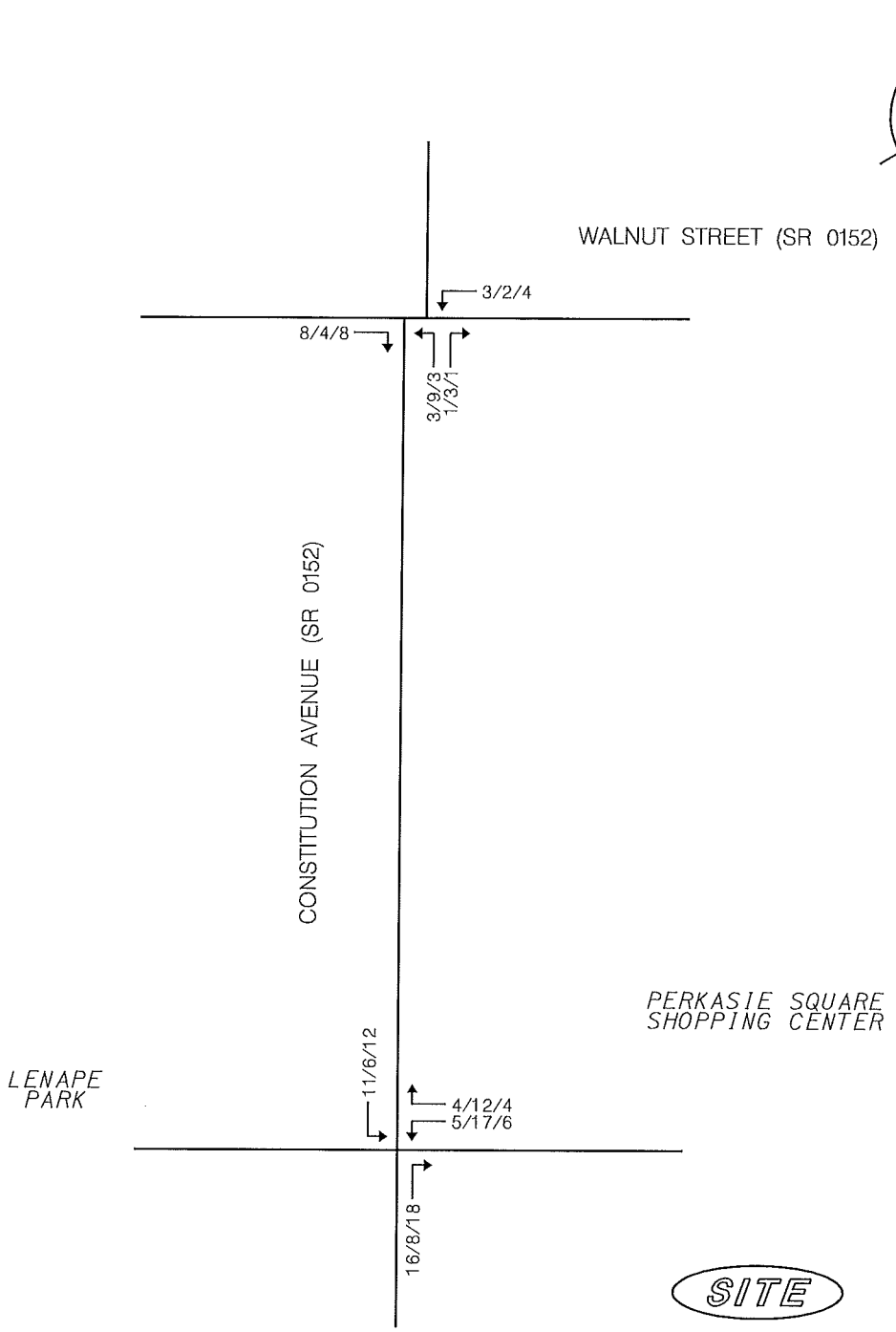
PERKASIE PLACE
RECYCLING CENTER

PERKASIE AND SELLERSVILLE BOROUGHS, BUCKS COUNTY, PA

25-038
MAY 2026

HCA *Horner & Canter Associates*

TRANSPORTATION AND TRAFFIC ENGINEERING



LEGEND:

← AM/PM/SATURDAY PEAK HOUR

FIGURE 6
SITE TRIPS

PERKASIE PLACE
RECYCLING CENTER

PERKASIE AND SELLERSVILLE BOROUGHS, BUCKS COUNTY, PA

25-038
MAY 2026

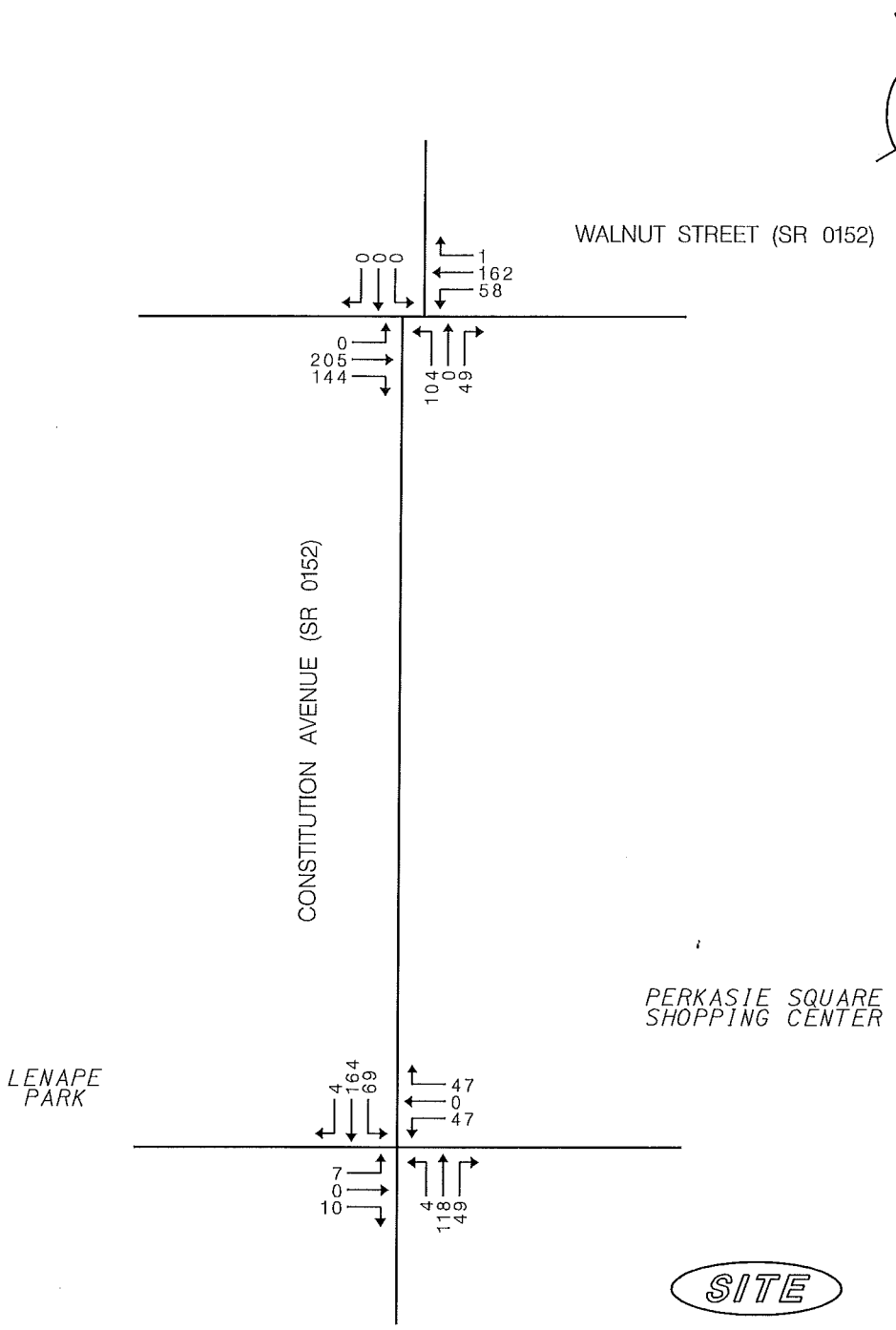


FIGURE 7
NO-BUILD WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES

PERKASIE PLACE
RECYCLING CENTER

PERKASIE AND SELLERSVILLE BOROUGHS, BUCKS COUNTY, PA

25-038
MAY 2026

HCA *Horner & Canter Associates*

TRANSPORTATION AND TRAFFIC ENGINEERING

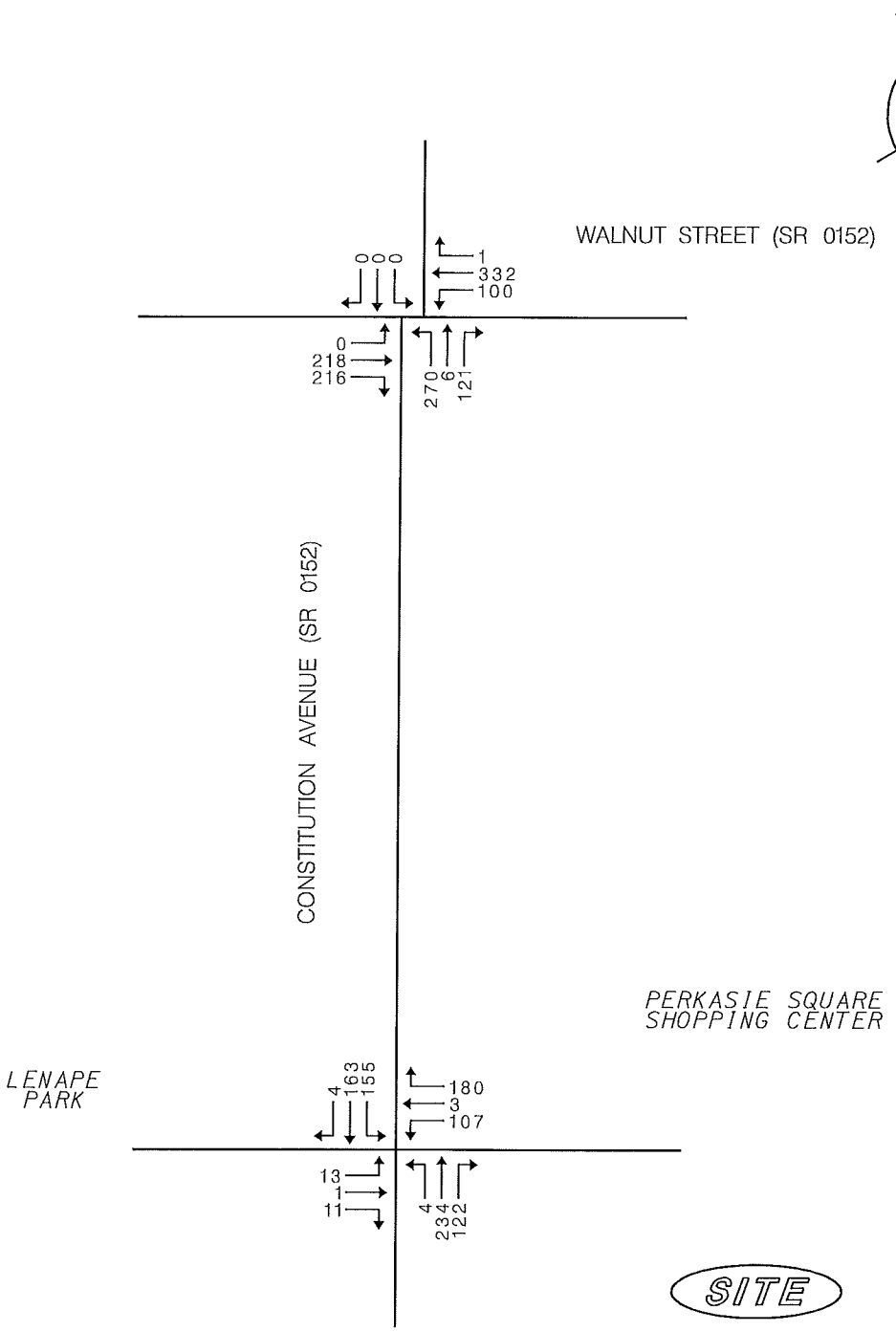


FIGURE 8

NO-BUILD WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES

PERKASIE PLACE

RECYCLING CENTER

PERKASIE AND SELLERSVILLE BOROUGHS, BUCKS COUNTY, PA

25-038
MAY 2026

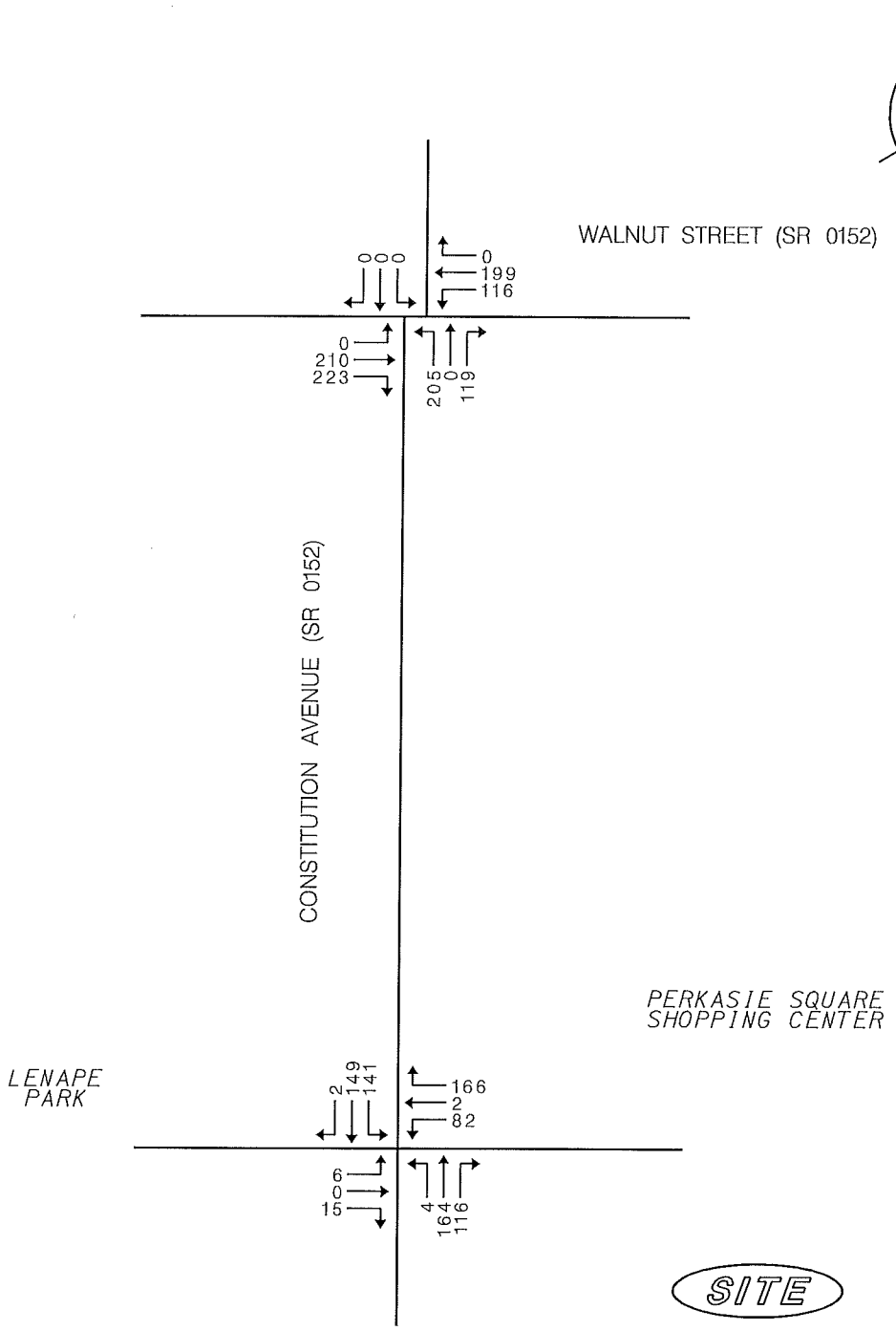


FIGURE 9
NO-BUILD SATURDAY MIDDAY PEAK HOUR TRAFFIC VOLUMES

PERKASIE PLACE
RECYCLING CENTER

PERKASIE AND SELLERSVILLE BOROUGHS, BUCKS COUNTY, PA

25-038
MAY 2026

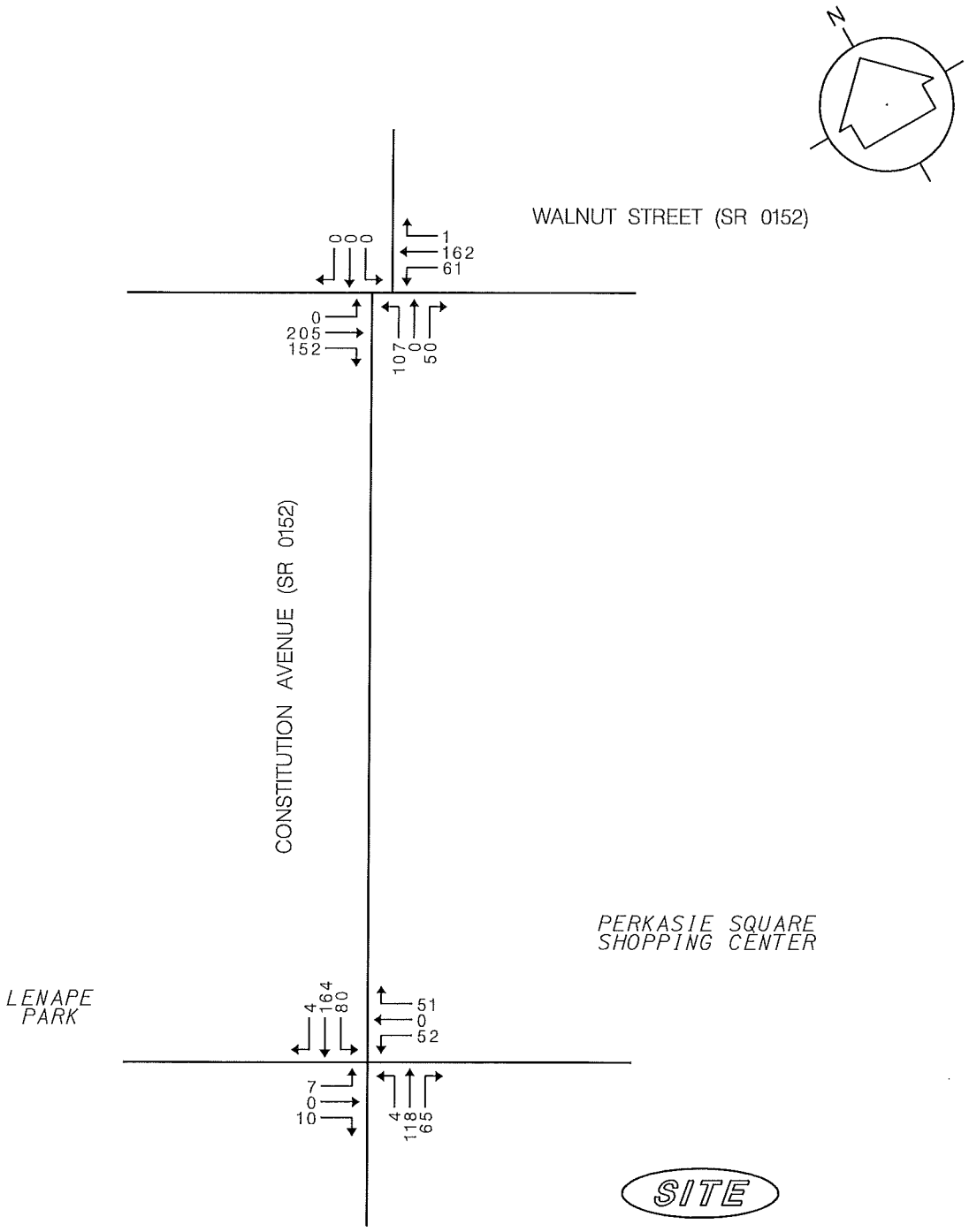
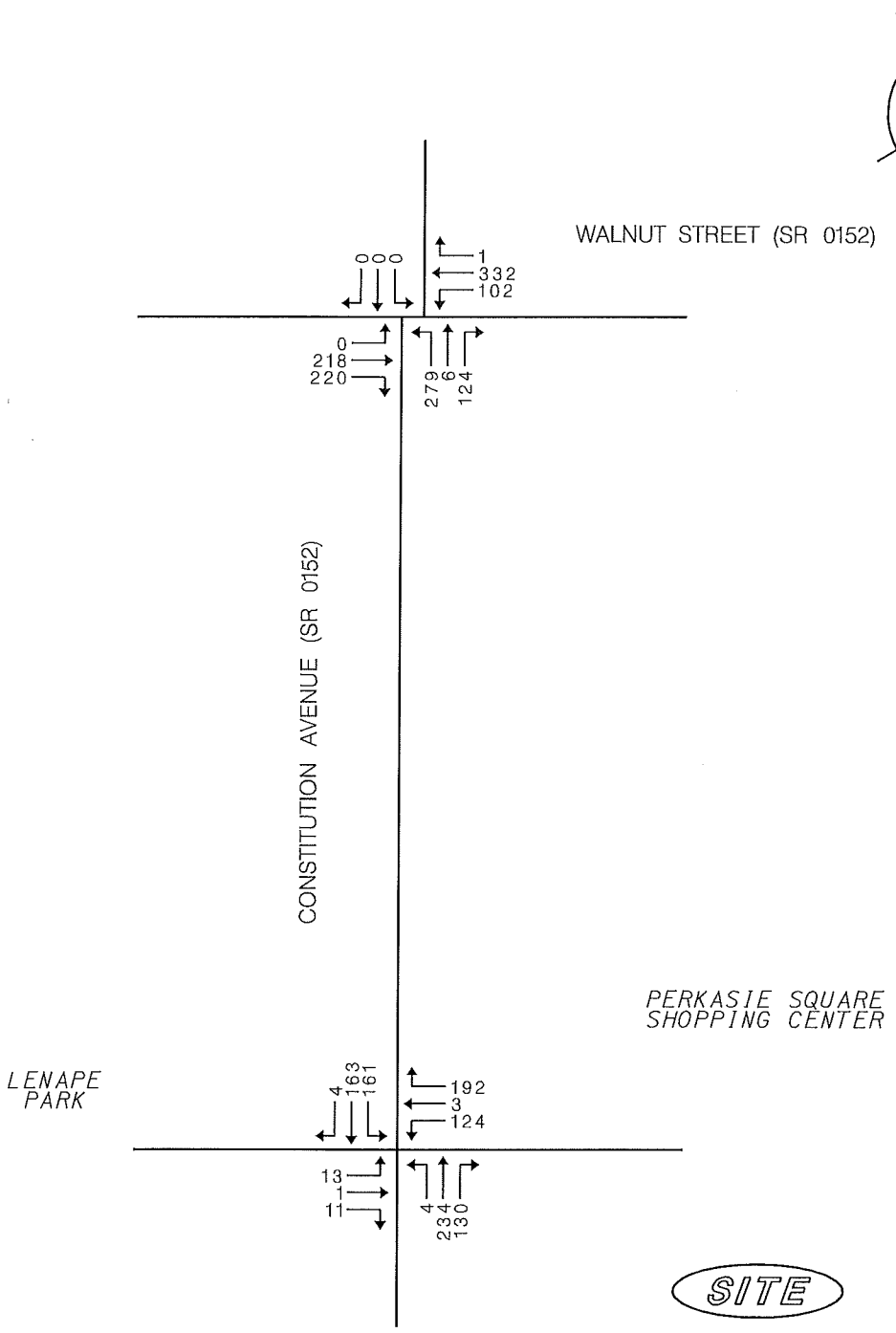


FIGURE 10
BUILD WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES

PERKASIE PLACE
RECYCLING CENTER

PERKASIE AND SELLERSVILLE BOROUGHS, BUCKS COUNTY, PA

25-038
MAY 2026



FUGRE 11
BUILD WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES

PERKASIE PLACE
RECYCLING CENTER

PERKASIE AND SELLERSVILLE BOROUGHS, BUCKS COUNTY, PA

25-038
MAY 2026

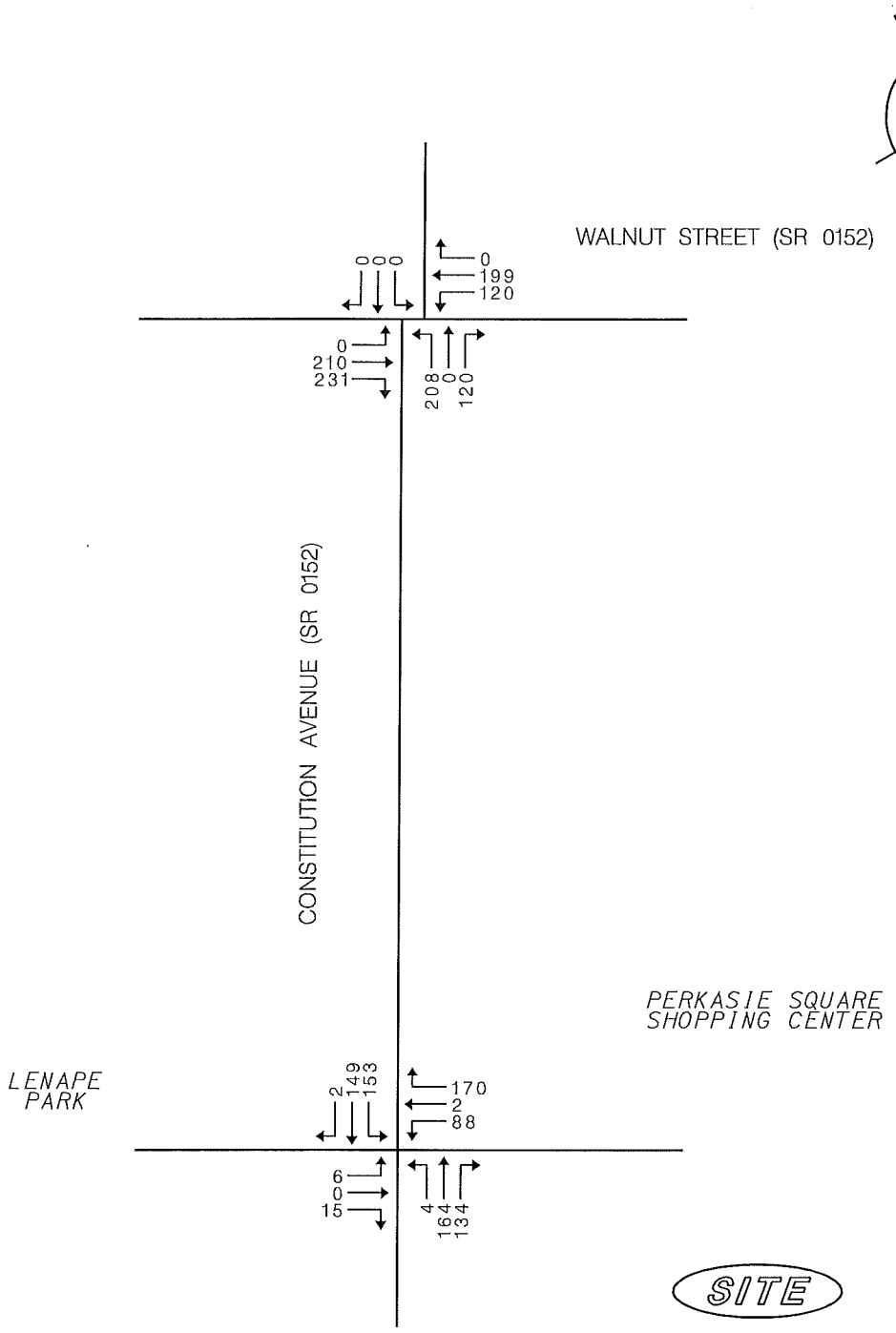


FIGURE 12
BUILD SATURDAY MIDDAY PEAK HOUR TRAFFIC VOLUMES

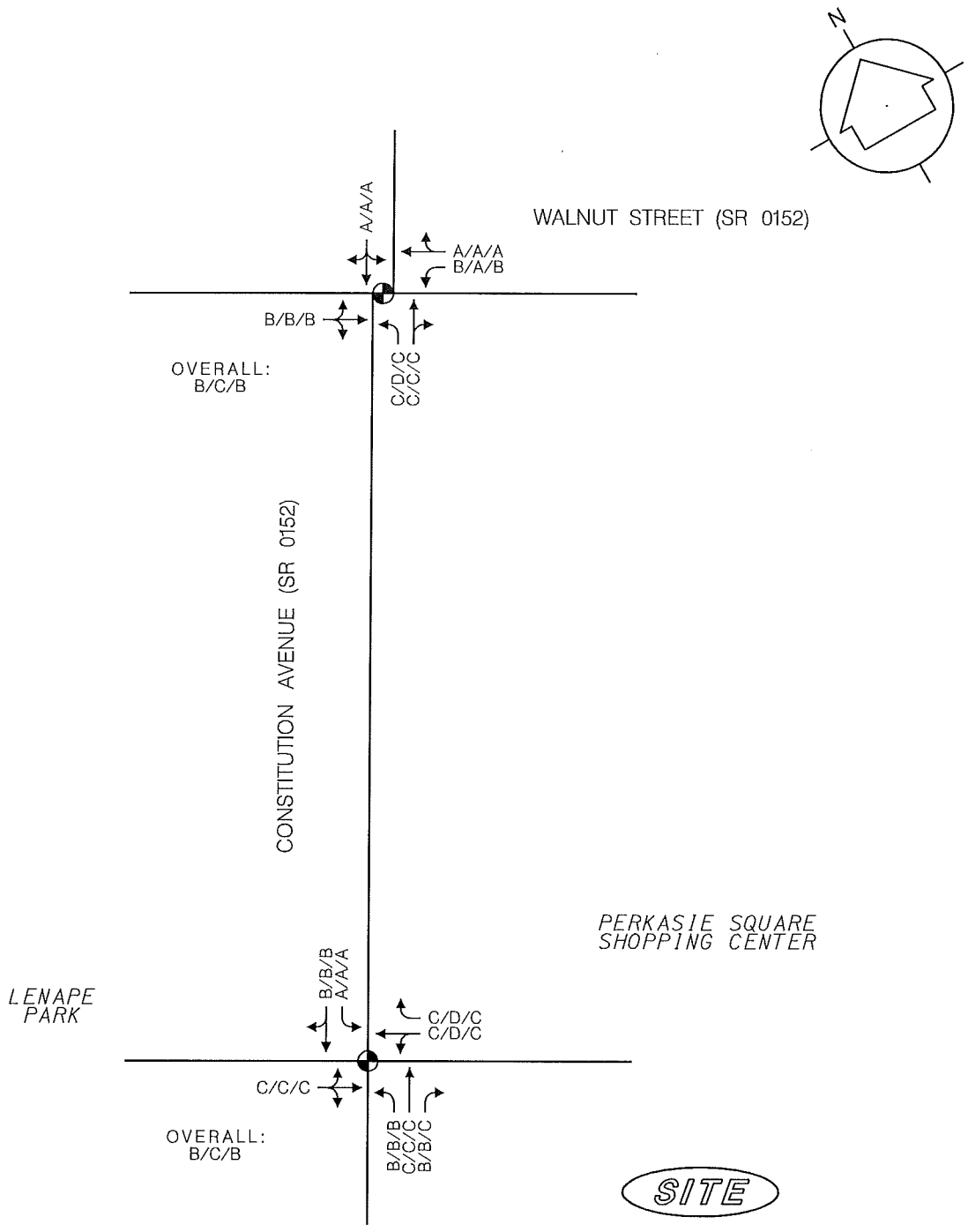
PERKASIE PLACE
RECYCLING CENTER

PERKASIE AND SELLERSVILLE BOROUGHS, BUCKS COUNTY, PA

25-038
MAY 2026

HCA *Horner & Canter Associates*

TRANSPORTATION AND TRAFFIC ENGINEERING



LEGEND:

←—— AM/PM/SATURDAY PEAK HOUR

TRAFFIC SIGNAL

FIGURE 13
NO-BUILD LEVELS OF SEVICE

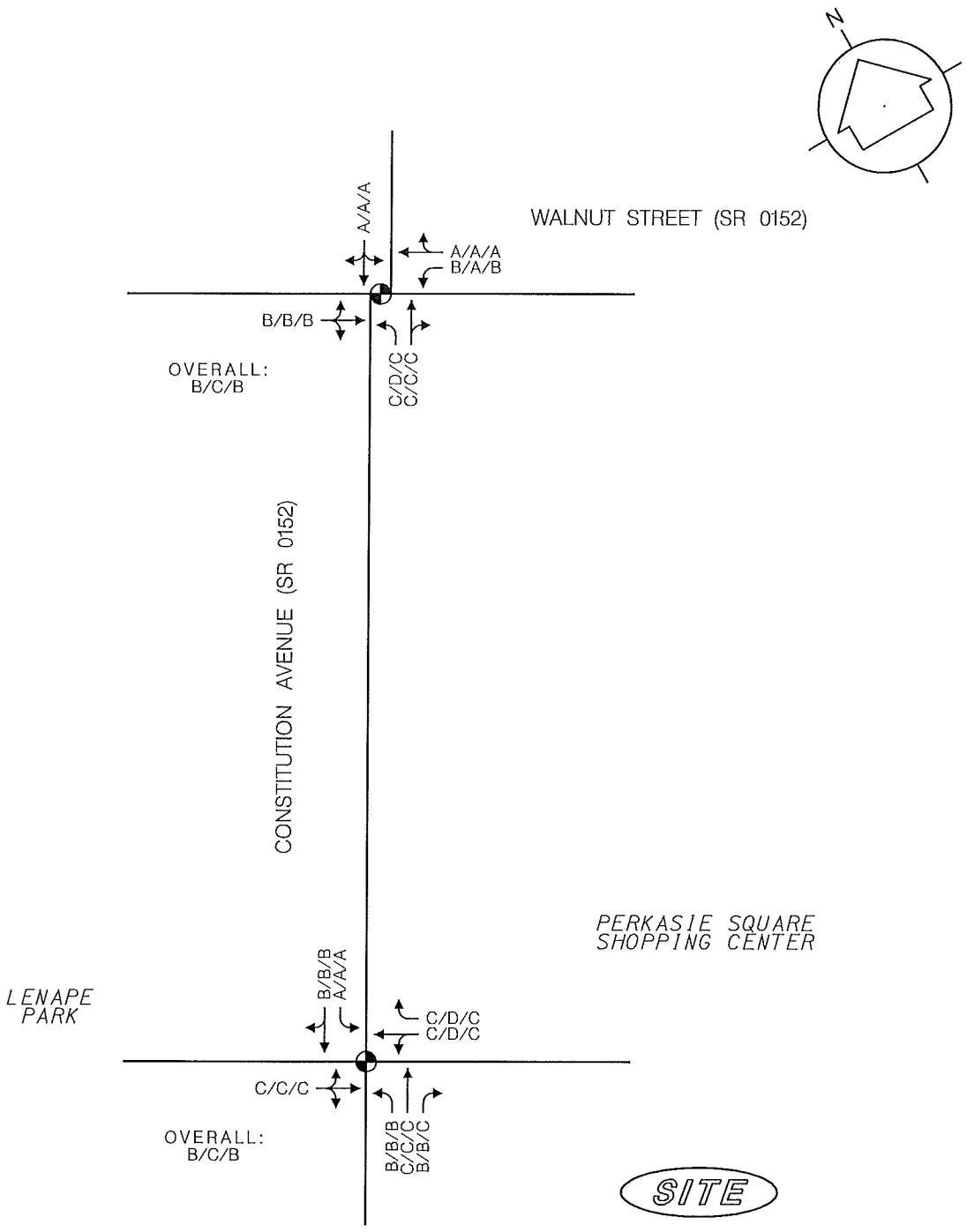
PERKASIE PLACE
RECYCLING CENTER

PERKASIE AND SELLERSVILLE BOROUGHS, BUCKS COUNTY, PA

25-038
MAY 2026

HCA *Horner & Canter Associates*

TRANSPORTATION AND TRAFFIC ENGINEERING



LEGEND:

←—— AM/PM/SATURDAY PEAK HOUR

TRAFFIC SIGNAL

FIGURE 14
BUILD LEVELS OF SEVICE

PERKASIE PLACE
RECYCLING CENTER

PERKASIE AND SELLERSVILLE BOROUGHS, BUCKS COUNTY, PA

25-038
MAY 2026

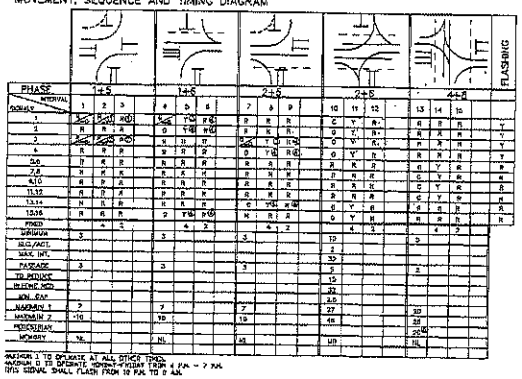
APPENDIX A

Traffic Signal Plans

PERKASIE BORO

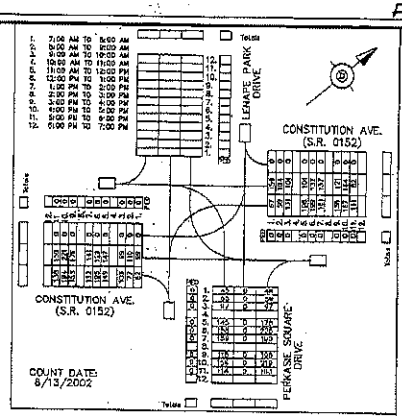
FILE 2525

MOVEMENT, SEQUENCE AND TIMING DIAGRAM



OPERATION NOTES:

1. R/Y/G IF FOLLOWED BY PHASE 1+6
2. R/Y/G IF FOLLOWED BY PHASE 2+5
3. R/Y/G IF FOLLOWED BY PHASE 2+6
4. G IF FOLLOWED BY PHASE 2+5
5. SIGNAL TO DWELL IN 2+6 UNTIL ACTUATED BY PHASE 4 OR 6
6. UPON PEDESTRIAN ACTUATION



SIGNAL INDICATIONS

SIGNALS TO BE EQUIPPED WITH TUNNEL VISORS AND LOUVERS 9,10,11,12,13,14,15,16

SIGN TABULATION

SYMBOL	SERIES NUMBER	SIZE	REMARKS
A	R10-3BR	9"x12"	EDUCATIONAL PUSH BUTTON FOR WALK (SYMBOL)
B	R10-3BL	9"x12"	EDUCATIONAL PUSH BUTTON FOR WALK (SYMBOL)
C	R3-7R	30"x36"	RIGHT LANE MUST TURN RIGHT
D	W16-1D	18"x18"	HAZARD MARKER
E	R4-7	24"x30"	KEEP RIGHT
F	R10-8SR	30"x36"	OPTIONAL RIGHT TURN SIGN
G	R3-5L	30"x36"	LEFT TURN
H	R3-7L	30"x30"	LEFT LANE MUST TURN LEFT
J	R10-12	30"x36"	LEFT TURN YIELD ON GREEN

LEGEND

- 20' MAST ARM/ IDENTIFYING LENGTH
- VEHICULAR SIGNAL HEAD/ BACKPLATE/VISORS/ DIRECTIONAL ARROW/ IDENTIFYING NUMBER
- PEDESTRIAN SIGNAL HEAD/ IDENTIFYING NUMBER
- PEDESTRIAN PUSHBUTTON/ SIGN
- SIGN/IDENTIFYING LETTER
- 12"x8" LOOP SENSOR/SIZE
- EMERGENCY PREEMPTION FLASHING BEACON
- EMERGENCY PREEMPTION DETECTOR
- UTILITY POLE
- (2) PHASE NUMBER
- HR HANDICAPPED RAMP

GENERAL NOTES

NO MODIFICATIONS OF THIS INSTALLATION ARE PERMITTED UNLESS PRIOR APPROVAL IS GRANTED IN WRITING BY A REPRESENTATIVE OF THE DEPARTMENT OF TRANSPORTATION.

ALL MAINTENANCE WORK INCLUDING TRIMMING OF TREES, NECESSARY FOR PROPER VISIBILITY OF THE SIGNALS IS THE RESPONSIBILITY OF THE PERMITTEE.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING ARE CONSIDERED PART OF THE PERMIT AND SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH PUBLICATION NO. 68.

POST MOUNTED SIGNALS SHALL BE INSTALLED WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BEHIND THE FACE OF CURB OR THE EDGE OF THE SHOULDER. SUPPORT POLES FOR OVERHEAD SIGNALS SHALL ALSO HAVE A MINIMUM CLEARANCE HORIZONTALLY OF 2 FEET.

SIGNALS ERECTED OVER THE ROADWAY SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 16 FT. ABOVE THE ROADWAY. POST MOUNTED SIGNALS SHALL BE A MINIMUM OF 8 FT. ABOVE THE SIDEWALK OR PAVEMENT.

ALL OVERHEAD SIGNALS MUST BE RIGIDLY MOUNTED, TOP AND BOTTOM, AND EQUIPPED WITH BACKPLATES.

THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNALS MEASURED AT RIGHT ANGLES TO THE APPROACH SHALL BE 8 FEET.

EXACT LOCATION OF DETECTORS SHALL BE DETERMINED PRIOR TO INSTALLATION BY A REPRESENTATIVE OF PENNDOT.

CURBING TO BE INSTALLED BY MUNICIPALITY AND WHERE NOTED, SHALL BE PLAIN CEMENT CONCRETE CURB OR GRANITE CURB, INSTALLED IN ACCORDANCE WITH DEPARTMENT SPECIFICATIONS FORM 408.

PRIOR TO INSTALLATION THE CONTRACTOR SHALL CONSULT WITH THE LOCAL OFFICIALS AND UTILITY COMPANIES TO RESOLVE ANY PROBLEMS WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLIES WITH THE PROVISIONS OF ACT 187, PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES, EFFECTIVE DATE DECEMBER 15, 1996.

WHEN LIQUID FUELS MONEY IS USED, SIGNAL INSTALLATION MUST CONFORM TO FORM 408 AND A COPY OF THE PROPOSED SPECIFICATIONS MUST BE SUBMITTED TO THE DISTRICT TRAFFIC UNIT FOR REVIEW PRIOR TO BIDDING.

PERMITTEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT FOR ANY CHANGES IN INTERSECTION GEOMETRY REQUIRING EXCAVATION.

CONDUIT INSTALLED IN BITUMINOUS ROADWAY LESS THAN 5 YEARS OLD, OR CONCRETE ROADWAY REGARDLESS OF AGE, MUST BE BORED OR JACKED UNDER THE ROADWAY. INSTALL IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TC-7800 SERIES.

20 0 20

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 6-0

COUNTY: BUCKS COUNTY

MUNICIPALITY: PERKASIE BOROUGH

INTERSECTION: CONSTITUTION AVENUE (S.R. 0152), PERKASIE SQUARE DRIVE, & LENAPE PARK DRIVE

REVIEWED:

DATE

MUNICIPAL OFFICIAL DATE

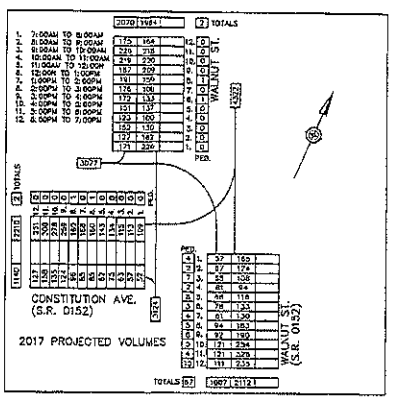
RECOMMENDED:

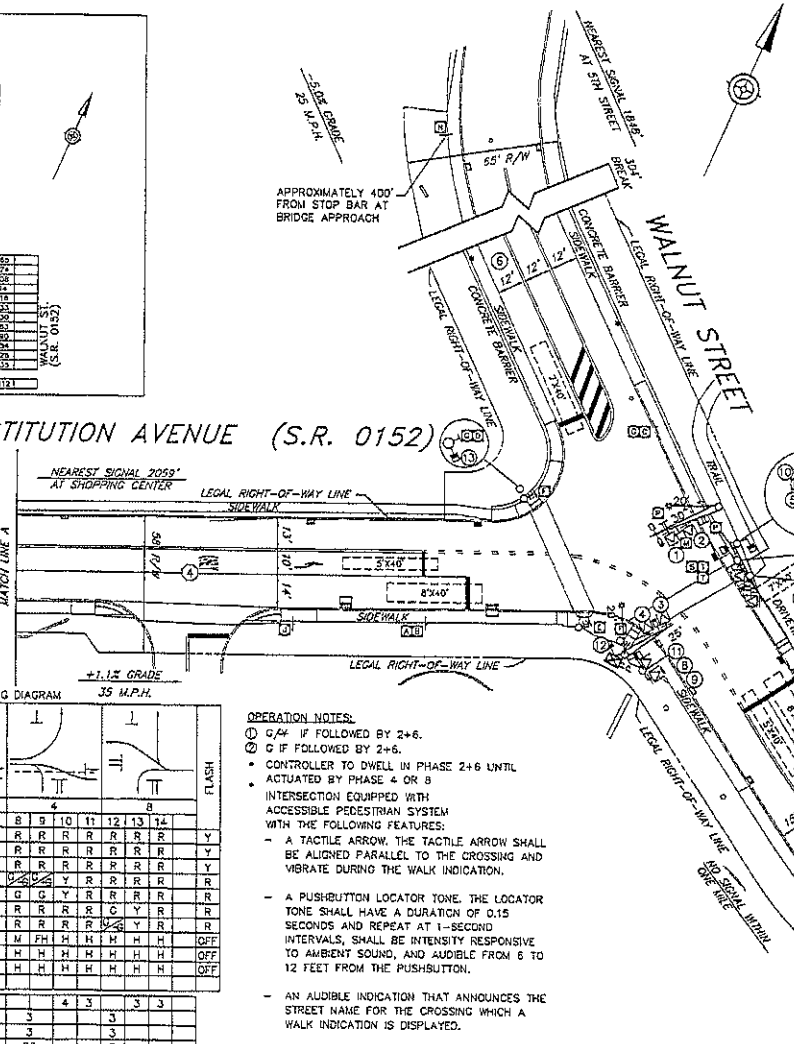
MARK L. KRAY 8/8/06
DATE

DOUGLAS MAY 8/8/06
DISTRICT TRAFFIC ENGINEER DATE

NO.	REVISION	BY/REVIEW	DATE	BY/REVIEW	DATE	BY/REVIEW	DATE
1	ADDED PED. TURN LANE, ARROW, AND SIGN D	N.V.	5/8/84	MLK	5/8/84	DM	5/10/84
2	ADD DELAY AND R/W	N.V.	11/15/05	MLK	11/30/06	LBS	12/29/06
3	ADD LENAPE PARK DRIVE, LEFT TURN LANE, SIGNALS & SIGNAGE	RRW	6/27/08	MLK	8/8/08	[illegible]	[illegible]

SHEET 2 OF 2 | PERMIT # 81-2525 | FILE # 2525

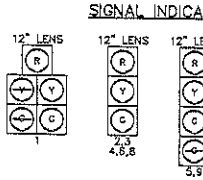




SIGN TABULATION

SYMBOL	SERIES	SIZE	DESCRIPTION
	R10-6AL	24"x30"	STOP HERE ON RED (LEFT)
	R10-6-1	24"x18"	LEFT LANE PLAQUE
	R9-3BPR	18"x12"	USE CROSSWALK RIGHT PLAQUE
	R9-3BPL	18"x12"	USE CROSSWALK LEFT PLAQUE
C	R10-3E(R)	9"x15"	EDUCATIONAL PUSH BUTTON FOR WALK SIGNAL WITH COUNTDOWN TIMER
C	R10-3E(L)	9"x15"	EDUCATIONAL PUSH BUTTON FOR WALK SIGNAL WITH COUNTDOWN TIMER
	R9-3	18"x18"	NO PEDESTRIAN CROSSING
	R3-6SR	30"x36"	OPTIONAL RIGHT TURN SIGN
	R3-7L	30"x30"	LEFT LANE MUST TURN LEFT
	R3-5L	30"x36"	LEFT TURN SIGN
	R10-11	36"x48"	NO TURN ON RED SYMBOL SIGN
	R10-12	30"x36"	LEFT TURN YIELD ON GREEN ●
	W3-3	36"x36"	SIGNAL AHEAD SIGN
	D3-4	24"x108"	OSNS "Constitution Ave"
	D3-4	24"x102"	OSNS "Walnut St"
	W1-7	48"x24"	LARGE DOUBLE ARROW SIGN
	OM1-3	18"x18"	OBJECT MARKER
	R10-7	24"x30"	DO NOT BLOCK DRIVEWAY

SIGNAL INDICATIONS



ALL SIGNALS TO BE EQUIPPED WITH TUNNEL VISORS

SIGNAL HEAD BACKPLATES SHALL BE ONE PIECE ALUMINUM, BLACK, BETWEEN 5 & 8 INCHES, AND INCLUDE 2" YELLOW RETROREFLECTIVE TAPE AROUND THE EDGES

GENERAL NOTES

NO MODIFICATIONS OF THIS INSTALLATION ARE PERMITTED UNLESS PRIOR APPROVAL IS GRANTED IN WRITING BY A REPRESENTATIVE OF THE DEPARTMENT OF TRANSPORTATION.

ALL MAINTENANCE WORK INCLUDING TRIMMING OF TREES, NECESSARY FOR PROPER VISIBILITY OF THE SIGNALS IS THE RESPONSIBILITY OF THE PERMITTEE.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING ARE CONSIDERED PART OF THE PERMIT AND SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH PUBLICATION NO. 212.

POST MOUNTED SIGNALS SHALL BE INSTALLED WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BEHIND THE FACE OF CURB OR THE EDGE OF THE SHOULDER. SUPPORT POLES FOR OVERHEAD SIGNALS SHALL ALSO HAVE A MINIMUM CLEARANCE HORIZONTALLY OF 2 FEET.

SIGNALS ERECTED OVER THE ROADWAY SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 16 FT. ABOVE THE ROADWAY. POST MOUNTED SIGNALS SHALL BE A MINIMUM OF 8 FT. ABOVE THE SIDEWALK OR PAVEMENT.

ALL OVERHEAD SIGNALS MUST BE RIGIDLY MOUNTED, TOP AND BOTTOM, AND EQUIPPED WITH BACKPLATES.

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EXACT LOCATION OF DETECTORS SHALL BE DETERMINED PRIOR TO INSTALLATION BY A REPRESENTATIVE OF PENNDOT.

CURBING TO BE INSTALLED BY MUNICIPALITY AND WHERE NOTED, SHALL BE PLAIN CEMENT CONCRETE CURB OR GRANITE CURB, INSTALLED IN ACCORDANCE WITH DEPARTMENT SPECIFICATIONS FORM 408.

PRIOR TO INSTALLATION THE CONTRACTOR SHALL CONSULT WITH THE LOCAL OFFICIALS AND UTILITY COMPANIES TO RESOLVE ANY PROBLEMS WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLIES WITH THE PROVISIONS OF THE LATEST AMENDMENT TO ACT 287, PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES. DATED DECEMBER 20, 1974.

WHEN LIQUID FUELS MONEY IS USED, SIGNAL INSTALLATION MUST CONFORM TO FORM 408 AND A COPY OF THE PROPOSED SPECIFICATIONS MUST BE SUBMITTED TO THE DISTRICT TRAFFIC UNIT, FOR REVIEW, PRIOR TO BIDDING.

PERMITTEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT FOR ANY CHANGES IN INTERSECTION GEOMETRY REGARDING EXCAVATION.

CONDUIT INSTALLED IN BITUMINOUS ROADWAY LESS THAN 5 YEARS OLD, OR CONCRETE ROADWAY REGARDLESS OF AGE, MUST BE BORED OR JACKED UNDER THE ROADWAY. INSTALL IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TC-8800 SERIES.

MOVEMENT, SEQUENCE AND TIMING DIAGRAM

PHASE	2+5			2+6				4				8			FLASH
SIGNALS / INTERVAL	1	2	3	4	5	6	7	8	9	10	11	12	13	14	
1	G/A	Y/C	R/C	G	G	Y	R	R	R	R	R	R	R	R	Y
2	G	Y/C	R/C	G	G	Y	R	R	R	R	R	R	R	R	Y
3,4	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	Y
5	R	R	R	R	R	R	R	G/A	G/A	Y	R	R	R	R	R
6	R	R	R	R	R	R	R	G	G	Y	R	R	R	R	R
8	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R
9	R	R	R	R	R	R	R	R	R	R	R	G/A	Y	R	R
10,11	H	H	H	H	H	H	H	M	FH	H	H	H	H	H	OFF
12,13	H	H	H	M	FH	H	H	H	H	H	H	H	H	H	OFF
14,15	H	H	H	M	FH	H	H	H	H	H	H	H	H	H	OFF

FIXED TIME		4	3			4	3			4	3		3	3	
MINIMUM	3			10				3				3			
PASSAGE	3			3				3				3			
MAX. 1	7			35				23				3			
MAX. 2	14			39				19				3			
PEDESTRIAN*				7	15			7	13						
MEMORY	NL			SVR				NL				NL			

* UPON PEDESTRIAN ACTUATION

WEEKLY PROGRAM CHART

EVENT	DAY*	TIME	PROGRAM	CYCLE
1	1-5	05:00	MAX 1	FREE
2	1-5	15:00	MAX 2	FREE
3	1-7	21:00	MAX 1	FREE

* DAY 1 = MONDAY

OPERATION NOTES:

① G/A IF FOLLOWED BY 2+6.

② C IF FOLLOWED BY 2+6.

• CONTROLLER TO DWELL IN PHASE 2+6 UNTIL ACTUATED BY PHASE 4 OR 8

• INTERSECTION EQUIPPED WITH ACCESSIBLE PEDESTRIAN SYSTEM WITH THE FOLLOWING FEATURES:

– A TACTILE ARROW. THE TACTILE ARROW SHALL BE ALIGNED PARALLEL TO THE CROSSING AND VIBRATE DURING THE WALK INDICATION.

– A PUSHBUTTON LOCATOR TONE. THE LOCATOR TONE SHALL HAVE A DURATION OF 0.15 SECONDS AND REPEAT AT 1-SECOND INTERVALS, SHALL BE INTENSITY RESPONSIVE TO AMBIENT SOUND, AND AUDIBLE FROM 6 TO 12 FEET FROM THE PUSHBUTTON.

– AN AUDIBLE INDICATION THAT ANNOUNCES THE STREET NAME FOR THE CROSSING WHICH A WALK INDICATION IS DISPLAYED.

SCALE

25 0 25

LEGEND

- MAST ARM / IDENTIFYING LENGTH
- VEHICULAR SIGNAL HEAD / BACKPLATE/VISORS / DIRECTIONAL ARROW / IDENTIFYING NUMBER
- PEDESTRIAN SIGNAL HEAD / IDENTIFYING NUMBER
- PEDESTRIAN PUSHBUTTON / SIGN
- SIGN/IDENTIFYING LETTER
- FISH-EYE VIDEO DETECTOR
- LOOP SENSOR/SIZE
- ZONE OF DETECTION
- MICROWAVE PRESENCE DETECTOR
- EMERGENCY PRE-EMPTION FLASHING BEACON
- EMERGENCY PRE-EMPTION DEVICE
- CURB RAMP
- PHASE NUMBER
- LED LUMINAIRE / IDENTIFYING NUMBER
- CONTROLLER CABINET

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 6-0

COUNTY: BUCKS

MUNICIPALITY: PERKASIE BOROUGH

INTERSECTION: CONSTITUTION AVENUE (S.R. 0152) AND WALNUT STREET

REVIEWED:

ANDREA COAXUM — MUNICIPAL OFFICIAL — DATE 10/26/17

RECOMMENDED:

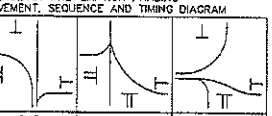
MARK L. KRAY — 6/29/09

DOUGLAS MAY — DISTRICT TRAFFIC ENGINEER — DATE 6/29/09

NO.	REVISION	REC'/REVIEW	DATE	REVIEW	DATE	RECOM	DATE
1	ADDED SIGN "J" & CHANGED PVM	RFW	9/17/08	DWM	9/17/08	DWM	9/17/08
2	NEW DRAWING	MKG	6/29/09	MKG	6/29/09	MKG	6/29/09
3	ADDED NEW ADA RAMP(SEE 0093 SEC DRY)	CMX	8/20/12				
4	REVISED SW CORNER	MCM	1/7/14	NBP	2/11/14	APATEL	2/25/14
5	ADDED VIDEO DETECTION	BJD	6/13/15	"	"	"	"
6	REDESIGN BRIDGE & REVISED ALL CORNERS	CEC	10/28/16	NBP	11/1/17	DLA	11/1/17
7	AS-BUILT (MAST ARM & LUMINAIRE LGTH)	CEC	7/2/19	"	"	DLA	7/2/19
8							

SHEET 2 OF 3 | PERMIT # 61-1748 | FILE # 1748

EMERGENCY PRE-EMPTION PHASING
MOVEMENT, SEQUENCE AND TIMING DIAGRAM



PHASE		2+5				6				4			
INTERVAL / SIGNAL		15	16	17	18	19	20	21	22	23	24	25	26
1	SELECTIVE CLEARANCE		DON'T WALK	YW	RW	SELECTIVE CLEARANCE	R	R	R	SELECTIVE CLEARANCE	R	R	R
2			G	Y	R		R	R	R		R	R	R
3,4			R	R	R		G	Y	R		R	R	R
5,6			R	R	R		R	R	R		G	Y	R
7			R	R	R		R	R	R		WALK	Y	R
8			R	R	R		R	R	R		R	R	R
9			R	R	R		R	R	R		R	R	R
10,11			H	H	H		H	H	H		H	H	H
12,13			H	H	H		H	H	H		H	H	H
FIXED TIME			Δ	4	3		Δ	4	3		Δ	4	3

Δ FOR DURATION OF PRE-EMPTION

NOTE: IF PRE-EMPTION EQUIPMENT HAS ENCODING CAPABILITIES FOR VEHICLE IDENTIFICATION, IT IS RECOMMENDED TO HAVE THE ZERO "00" FEATURES ON TO GIVE UNCODED EMITTERS THE ABILITY TO ACTIVATE THE EMERGENCY PRE-EMPTION.

PRE-EMPTION OPERATION NOTES:

① G/WALK IF FOLLOWED BY 2+6.
② G IF FOLLOWED BY 2+6.

EMERGENCY PRE-EMPTION NOTES:

* CONTROLLER TO BE EQUIPPED WITH EMERGENCY PRE-EMPTION FOR THE EASTBOUND AND WESTBOUND APPROACHES OF WALNUT STREET AND THE NORTHBOUND APPROACH OF CONSTITUTION AVENUE WITH A FAIL SAFE DEVICE FOR EACH DIRECTION OF OPERATION.

* THIS EMERGENCY BEACON SHALL CONSIST OF A FLASHING WHITE FLOOD LIGHT, AND SHALL FLASH WHEN THE EMERGENCY VEHICLE HAS CONTROL OF THE INTERSECTION FOR THE APPROPRIATE APPROACH. LOCATION OF THE EMERGENCY VEHICLE DETECTORS ARE TO BE FIELD ADJUSTED TO ACHIEVE MAXIMUM OPERATION.

* THE SIGNALS, WHEN ACTIVATED BY EMERGENCY VEHICLES, SHALL TERMINATE ALL GREEN INDICATIONS IMMEDIATELY, FOLLOWED BY THE COMPLETE YELLOW AND RED CLEARANCE INTERVALS, ACCORDINGLY. THEN THE GREEN INTERVAL FOR THE PRE-EMPTED PHASE SHALL FOLLOW. ONLY THOSE PHASES NOT POSING A YELLOW TRAP CONDITION MAY REMAIN GREEN (2+5) WHEN GOVERNED BY THE APPROACHING EMERGENCY VEHICLE.

* THE SIGNALS, WHEN ACTIVATED BY EMERGENCY VEHICLE SHALL TIME OUT ALL YELLOW, HAND/MAN AND RED INDICATIONS, FOLLOWED BY THE GREEN INTERVAL OF THE PRE-EMPTION PHASE GOVERNED BY THE APPROACHING EMERGENCY VEHICLE.

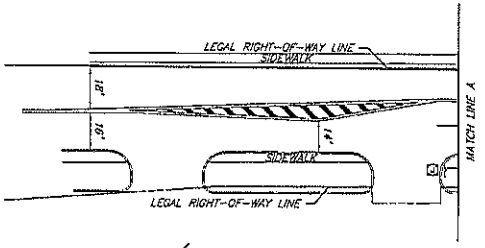
* IF THE SIGNAL HAS BEEN ACTUATED BY A PEDESTRIAN PUSH BUTTON AND THE SIGNAL IS PRE-EMPTED DURING THE "MAN" INTERVAL, THE MAN INTERVAL SHALL TERMINATE IMMEDIATELY FOLLOWED BY THE "FLASHING HAND" INDICATION IN ITS ENTIRETY, FOLLOWED BY THE APPROPRIATE SELECTIVE CLEARANCES BEFORE PROCEEDING TO THE PRE-EMPTION PHASE.

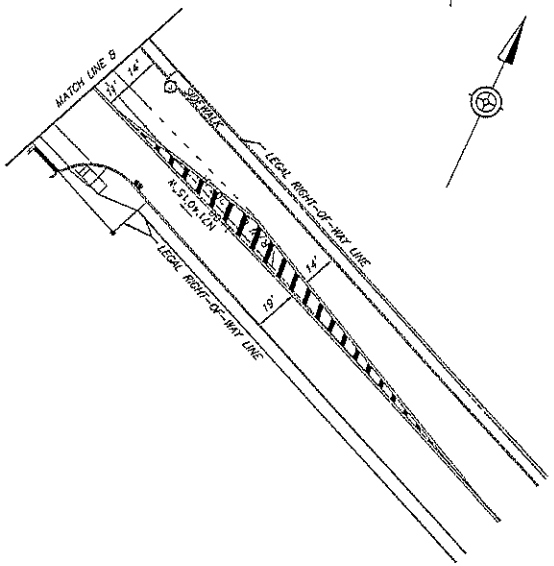
* IF THE SIGNALS, WHEN ACTIVATED BY AN EMERGENCY VEHICLE ARE FLASHING, ALL SIGNALS SHALL REMAIN FLASHING.

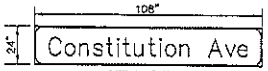
* IF ADDITIONAL PRE-EMPTION, PHASES ARE ACTIVATED WHILE IN PRE-EMPTION, THE ORIGINAL PRE-EMPTION PHASE SHALL TIME OUT BEFORE PROCEEDING TO THE NEXT PRE-EMPTION PHASE.

* UPON COMPLETION OF PRE-EMPTION PHASES 2, 4, OR 6 IN RETURNING TO NORMAL OPERATION, PHASE 2+6 INTERVAL 4 SHALL FOLLOW.

* IN EMERGENCY PRE-EMPTION, NO PRIORITY SHALL BE ESTABLISHED. PRE-EMPTION SHALL BE A "FIRST COME, FIRST SERVE" OPERATION.

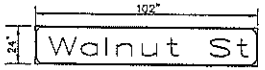






DETAIL SIGN P
N.T.S.

CLEARVIEW 1-W
REDUCED 35%
10.6" UPPER CASE
8" LOWER CASE
WHITE LEGEND ON REFLECTORIZED GREEN BACKGROUND



DETAIL SIGN R
N.T.S.

CLEARVIEW 1-W
12" UPPER CASE
9" LOWER CASE
WHITE LEGEND ON REFLECTORIZED GREEN BACKGROUND

SCALE
25 0 25

GENERAL NOTES

NO MODIFICATIONS OF THIS INSTALLATION ARE PERMITTED UNLESS PRIOR APPROVAL IS GRANTED IN WRITING BY A REPRESENTATIVE OF THE DEPARTMENT OF TRANSPORTATION.

ALL MAINTENANCE WORK INCLUDING TRIMMING OF TREES, NECESSARY FOR PROPER VISIBILITY OF THE SIGNALS IS THE RESPONSIBILITY OF THE PERMITTEE.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING ARE CONSIDERED PART OF THE PERMIT AND SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH PUBLICATION NO. 212.

POST MOUNTED SIGNALS SHALL BE INSTALLED WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BEHIND THE FACE OF CURB OR THE EDGE OF THE SHOULDER. SUPPORT POLES FOR OVERHEAD SIGNALS SHALL ALSO HAVE A MINIMUM CLEARANCE HORIZONTALLY OF 2 FEET.

SIGNALS ERECTED OVER THE ROADWAY SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 16 FT. ABOVE THE ROADWAY. POST MOUNTED SIGNALS SHALL BE A MINIMUM OF 8 FT. ABOVE THE SIDEWALK OR PAVEMENT.

ALL OVERHEAD SIGNALS MUST BE RIGIDLY MOUNTED, TOP AND BOTTOM, AND EQUIPPED WITH BACKPLATES.

THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNALS MEASURED AT RIGHT ANGLES TO THE APPROACH SHALL BE 8 FEET.

EXACT LOCATION OF DETECTORS SHALL BE DETERMINED PRIOR TO INSTALLATION BY A REPRESENTATIVE OF PENNDOT.

CURBING TO BE INSTALLED BY MUNICIPALITY AND WHERE NOTED, SHALL BE PLAIN CEMENT CONCRETE CURB OR GRANITE CURB, INSTALLED IN ACCORDANCE WITH DEPARTMENT SPECIFICATIONS FORM 408.

PRIOR TO INSTALLATION THE CONTRACTOR SHALL CONSULT WITH THE LOCAL OFFICIALS AND UTILITY COMPANIES TO RESOLVE ANY PROBLEMS WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLIES WITH THE PROVISIONS OF THE LATEST AMENDMENT TO ACT 287, PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES, DATED DECEMBER 20, 1974.

WHEN LIQUID FUELS MONEY IS USED, SIGNAL INSTALLATION MUST CONFORM TO FORM 408 AND A COPY OF THE PROPOSED SPECIFICATIONS MUST BE SUBMITTED TO THE DISTRICT TRAFFIC UNIT, FOR REVIEW, PRIOR TO BIDDING.

PERMITTEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT FOR ANY CHANGES IN INTERSECTION GEOMETRY REGARDING EXCAVATION.

CONDUIT INSTALLED IN BITUMINOUS ROADWAY LESS THAN 5 YEARS OLD, OR CONCRETE ROADWAY REGARDLESS OF AGE, MUST BE BORED OR JACKED UNDER THE ROADWAY. INSTALL IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TC-8800 SERIES.

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 6-0

COUNTY: BUCKS
MUNICIPALITY: PERKASIE BOROUGH
INTERSECTION: CONSTITUTION AVENUE (S.R. 0152) AND WALNUT STREET

REVIEWED:
ANDREA COAXUM, MUNICIPAL OFFICIAL — DATE 10/26/17

RECOMMENDED:
MARK L. KRAY — 6/29/09
DOUGLAS MAY, DISTRICT TRAFFIC ENGINEER — DATE 6/29/09

NO.	REVISION	SEC'Y REVIS.	DATE	REVIS.	DATE	RECOM.	DATE
1	ADDED SIGN "J" & CHANGED PVM	RFW	9/17/08	DWM	9/17/08	DWM	9/17/08
2	NEW DRAWING	MKG	6/29/09	MKG	6/29/09	MKG	6/29/09
3	ADDED NEW ADA RAMPS (ON 2 SEC GRT)	CMX	2/20/10				
4	REVISED SW CORNER	MCM	1/7/14	NBP	2/11/14	KPATEL	2/15/14
5	ADDED VIDEO DETECTION	BJD	5/13/15				
6	REDESIGN BRIDGE & REVISED ALL CORNERS	CEC	10/26/17	NBP	11/1/17	DLA	11/1/17
7	AS-BUILT (MAST ARM & LUMINAIRE LOTH)	CEC	7/3/19	NBP	7/3/19	DLA	7/3/19
8							

SHEET 3 OF 3 | PERMIT # 61-1748 | FILE # 1748

APPENDIX B

Traffic Counts

Horner & Canter Associates
Transportation and Traffic Engineering

4950 York Rd, Suite 2G, P.O. 301, Holicong, PA 18928-0301
105 Atsion Rd, Suite F, Medford, NJ 08055

NB/SB: Constitution Ave./ Business DW
EB/WB: Walnut St.
Perkasie Boro./ Bucks Co./ PA
Saturday/ Lt. Rain/ E-14/ GD

File Name : 25-038-011
Site Code : 25038011
Start Date : 6/7/2025
Page No : 1

Groups Printed- Passenger and 2 Axle Vehicles - Buses and Heavy Vehicles

	Business DW Southbound			Walnut St. Westbound			Constitution Ave. Northbound			Walnut St. Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	0	23	49	0	44	0	27	0	54	59	256
11:15 AM	0	0	0	12	44	0	52	0	29	0	61	40	238
11:30 AM	0	0	0	22	42	0	45	0	26	0	51	53	239
11:45 AM	0	0	0	23	51	0	45	0	29	0	57	60	265
Total	0	0	0	80	186	0	186	0	111	0	223	212	998
12:00 PM	0	0	0	31	57	0	47	0	29	0	60	66	290
12:15 PM	0	0	0	27	39	0	45	0	31	0	62	48	252
12:30 PM	0	0	0	28	49	0	64	0	25	0	40	53	259
12:45 PM	0	0	0	30	53	0	48	0	34	0	47	55	267
Total	0	0	0	116	198	0	204	0	119	0	209	222	1068
Grand Total	0	0	0	196	384	0	390	0	230	0	432	434	2066
Apprch %	0	0	0	33.8	66.2	0	62.9	0	37.1	0	49.9	50.1	
Total %	0	0	0	9.5	18.6	0	18.9	0	11.1	0	20.9	21	
Passenger and 2 Axle Vehicles	0	0	0	193	376	0	381	0	224	0	424	428	2026
% Passenger and 2 Axle Vehicles	0	0	0	98.5	97.9	0	97.7	0	97.4	0	98.1	98.6	98.1
Buses and Heavy Vehicles	0	0	0	3	8	0	9	0	6	0	8	6	40
% Buses and Heavy Vehicles	0	0	0	1.5	2.1	0	2.3	0	2.6	0	1.9	1.4	1.9

	Business DW Southbound				Walnut St. Westbound				Constitution Ave. Northbound				Walnut St. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	**31**	**57**	0	**88**	47	0	29	76	0	60	**66**	**126**	**290**
12:15 PM	0	0	0	0	27	39	0	66	45	0	31	76	0	**62**	48	110	252
12:30 PM	0	0	0	0	28	49	0	77	**64**	0	25	**89**	0	40	53	93	259
12:45 PM	0	0	0	0	30	53	0	83	48	0	**34**	82	0	47	55	102	267
Total Volume	0	0	0	0	116	198	0	314	204	0	119	323	0	209	222	431	1068
% App. Total	0	0	0		36.9	63.1	0		63.2	0	36.8		0	48.5	51.5		
PHF	.000	.000	.000	.000	.935	.868	.000	.892	.797	.000	.875	.907	.000	.843	.841	.855	.921
Passenger and 2 Axle Vehicles	0	0	0	0	113	192	0	305	200	0	115	315	0	203	220	423	1043
% Passenger and 2 Axle Vehicles	0	0	0	0	97.4	97.0	0	97.1	98.0	0	96.6	97.5	0	97.1	99.1	98.1	97.7
Buses and Heavy Vehicles	0	0	0	0	3	6	0	9	4	0	4	8	0	6	2	8	25
% Buses and Heavy Vehicles	0	0	0	0	2.6	3.0	0	2.9	2.0	0	3.4	2.5	0	2.9	0.9	1.9	2.3

Horner & Canter Associates
Transportation and Traffic Engineering

4950 York Rd, Suite 2G, P.O. 301, Holicong, PA 18928-0301
105 Atsion Rd, Suite F, Medford, NJ 08055

NB/SB: Constitution Ave.
EB/WB: Perkasie Place/ Park Access
Perkasie Boro/ Bucks Co./ PA
Tuesday/ Cloudy/ E-01/ LE

File Name : 25-038-002
Site Code : 25038002
Start Date : 5/27/2025
Page No : 1

Groups Printed- Passenger and 2 Axle Vehicles - Buses and Heavy Vehicles

	Constitution Ave. Southbound			Perkasie Place Westbound			Constitution Ave. Northbound			Park Access Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	16	38	1	4	0	6	1	23	13	1	0	2	105
07:15 AM	17	40	1	10	0	9	1	33	8	3	0	3	125
07:30 AM	15	44	1	12	0	10	0	30	14	1	0	1	128
07:45 AM	22	41	1	12	0	16	0	26	15	1	0	5	139
Total	70	163	4	38	0	41	2	112	50	6	0	11	497
08:00 AM	15	38	1	13	0	12	3	29	12	2	0	1	126
08:15 AM	9	39	3	11	0	9	2	35	11	4	0	1	124
08:30 AM	11	36	0	7	2	9	1	32	13	0	0	0	111
08:45 AM	18	33	0	11	0	17	0	26	16	3	0	2	126
Total	53	146	4	42	2	47	6	122	52	9	0	4	487
*** BREAK ***													
04:00 PM	27	34	1	27	5	36	1	54	33	1	0	2	221
04:15 PM	27	27	3	22	1	39	1	64	37	3	0	2	226
04:30 PM	40	39	0	18	0	39	1	73	22	2	1	4	239
04:45 PM	36	53	0	28	2	45	1	39	32	2	0	0	238
Total	130	153	4	95	8	159	4	230	124	8	1	8	924
05:00 PM	38	34	1	30	0	45	1	71	30	3	0	3	256
05:15 PM	42	38	2	20	0	48	2	67	29	4	1	3	256
05:30 PM	38	37	1	29	1	41	0	56	31	4	0	5	243
05:45 PM	21	38	1	25	2	35	0	55	25	2	1	2	207
Total	139	147	5	104	3	169	3	249	115	13	2	13	962
Grand Total	392	609	17	279	13	416	15	713	341	36	3	36	2870
Apprch %	38.5	59.8	1.7	39.4	1.8	58.8	1.4	66.7	31.9	48	4	48	
Total %	13.7	21.2	0.6	9.7	0.5	14.5	0.5	24.8	11.9	1.3	0.1	1.3	
Passenger and 2 Axle Vehicles	391	608	17	277	13	416	15	712	339	36	3	36	2863
% Passenger and 2 Axle Vehicles	99.7	99.8	100	99.3	100	100	100	99.9	99.4	100	100	100	99.8
Buses and Heavy Vehicles	1	1	0	2	0	0	0	1	2	0	0	0	7
% Buses and Heavy Vehicles	0.3	0.2	0	0.7	0	0	0	0.1	0.6	0	0	0	0.2

Horner & Canter Associates
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Perkasie Boro/ Bucks Co./ PA
Tuesday/ Cloudy/ E-01/ LE

File Name : 25-038-002
Site Code : 25038002
Start Date : 5/27/2025

	Constitution Ave. Southbound				Perkasie Place Westbound				Constitution Ave. Northbound				Park Access Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	17	40	**1**	58	10	0	9	19	1	**33**	8	42	**3**	0	3	**6**	125
07:30 AM	15	**44**	1	60	12	0	10	22	0	30	14	**44**	1	0	1	2	128
07:45 AM	**22**	41	1	**64**	12	0	**16**	**28**	0	26	**15**	41	1	0	**5**	6	**139**
08:00 AM	15	38	1	54	**13**	0	12	25	**3**	29	12	44	2	0	1	3	126
Total Volume	69	163	4	236	47	0	47	94	4	118	49	171	7	0	10	17	518
% App. Total	29.2	69.1	1.7		50	0	50		2.3	69	28.7		41.2	0	58.8		
PHF	.784	.926	1.00	.922	.904	.000	.734	.839	.333	.894	.817	.972	.583	.000	.500	.708	.932
Passenger and 2 Axle Vehicles	69	163	4	236	45	0	47	92	4	118	48	170	7	0	10	17	515
% Passenger and 2 Axle Vehicles	100	100	100	100	95.7	0	100	97.9	100	100	98.0	99.4	100	0	100	100	99.4
Buses and Heavy Vehicles	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	3
% Buses and Heavy Vehicles	0	0	0	0	4.3	0	0	2.1	0	0	2.0	0.6	0	0	0	0	0.6
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	36	**53**	0	**89**	28	**2**	45	**75**	1	39	**32**	72	2	0	0	2	238
05:00 PM	38	34	1	73	**30**	0	45	75	1	**71**	30	**102**	3	0	3	6	**256**
05:15 PM	**42**	38	**2**	82	20	0	**48**	68	**2**	67	29	98	**4**	**1**	3	8	256
05:30 PM	38	37	1	76	29	1	41	71	0	56	31	87	4	0	**5**	**9**	243
Total Volume	154	162	4	320	107	3	179	289	4	233	122	359	13	1	11	25	993
% App. Total	48.1	50.6	1.2		37	1	61.9		1.1	64.9	34		52	4	44		
PHF	.917	.764	.500	.899	.892	.375	.932	.963	.500	.820	.953	.880	.813	.250	.550	.694	.970
Passenger and 2 Axle Vehicles	154	162	4	320	107	3	179	289	4	233	122	359	13	1	11	25	993
% Passenger and 2 Axle Vehicles	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Buses and Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses and Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Transportation and Traffic Engineering

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NB/SB: Constitution Ave.
EB/WB: Perkasie Place/ Park Access
Perkasie Twp./ Bucks Co./ PA
Saturday/ Clear/ E-01/ LE

File Name : 25-038-012
Site Code : 25038012
Start Date : 5/31/2025
Page No : 1

Groups Printed- Passenger and 2 Axle Vehicles - Buses and Heavy Vehicles

	Constitution Ave. Southbound			Perkasie Place Westbound			Constitution Ave. Northbound			Park Access Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	30	33	0	16	0	32	1	36	20	2	0	0	170
11:15 AM	33	39	0	24	0	34	1	31	30	2	0	4	198
11:30 AM	32	32	1	20	1	39	0	41	24	0	0	5	195
11:45 AM	35	39	0	20	0	37	2	40	29	4	0	3	209
Total	130	143	1	80	1	142	4	148	103	8	0	12	772
12:00 PM	33	38	0	21	0	33	0	42	24	1	0	4	196
12:15 PM	27	29	0	18	0	48	2	41	23	3	0	1	192
12:30 PM	44	35	0	21	1	42	1	38	38	2	0	5	227
12:45 PM	36	46	2	22	1	42	1	42	31	0	0	5	228
Total	140	148	2	82	2	165	4	163	116	6	0	15	843
Grand Total	270	291	3	162	3	307	8	311	219	14	0	27	1615
Apprch %	47.9	51.6	0.5	34.3	0.6	65	1.5	57.8	40.7	34.1	0	65.9	
Total %	16.7	18	0.2	10	0.2	19	0.5	19.3	13.6	0.9	0	1.7	
Passenger and 2 Axle Vehicles	270	289	3	162	3	307	8	311	219	14	0	27	1613
% Passenger and 2 Axle Vehicles	100	99.3	100	100	100	100	100	100	100	100	0	100	99.9
Buses and Heavy Vehicles	0	2	0	0	0	0	0	0	0	0	0	0	2
% Buses and Heavy Vehicles	0	0.7	0	0	0	0	0	0	0	0	0	0	0.1

	Constitution Ave. Southbound				Perkasie Place Westbound				Constitution Ave. Northbound				Park Access Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	33	38	0	71	21	0	33	54	0	**42**	24	66	1	0	4	5	196
12:15 PM	27	29	0	56	18	0	**48**	**66**	**2**	41	23	66	**3**	0	1	4	192
12:30 PM	**44**	35	0	79	21	**1**	42	64	1	38	**38**	**77**	2	0	**5**	**7**	227
12:45 PM	36	**46**	**2**	**84**	**22**	1	42	65	1	42	31	74	0	0	5	5	**228**
Total Volume	140	148	2	290	82	2	165	249	4	163	116	283	6	0	15	21	843
% App. Total	48.3	51	0.7		32.9	0.8	66.3		1.4	57.6	41		28.6	0	71.4		
PHF	.795	.804	.250	.863	.932	.500	.859	.943	.500	.970	.763	.919	.500	.000	.750	.750	.924
Passenger and 2 Axle Vehicles	140	147	2	289	82	2	165	249	4	163	116	283	6	0	15	21	842
% Passenger and 2 Axle Vehicles	100	99.3	100	99.7	100	100	100	100	100	100	100	100	100	0	100	100	99.9
Buses and Heavy Vehicles	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses and Heavy Vehicles	0	0.7	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0.1

Horner & Canter Associates
Transportation and Traffic Engineering

4950 York Rd, Suite 2G, P.O. 301, Holicong, PA 18928-0301
105 Atsion Rd, Suite F, Medford, NJ 08055

NB/SB: Constitution Ave./ Business DW
EB/WB: Walnut St.
Perkasie Boro./ Bucks Co./ PA
Thursday/ Clear/ E- 06/ AC

File Name : 25-038-001 AM
Site Code : 25038001
Start Date : 6/5/2025
Page No : 1

Groups Printed- Passenger and 2 Axle Vehicle - Buses and Heavy Vehicles

	Business DW Southbound			Walnut St. Westbound			Constitution Ave. Northbound			Walnut St. Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	10	23	0	18	1	10	0	42	37	141
07:15 AM	0	0	0	19	43	0	31	0	12	0	50	42	197
07:30 AM	0	0	0	15	35	1	27	0	10	0	60	31	179
07:45 AM	0	0	0	18	50	0	24	0	14	0	51	43	200
Total	0	0	0	62	151	1	100	1	46	0	203	153	717
08:00 AM	0	0	0	6	33	0	22	0	13	0	43	27	144
08:15 AM	0	0	0	14	41	0	30	0	5	0	42	37	169
08:30 AM	0	0	0	19	34	0	27	0	13	0	43	37	173
08:45 AM	0	0	2	13	35	0	27	0	15	0	36	34	162
Total	0	0	2	52	143	0	106	0	46	0	164	135	648
Grand Total	0	0	2	114	294	1	206	1	92	0	367	288	1365
Apprch %	0	0	100	27.9	71.9	0.2	68.9	0.3	30.8	0	56	44	
Total %	0	0	0.1	8.4	21.5	0.1	15.1	0.1	6.7	0	26.9	21.1	
Passenger and 2 Axle Vehicle	0	0	2	103	286	1	190	1	88	0	357	272	1300
% Passenger and 2 Axle Vehicle	0	0	100	90.4	97.3	100	92.2	100	95.7	0	97.3	94.4	95.2
Buses and Heavy Vehicles	0	0	0	11	8	0	16	0	4	0	10	16	65
% Buses and Heavy Vehicles	0	0	0	9.6	2.7	0	7.8	0	4.3	0	2.7	5.6	4.8

	Business DW Southbound				Walnut St. Westbound				Constitution Ave. Northbound				Walnut St. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	**19**	43	0	62	**31**	0	12	**43**	0	50	42	92	197
07:30 AM	0	0	0	0	15	35	**1**	51	27	0	10	37	0	**60**	31	91	179
07:45 AM	0	0	0	0	18	**50**	0	**68**	24	0	**14**	38	0	51	**43**	**94**	**200**
08:00 AM	0	0	0	0	6	33	0	39	22	0	13	35	0	43	27	70	144
Total Volume	0	0	0	0	58	161	1	220	104	0	49	153	0	204	143	347	720
% App. Total	0	0	0		26.4	73.2	0.5		68	0	32		0	58.8	41.2		
PHF	.000	.000	.000	.000	.763	.805	.250	.809	.839	.000	.875	.890	.000	.850	.831	.923	.900
Passenger and 2 Axle Vehicle	0	0	0	0	51	157	1	209	96	0	45	141	0	195	131	326	676
% Passenger and 2 Axle Vehicle	0	0	0	0	87.9	97.5	100	95.0	92.3	0	91.8	92.2	0	95.6	91.6	93.9	93.9
Buses and Heavy Vehicles	0	0	0	0	7	4	0	11	8	0	4	12	0	9	12	21	44
% Buses and Heavy Vehicles	0	0	0	0	12.1	2.5	0	5.0	7.7	0	8.2	7.8	0	4.4	8.4	6.1	6.1

Horner & Canter Associates
Transportation and Traffic Engineering

4950 York Rd, Suite 2G, P.O. 301, Holicong, PA 18928-0301
105 Atsion Rd, Suite F, Medford, NJ 08055

NB/SB: Constitution Ave./ Business DW
EB/WB: Walnut St.
Perkasie Boro./ Bucks Co./ PA
Thursday/ Clear/ E-01/ LE

File Name : 25-038-001 PM
Site Code : 25038001
Start Date : 6/5/2025
Page No : 1

Groups Printed- Passenger and 2 Axle Vehicles - Buses and Heavy Vehicles

	Business DW Southbound			Walnut St. Westbound			Constitution Ave. Northbound			Walnut St. Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	21	78	3	65	0	26	0	53	46	292
04:15 PM	0	0	0	24	66	0	61	3	28	0	60	56	298
04:30 PM	0	0	0	21	76	2	64	0	36	0	68	51	318
04:45 PM	0	0	0	24	76	0	58	6	28	0	61	58	311
Total	0	0	0	90	296	5	248	9	118	0	242	211	1219
05:00 PM	0	0	0	21	83	1	77	0	29	0	49	54	314
05:15 PM	0	0	0	25	81	0	59	0	31	0	51	59	306
05:30 PM	0	0	0	30	91	0	75	0	33	0	56	44	329
05:45 PM	0	0	0	26	78	3	67	0	27	0	44	45	290
Total	0	0	0	102	333	4	278	0	120	0	200	202	1239
Grand Total	0	0	0	192	629	9	526	9	238	0	442	413	2458
Apprch %	0	0	0	23.1	75.8	1.1	68	1.2	30.8	0	51.7	48.3	
Total %	0	0	0	7.8	25.6	0.4	21.4	0.4	9.7	0	18	16.8	
Passenger and 2 Axle Vehicles	0	0	0	192	628	9	526	9	238	0	442	412	2456
% Passenger and 2 Axle Vehicles	0	0	0	100	99.8	100	100	100	100	0	100	99.8	99.9
Buses and Heavy Vehicles	0	0	0	0	1	0	0	0	0	0	0	1	2
% Buses and Heavy Vehicles	0	0	0	0	0.2	0	0	0	0	0	0	0.2	0.1

	Business DW Southbound				Walnut St. Westbound				Constitution Ave. Northbound				Walnut St. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	24	76	0	100	58	**6**	28	92	0	**61**	58	**119**	311
05:00 PM	0	0	0	0	21	83	**1**	105	**77**	0	29	106	0	49	54	103	314
05:15 PM	0	0	0	0	25	81	0	106	59	0	31	90	0	51	**59**	110	306
05:30 PM	0	0	0	0	**30**	**91**	0	**121**	75	0	**33**	**108**	0	56	44	100	**329**
Total Volume	0	0	0	0	100	331	1	432	269	6	121	396	0	217	215	432	1260
% App. Total	0	0	0		23.1	76.6	0.2		67.9	1.5	30.6		0	50.2	49.8		
PHF	.000	.000	.000	.000	.833	.909	.250	.893	.873	.250	.917	.917	.000	.889	.911	.908	.957
Passenger and 2 Axle Vehicles	0	0	0	0	100	330	1	431	269	6	121	396	0	217	214	431	1258
% Passenger and 2 Axle Vehicles	0	0	0	0	100	99.7	100	99.8	100	100	100	100	0	100	99.5	99.8	99.8
Buses and Heavy Vehicles	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
% Buses and Heavy Vehicles	0	0	0	0	0	0.3	0	0.2	0	0	0	0	0	0	0.5	0.2	0.2

APPENDIX C

Level of Service Delay Thresholds

Level of Service Criteria

Level of Service at intersections is defined in terms of DELAY. Delay is a measure of driver discomfort, frustration, and lost travel time, thus the rating of delay from highly acceptable LOS A to unacceptable LOS F.

At traffic signals, delay is a complex measure and is dependent on a number of variables including signal progression, the cycle length, the green-time ratio, clearance times, trucks, pedestrians, parking, and signal phasing.

At unsignalized intersections, delay is dependent on the available gaps in the two-way flow of the uninterrupted traffic movement, intersection width, and queuing.

Intersection LOS

	Signalized	Unsignalized
LOS A	Less than 10.0 sec/veh	Less than 10.0 sec/veh
B	10.0 to 20.0 sec/veh	10.0 to 15.0 sec/veh
C	20.0 to 35.0 sec/veh	15.0 to 25.0 sec/veh
D	35.0 to 55.0 sec/veh	25.0 to 35.0 sec/veh
E	55.0 to 80.0 sec/veh	35.0 to 50.0 sec/veh
F	Greater than 80.0 sec/veh	Greater than 50.0 sec/veh

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

Level of service for signalized intersections is defined in terms of delay. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time.

- **LEVEL-OF-SERVICE A** describes operations with very low delay, i.e., less than 10.0 sec per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

- **LEVEL-OF-SERVICE B** describes operations with delay in the range of 10.0 to 20.0 sec per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.

- **LEVEL-OF-SERVICE C** describes operations with delay in the range of 20.0 to 35.0 sec per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.

- **LEVEL-OF-SERVICE D** describes operations with delay in the range of 35.0 to 55.0 sec per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

- **LEVEL-OF-SERVICE E** describes operations with delay in the range of 55.0 to 80.0 sec per vehicle. This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.

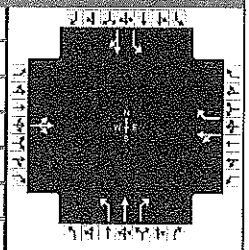
- **LEVEL-OF-SERVICE F** describes operations with delay in excess of 80.0 sec per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with over saturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

APPENDIX D

Existing Capacity/LOS Analysis Worksheets

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Horner & Canter Assoc			Duration, h	0.250
Analyst	DHH	Analysis Date	May 7, 2026	Area Type	Other
Jurisdiction	Perkasie Borough	Time Period	AM Peak Hour	PHF	0.93
Urban Street		Analysis Year	Existing	Analysis Period	1> 7:00
Intersection	Constitution Ave/Perkasi...	File Name	Constitution Ave_Perkasie Square_ea.xus		
Project Description	25-038 Perkasie Place				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	7	0	10	47	0	47	4	118	49	69	163	4

Signal Information			
Cycle, s	85.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.0	7.0	27.0	20.0	0.0	0.0	1	2	3	4		
Yellow	4.0	4.0	4.0	4.0	0.0	0.0	5	6	7	8		
Red	2.0	2.0	2.0	2.0	0.0	0.0						

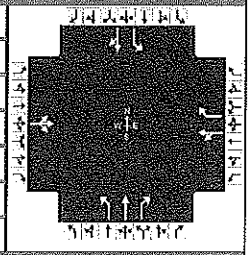
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		7.0	1.1	3.0	1.1	4.0
Phase Duration, s		26.0		26.0	13.0	33.0	26.0	46.0
Change Period, ($Y+R_c$), s		6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		3.5		3.5	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s		3.2		5.1	2.6	6.7	4.0	7.4
Green Extension Time (g_e), s		0.2		0.2	0.0	0.6	0.1	0.6
Phase Call Probability		1.00		1.00	1.00	1.00	1.00	1.00
Max Out Probability		0.00		0.00	0.03	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		18			51	40	4	127	42	74	180	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1633			1311	1508	1750	1837	1594	1714	1792	
Queue Service Time (g_s), s		0.0			1.9	1.7	0.1	4.2	1.5	1.5	4.9	
Cycle Queue Clearance Time (g_c), s		0.7			2.6	1.7	0.1	4.2	1.5	1.5	4.9	
Green Ratio (*g/C*)		0.25			0.25	0.25	0.42	0.33	0.33	0.61	0.48	
Capacity (*c*), veh/h		463			409	373	646	605	525	867	865	
Volume-to-Capacity Ratio (*X*)		0.039			0.124	0.107	0.007	0.210	0.080	0.086	0.208	
Back of Queue (*Q*), ft/ln (95 th percentile)		13			38	29	2	78	25	22	82	
Back of Queue (*Q*), veh/ln (95 th percentile)		0.5			1.5	1.2	0.1	3.1	1.0	0.9	3.3	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh		24.3			25.1	24.7	14.2	20.9	19.6	7.2	12.7	
Incremental Delay (d_2), s/veh		0.0			0.0	0.0	0.0	0.1	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh		24.4			25.1	24.8	14.2	20.9	19.7	7.2	12.7	
Level of Service (LOS)		C			C	C	B	C	B	A	B	
Approach Delay, s/veh / LOS	24.4	C		25.0	C		20.5	C		11.1	B	
Intersection Delay, s/veh / LOS	16.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.13	B	1.93	B	1.93	B	1.67	B
Bicycle LOS Score / LOS	0.52	A	0.64	A	0.77	A	0.91	A

HCS Signalized Intersection Results Summary

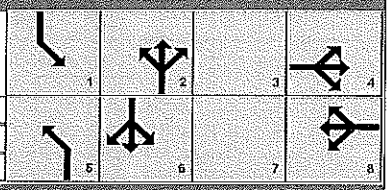
General Information				Intersection Information	
Agency	Horner & Canter Assoc			Duration, h	0.250
Analyst	DHH	Analysis Date	May 7, 2026	Area Type	Other
Jurisdiction	Perkasie Borough	Time Period	PM Peak Hour	PHF	0.97
Urban Street		Analysis Year	Existing	Analysis Period	1> 7:00
Intersection	Constitution Ave/Perkasi...	File Name	Constitution Ave_Perkasie Square_ep.xus		
Project Description	25-038 Perkasie Place				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	13	1	11	107	3	179	4	233	122	154	162	4

Signal Information			
Cycle, s	111.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.0	7.0	48.0	25.0	0.0	0.0						
Yellow	4.0	4.0	4.0	4.0	0.0	0.0						
Red	2.0	2.0	2.0	2.0	0.0	0.0						



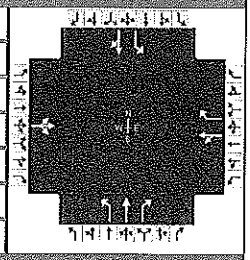
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		7.0	1.1	3.0	1.1	4.0
Phase Duration, s		31.0		31.0	13.0	54.0	26.0	67.0
Change Period, ($Y+R_c$), s		6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		3.5		3.5	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s		3.7		11.4	2.6	11.8	6.4	7.7
Green Extension Time (g_e), s		0.6		0.6	0.0	0.9	0.2	0.9
Phase Call Probability		1.00		1.00	1.00	1.00	1.00	1.00
Max Out Probability		0.00		0.00	0.03	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		26			113	143	4	240	95	159	171	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1649			1362	1508	1750	1837	1619	1714	1792	
Queue Service Time (g_s), s		0.0			6.5	8.9	0.1	9.3	3.9	3.9	5.2	
Cycle Queue Clearance Time (g_c), s		1.2			7.7	8.9	0.1	9.3	3.9	3.9	5.2	
Green Ratio (*g/C*)		0.23			0.23	0.23	0.51	0.44	0.44	0.65	0.56	
Capacity (*c*), veh/h		436			383	353	735	811	715	803	1001	
Volume-to-Capacity Ratio (*X*)		0.059			0.296	0.406	0.006	0.296	0.133	0.198	0.171	
Back of Queue (*Q*), ft/ln (95 th percentile)		25			119	154	2	176	64	60	90	
Back of Queue (*Q*), veh/ln (95 th percentile)		1.0			4.8	6.1	0.1	7.0	2.6	2.4	3.6	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh		33.0			35.5	36.0	13.2	20.2	18.4	8.1	12.0	
Incremental Delay (d_2), s/veh		0.0			0.2	0.3	0.0	0.1	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh		33.0			35.6	36.2	13.2	20.3	18.4	8.1	12.0	
Level of Service (LOS)		C			D	D	B	C	B	A	B	
Approach Delay, s/veh / LOS	33.0	C		36.0	D		19.7	B		10.1	B	
Intersection Delay, s/veh / LOS	21.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.17	B	1.94	B	1.97	B	1.67	B
Bicycle LOS Score / LOS	0.53	A	0.91	A	1.05	A	1.03	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Horner & Canter Assoc			Duration, h	0.250
Analyst	DHH	Analysis Date	May 7, 2026	Area Type	Other
Jurisdiction	Perkasie Borough	Time Period	SAT Peak Hour	PHF	0.92
Urban Street		Analysis Year	Existing	Analysis Period	1> 7:00
Intersection	Constitution Ave/Perkasi...	File Name	Constitution Ave_Perkasie Square_es.xus		
Project Description	25-038 Perkasie Place				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	6	0	15	82	2	165	4	163	116	140	148	2

Signal Information			
Cycle, s	85.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.0	7.0	27.0	20.0	0.0	0.0	1	2	3	4		
Yellow	4.0	4.0	4.0	4.0	0.0	0.0	5	6	7	8		
Red	2.0	2.0	2.0	2.0	0.0	0.0						

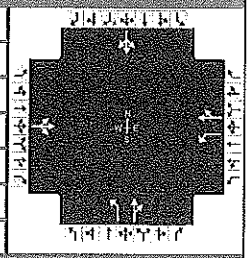
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		7.0	1.1	3.0	1.1	4.0
Phase Duration, s		26.0		26.0	13.0	33.0	26.0	46.0
Change Period, ($Y+R_c$), s		6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway (MAH), s		3.6		3.6	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s		3.4		9.1	2.6	8.6	5.8	6.9
Green Extension Time (g_e), s		0.5		0.5	0.0	0.7	0.2	0.8
Phase Call Probability		1.00		1.00	1.00	1.00	1.00	1.00
Max Out Probability		0.00		0.00	0.03	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h		23			91	141	4	177	88	152	163	
Adjusted Saturation Flow Rate (s), veh/h/ln		1648			1356	1508	1750	1837	1619	1714	1782	
Queue Service Time (g_s), s		0.0			3.8	6.6	0.1	6.1	3.3	3.3	4.4	
Cycle Queue Clearance Time (g_c), s		0.9			4.6	6.6	0.1	6.1	3.3	3.3	4.4	
Green Ratio (g/C)		0.25			0.25	0.25	0.42	0.33	0.33	0.61	0.48	
Capacity (c), veh/h		462			419	373	652	605	533	824	859	
Volume-to-Capacity Ratio (X)		0.049			0.218	0.379	0.007	0.293	0.165	0.185	0.190	
Back of Queue (Q), ft/ln (95 th percentile)		16			69	110	2	113	54	47	75	
Back of Queue (Q), veh/ln (95 th percentile)		0.7			2.8	4.4	0.1	4.5	2.1	1.9	3.0	
Queue Storage Ratio (RQ) (95 th percentile)		0.00			0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh		24.4			25.8	26.6	14.2	21.5	20.2	7.7	12.5	
Incremental Delay (d_2), s/veh		0.0			0.1	0.2	0.0	0.1	0.1	0.0	0.0	
Initial Queue Delay (d_3), s/veh		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh		24.4			25.9	26.8	14.2	21.6	20.3	7.8	12.6	
Level of Service (LOS)		C			C	C	B	C	C	A	B	
Approach Delay, s/veh / LOS	24.4	C		26.5	C		21.0	C		10.3	B	
Intersection Delay, s/veh / LOS	18.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.17	B	1.93	B	1.97	B	1.67	B
Bicycle LOS Score / LOS	0.53	A	0.87	A	0.93	A	1.01	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Horner & Canter Assoc			Duration, h	0.250
Analyst	DHH	Analysis Date	May 7, 2026	Area Type	Other
Jurisdiction	Perkasie Borough	Time Period	AM Peak Hour	PHF	0.90
Urban Street		Analysis Year	Existing	Analysis Period	1> 7:00
Intersection	Constitution Ave/Walnut...	File Name	Constitution Ave_Walnut Street_ea.xus		
Project Description	25-038 Perkasie Place				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	1	204	143	58	161	1	104	0	49	0	0	0

Signal Information			
Cycle, s	86.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
							5	6	7	8
Green	23.0	7.0	35.0	0.0	0.0	0.0				
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	3.0	3.0	3.0	0.0	0.0	0.0				

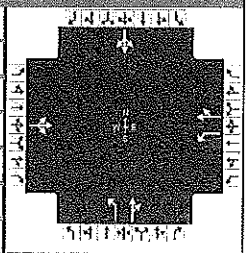
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		2		6
Case Number		8.3	1.0	4.0		6.0		8.0
Phase Duration, s		42.0	14.0	56.0		30.0		30.0
Change Period, ($Y+R_c$), s		7.0	7.0	7.0		7.0		7.0
Max Allow Headway (*MAH*), s		3.2	3.1	3.2		3.1		0.0
Queue Clearance Time (g_s), s		14.6	4.2	6.3		7.3		
Green Extension Time (g_e), s		1.0	0.0	1.1		0.2		0.0
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		0.00	1.00	0.00		0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		348		64	180		116	54			0	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1789		1587	1864		1607	1483			0	
Queue Service Time (g_s), s		0.0		1.7	3.8		4.8	2.4			0.0	
Cycle Queue Clearance Time (g_c), s		12.1		1.7	3.8		4.8	2.4			0.0	
Green Ratio (*g/C*)		0.42		0.54	0.58		0.28	0.28				
Capacity (*c*), veh/h		791		502	1084		532	414				
Volume-to-Capacity Ratio (*X*)		0.440		0.128	0.166		0.217	0.132			0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)		222		26	64		85	38			0	
Back of Queue (*Q*), veh/ln (95 th percentile)		8.5		1.0	2.5		3.2	1.4			0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00		0.00	0.00			0.00	
Uniform Delay (d_1), s/veh		18.0		10.8	8.3		24.1	23.2				
Incremental Delay (d_2), s/veh		0.1		0.0	0.0		0.1	0.1			0.0	
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0		0.0	0.0			0.0	
Control Delay (*d*), s/veh		18.2		10.8	8.4		24.2	23.3				
Level of Service (LOS)		B		B	A		C	C				
Approach Delay, s/veh / LOS	18.2	B		9.0	A		23.9	C		0.0		
Intersection Delay, s/veh / LOS	16.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.66	B	1.92	B	1.75	B
Bicycle LOS Score / LOS	1.06	A	0.89	A	0.77	A	0.49	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Horner & Canter Assoc			Duration, h	0.250
Analyst	DHH	Analysis Date	May 7, 2026	Area Type	Other
Jurisdiction	Perkasie Borough	Time Period	PM Peak Hour	PHF	0.96
Urban Street		Analysis Year	Existing	Analysis Period	1> 7:00
Intersection	Constitution Ave/Walnut...	File Name	Constitution Ave_Walnut Street_ep.xus		
Project Description	25-038 Perkasie Place				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	1	217	215	100	331	1	269	6	121	0	0	0

Signal Information			
Cycle, s	93.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	19.0	14.0	39.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	3.0	3.0	3.0	0.0	0.0	0.0				

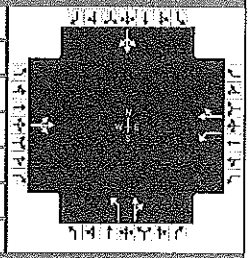
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		2		6
Case Number		8.3	1.0	4.0		6.0		8.0
Phase Duration, s		46.0	21.0	67.0		26.0		26.0
Change Period, ($Y+R_c$), s		7.0	7.0	7.0		7.0		7.0
Max Allow Headway (*MAH*), s		3.2	3.1	3.2		3.1		0.0
Queue Clearance Time (g_s), s		17.3	4.7	9.6		16.8		
Green Extension Time (g_e), s		1.5	0.1	1.6		0.2		0.0
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		0.00	0.00	0.00		1.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		399		104	346		280	132			0	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1830		1750	1910		1714	1593			0	
Queue Service Time (g_s), s		0.0		2.2	7.1		14.3	6.6			0.0	
Cycle Queue Clearance Time (g_c), s		14.8		2.2	7.1		14.3	6.6			0.0	
Green Ratio (*g/C*)		0.43		0.62	0.66		0.22	0.22				
Capacity (*c*), veh/h		826		637	1253		446	343				
Volume-to-Capacity Ratio (*X*)		0.483		0.163	0.276		0.628	0.386			0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)		258		34	110		251	112			0	
Back of Queue (*Q*), veh/ln (95 th percentile)		10.3		1.3	4.4		10.0	4.5			0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00		0.00	0.00			0.00	
Uniform Delay (d_1), s/veh		19.3		9.0	6.7		34.2	31.2				
Incremental Delay (d_2), s/veh		0.2		0.0	0.0		2.1	0.3			0.0	
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0		0.0	0.0			0.0	
Control Delay (*d*), s/veh		19.5		9.0	6.8		36.4	31.5				
Level of Service (LOS)		B		A	A		D	C				
Approach Delay, s/veh / LOS	19.5	B		7.3	A		34.8	C		0.0		
Intersection Delay, s/veh / LOS	20.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.64	B	1.93	B	1.78	B
Bicycle LOS Score / LOS	1.15	A	1.23	A	1.17	A	0.49	A

HCS Signalized Intersection Results Summary

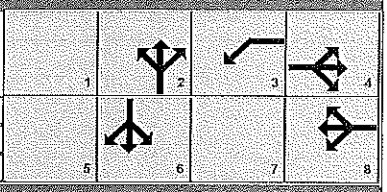
General Information				Intersection Information	
Agency	Horner & Canter Assoc			Duration, h	0.250
Analyst	DHH	Analysis Date	May 7, 2026	Area Type	Other
Jurisdiction	Perkasie Borough	Time Period	SAT Peak Hour	PHF	0.92
Urban Street		Analysis Year	Existing	Analysis Period	1> 7:00
Intersection	Constitution Ave/Walnut...	File Name	Constitution Ave_Walnut Street_es.xus		
Project Description	25-038 Perkasie Place				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	1	209	222	116	198	1	204	0	119	0	0	0

Signal Information			
Cycle, s	86.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	23.0	7.0	35.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	3.0	3.0	3.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		2		6
Case Number		8.3	1.0	4.0		6.0		8.0
Phase Duration, s		42.0	14.0	56.0		30.0		30.0
Change Period, ($Y+R_c$), s		7.0	7.0	7.0		7.0		7.0
Max Allow Headway (MAH), s		3.2	3.1	3.2		3.2		0.0
Queue Clearance Time (g_s), s		17.1	5.6	7.2		11.9		
Green Extension Time (g_e), s		1.3	0.0	1.3		0.5		0.0
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		0.00	1.00	0.00		0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h		410		126	216		222	129			0	
Adjusted Saturation Flow Rate (s), veh/h/ln		1813		1709	1865		1688	1544			0	
Queue Service Time (g_s), s		0.0		3.1	4.7		9.4	5.7			0.0	
Cycle Queue Clearance Time (g_c), s		14.6		3.1	4.7		9.4	5.7			0.0	
Green Ratio (g/C)		0.42		0.54	0.58		0.28	0.28				
Capacity (c), veh/h		801		489	1084		555	431				
Volume-to-Capacity Ratio (X)		0.512		0.258	0.200		0.400	0.300			0.000	
Back of Queue (Q), ft/ln (95 th percentile)		254		50	78		166	92			0	
Back of Queue (Q), veh/ln (95 th percentile)		10.0		1.9	3.0		6.5	3.6			0.0	
Queue Storage Ratio (RQ) (95 th percentile)		0.00		0.00	0.00		0.00	0.00			0.00	
Uniform Delay (d_1), s/veh		18.8		11.7	8.5		25.7	24.4				
Incremental Delay (d_2), s/veh		0.2		0.1	0.0		0.2	0.1			0.0	
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0		0.0	0.0			0.0	
Control Delay (d), s/veh		19.0		11.8	8.6		25.9	24.5				
Level of Service (LOS)		B		B	A		C	C				
Approach Delay, s/veh / LOS	19.0	B		9.8	A		25.4	C		0.0		
Intersection Delay, s/veh / LOS	18.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.66	B	1.92	B	1.77	B
Bicycle LOS Score / LOS	1.16	A	1.05	A	1.07	A	0.49	A

APPENDIX E

Trip Generation Worksheets

Specialty Trade Contractor
(180)

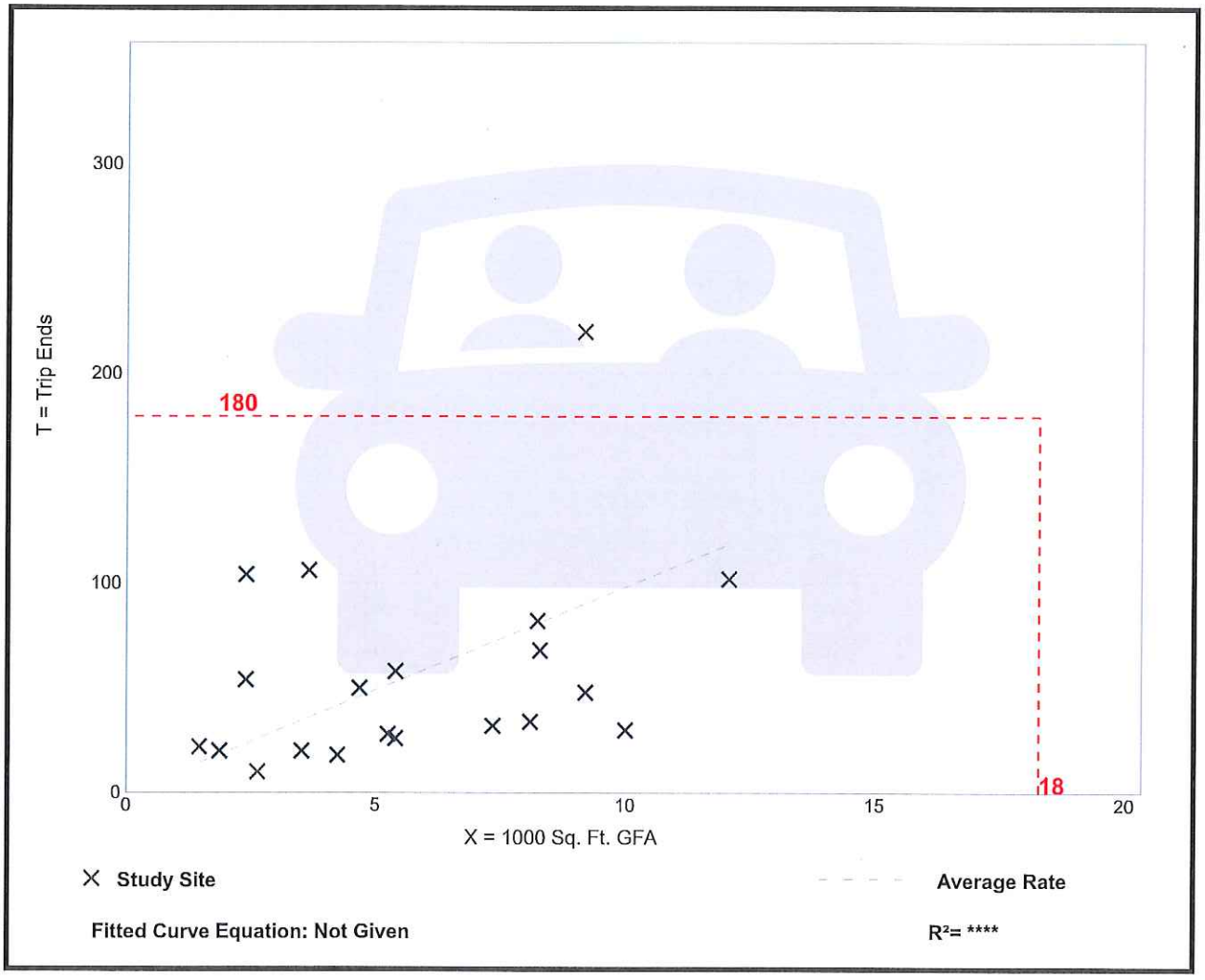
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 20
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.82	3.00 - 43.33	8.56

Data Plot and Equation



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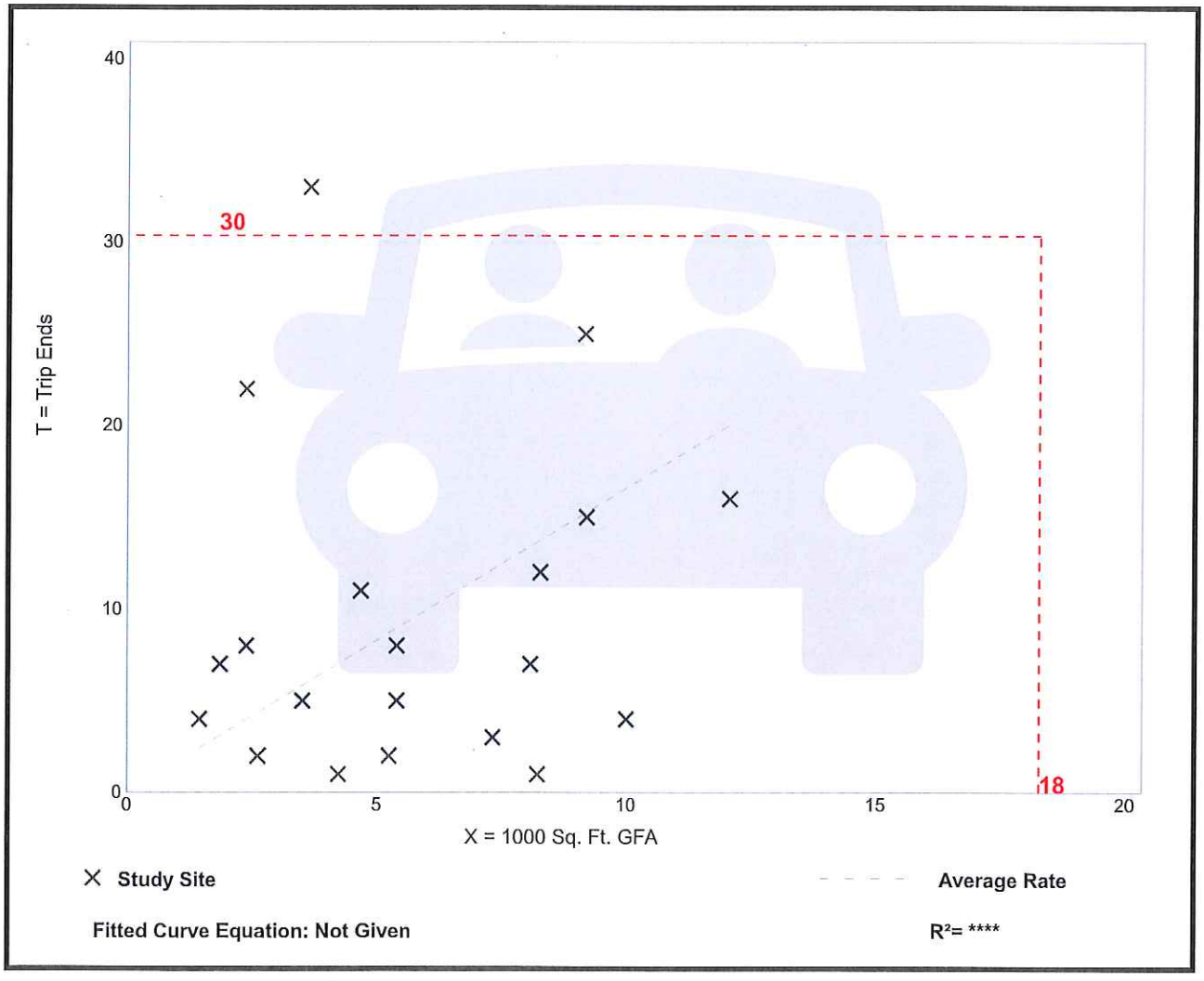
Specialty Trade Contractor
(180)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 20
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 74% entering, 26% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.66	0.12 - 9.17	2.00

Data Plot and Equation



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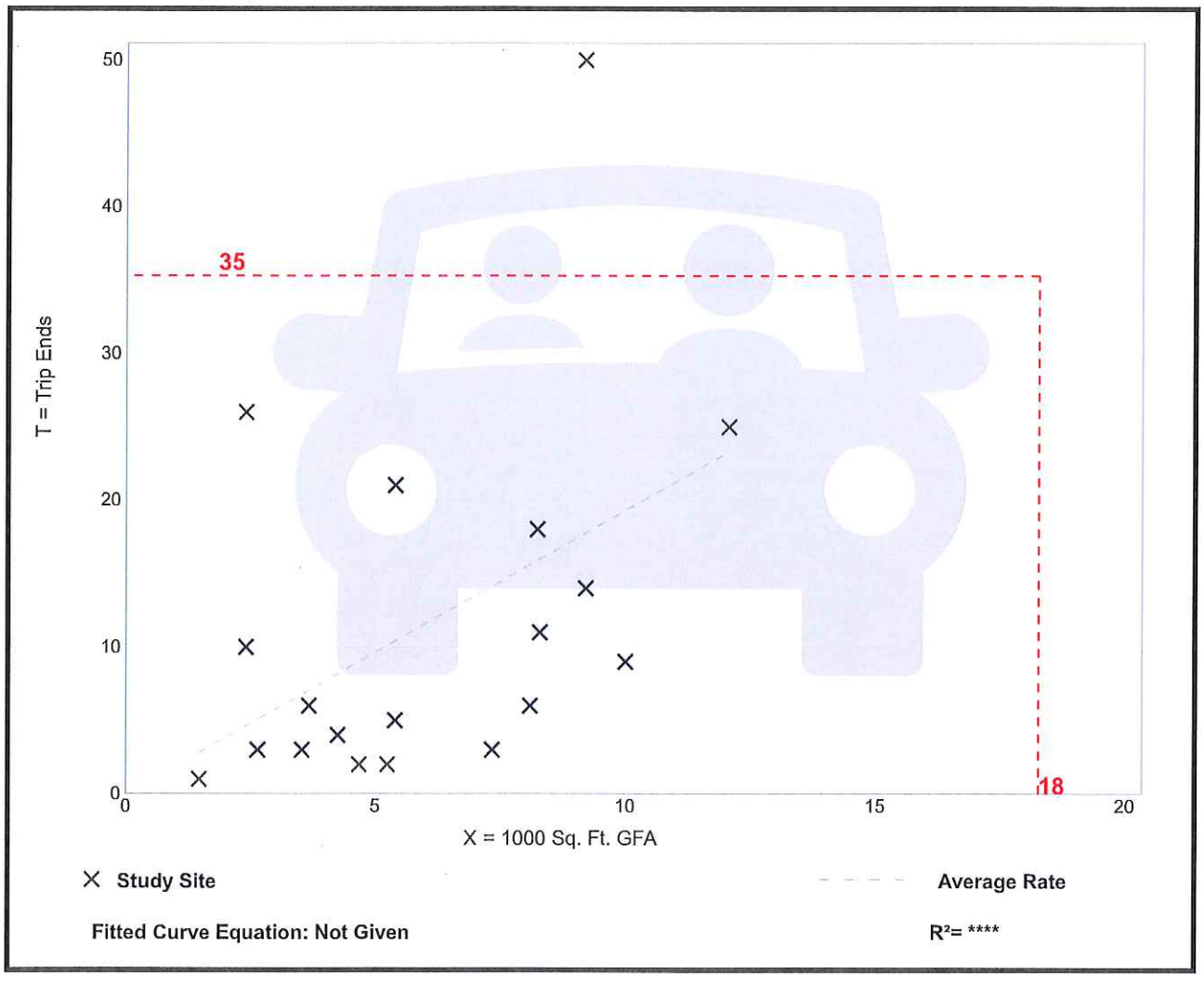
Specialty Trade Contractor
(180)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 19
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 32% entering, 68% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.93	0.38 - 10.83	1.98

Data Plot and Equation



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Specialty Trade Contractor
(180)

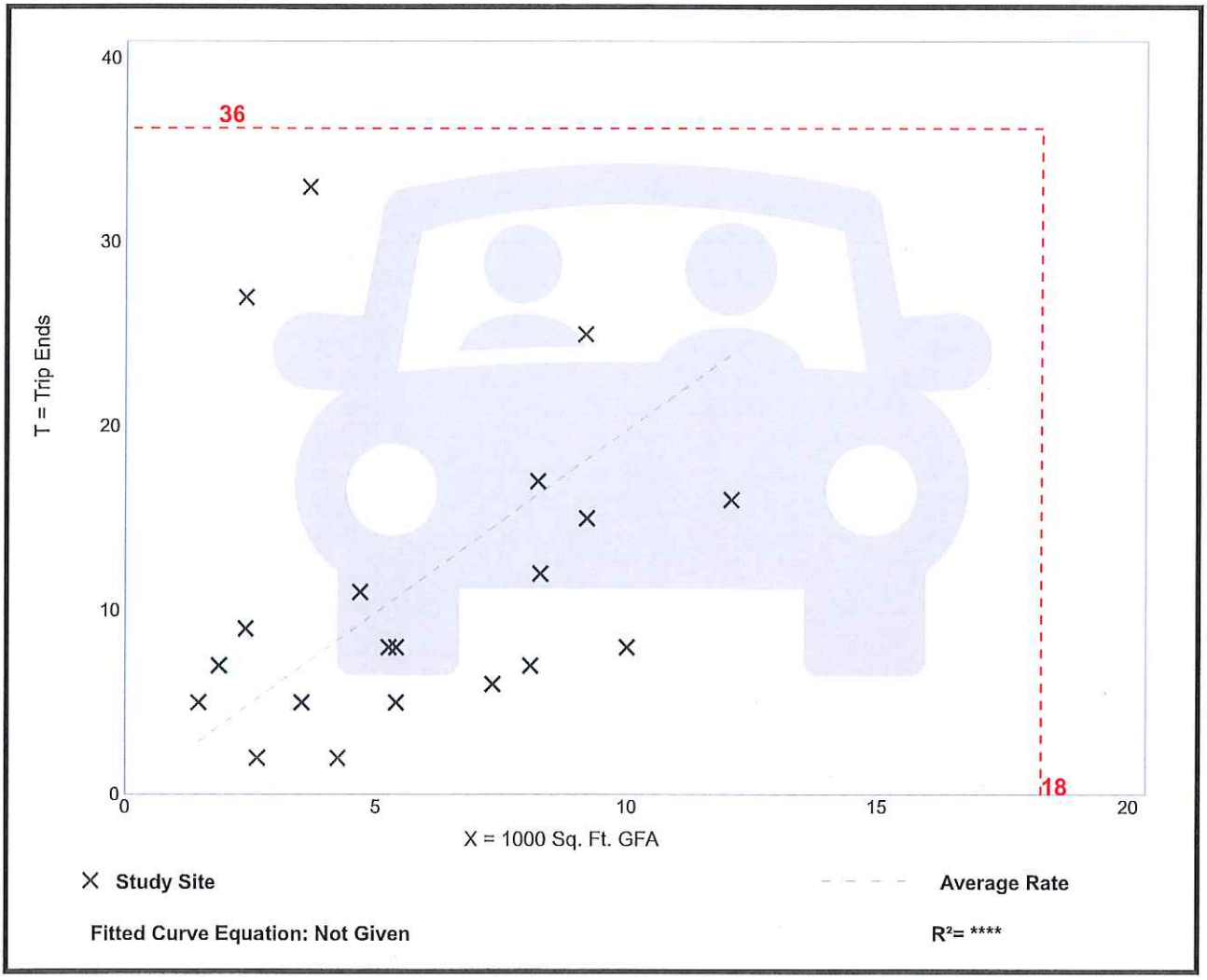
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 20
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.98	0.47 - 11.25	2.08

Data Plot and Equation



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Small Office Building
(712)

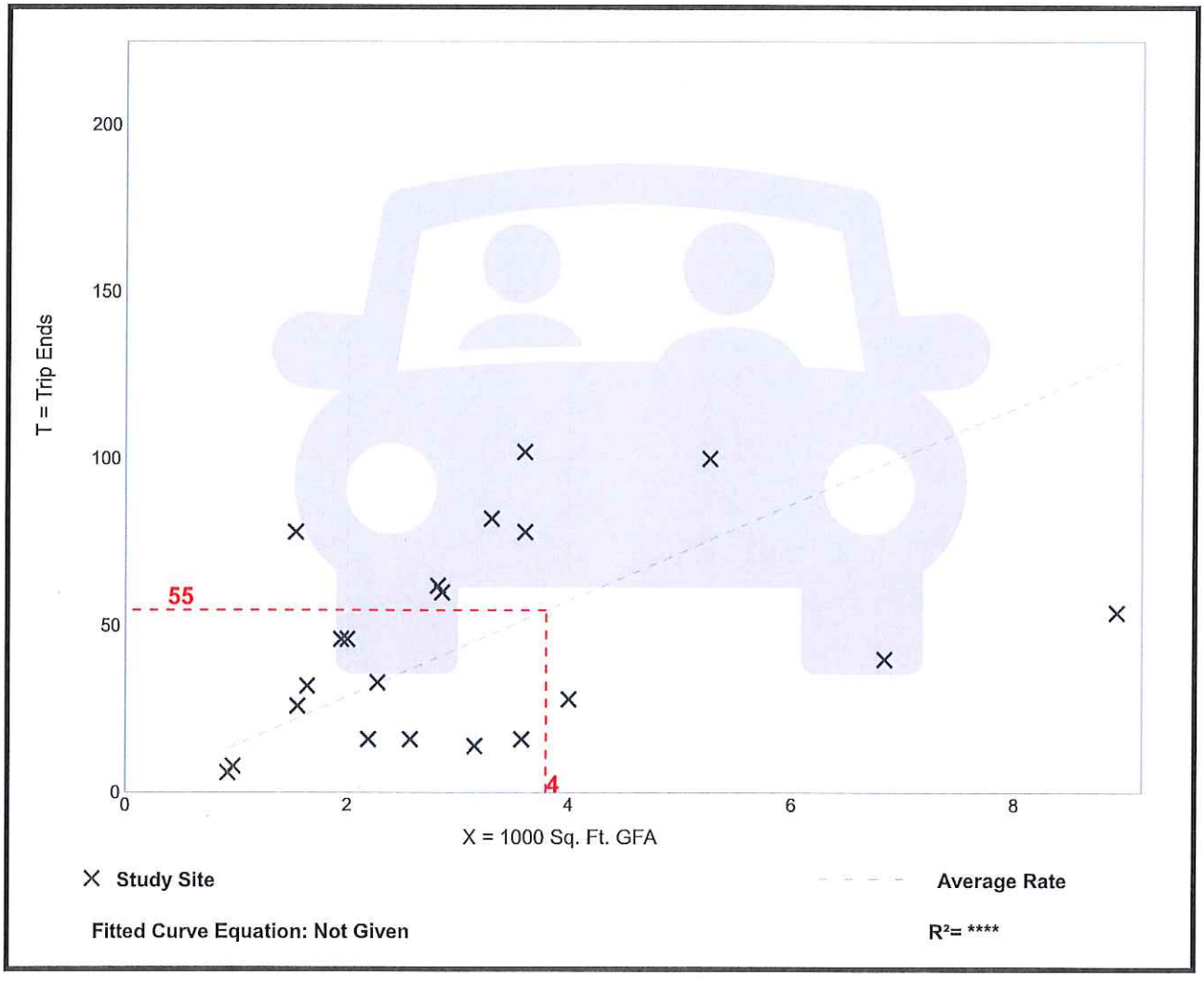
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 21
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
14.39	4.44 - 50.91	10.16

Data Plot and Equation



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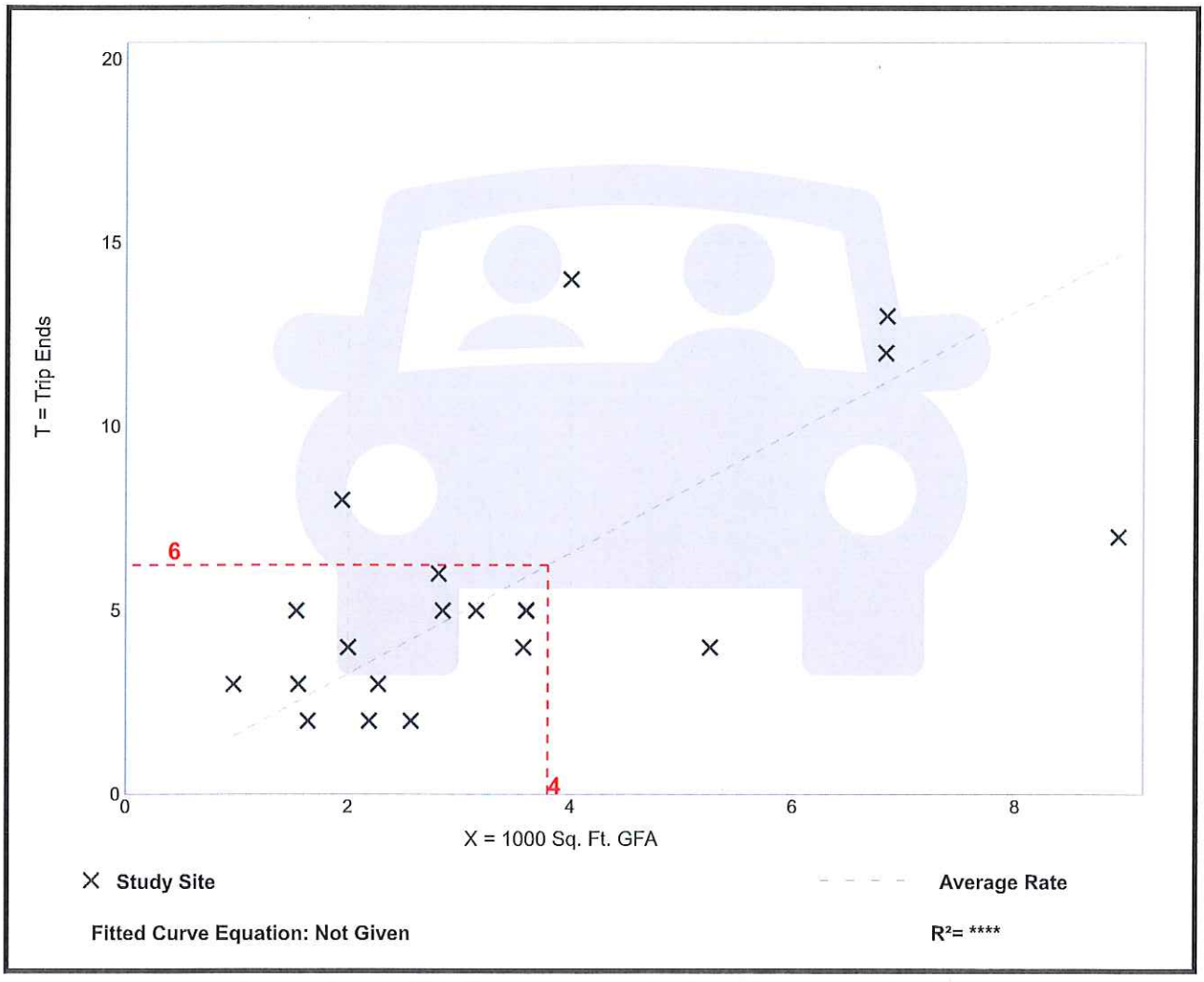
Small Office Building
(712)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 20
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 83% entering, 17% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.64	0.76 - 4.12	0.87

Data Plot and Equation



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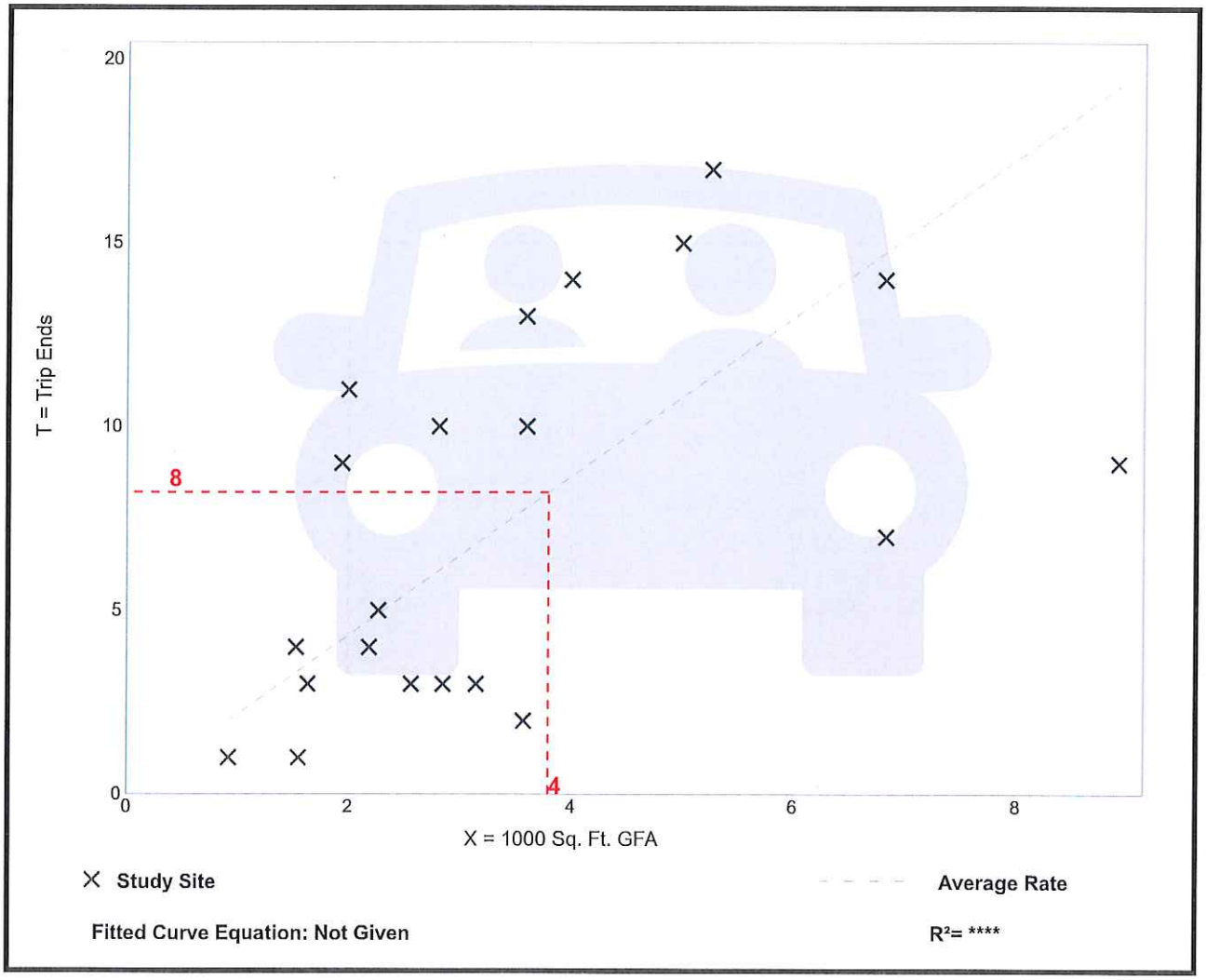
Small Office Building
(712)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 21
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 34% entering, 66% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.16	0.56 - 5.50	1.26

Data Plot and Equation



Small Office Building
(712)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Saturday, Peak Hour of Generator**

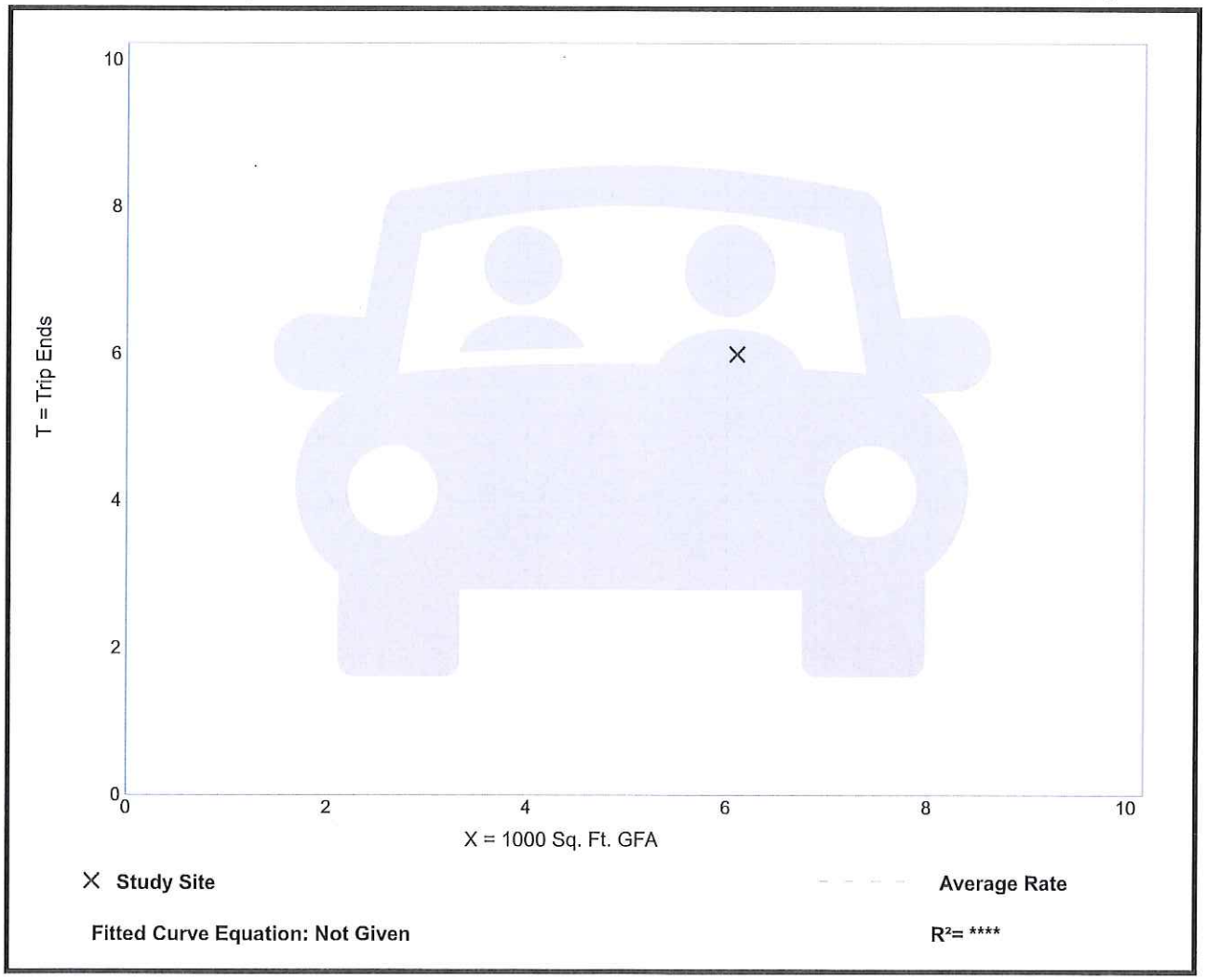
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.98	0.98 - 0.98	*

Data Plot and Equation

Caution – Small Sample Size



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Industrial Recycling Facility
(175)

Truck Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

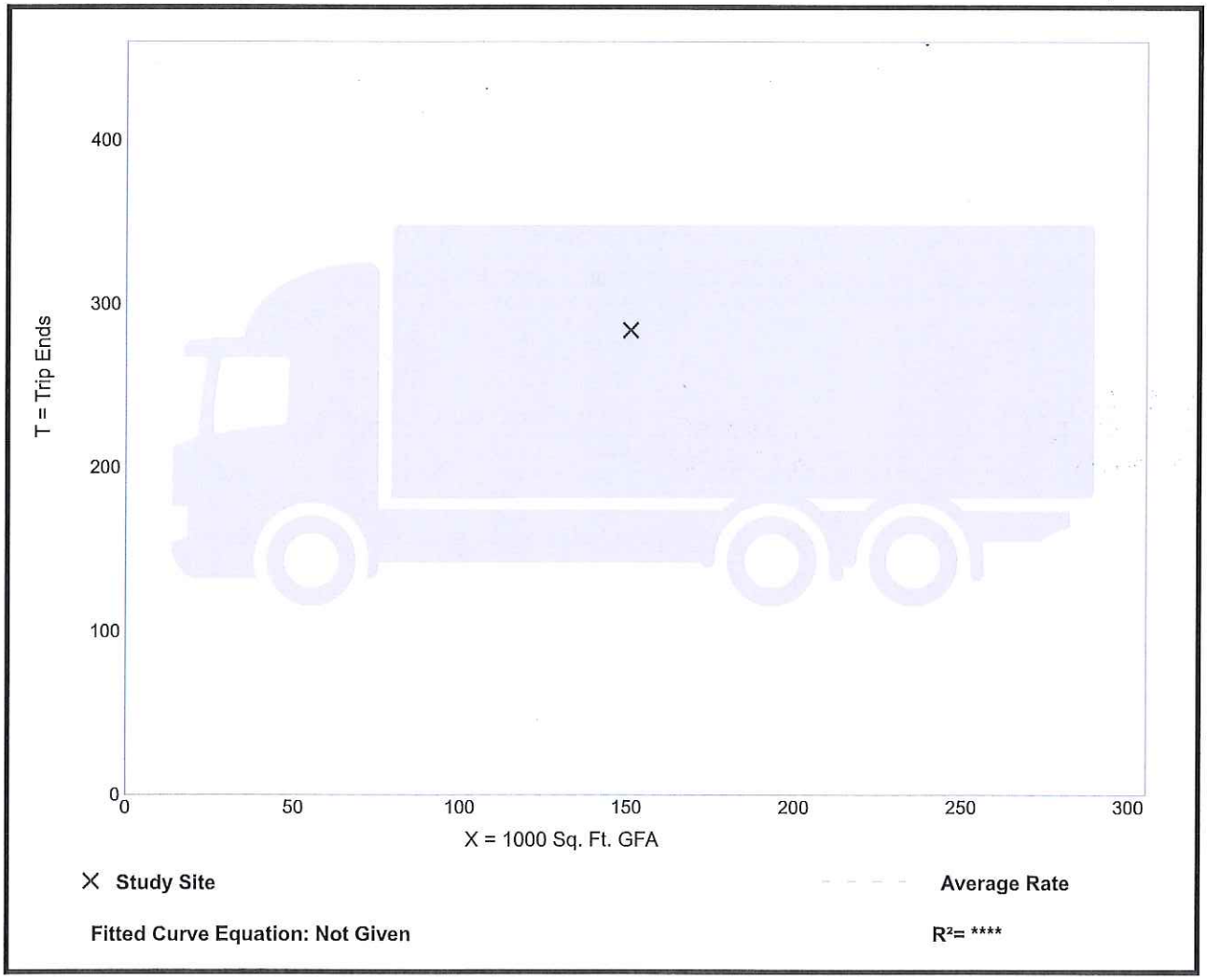
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 151
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.88	1.88 - 1.88	*

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= **

Trip Gen Manual, 12th Edition • Institute of Transportation Engineers

Industrial Recycling Facility
(175)

Truck Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
AM Peak Hour of Generator

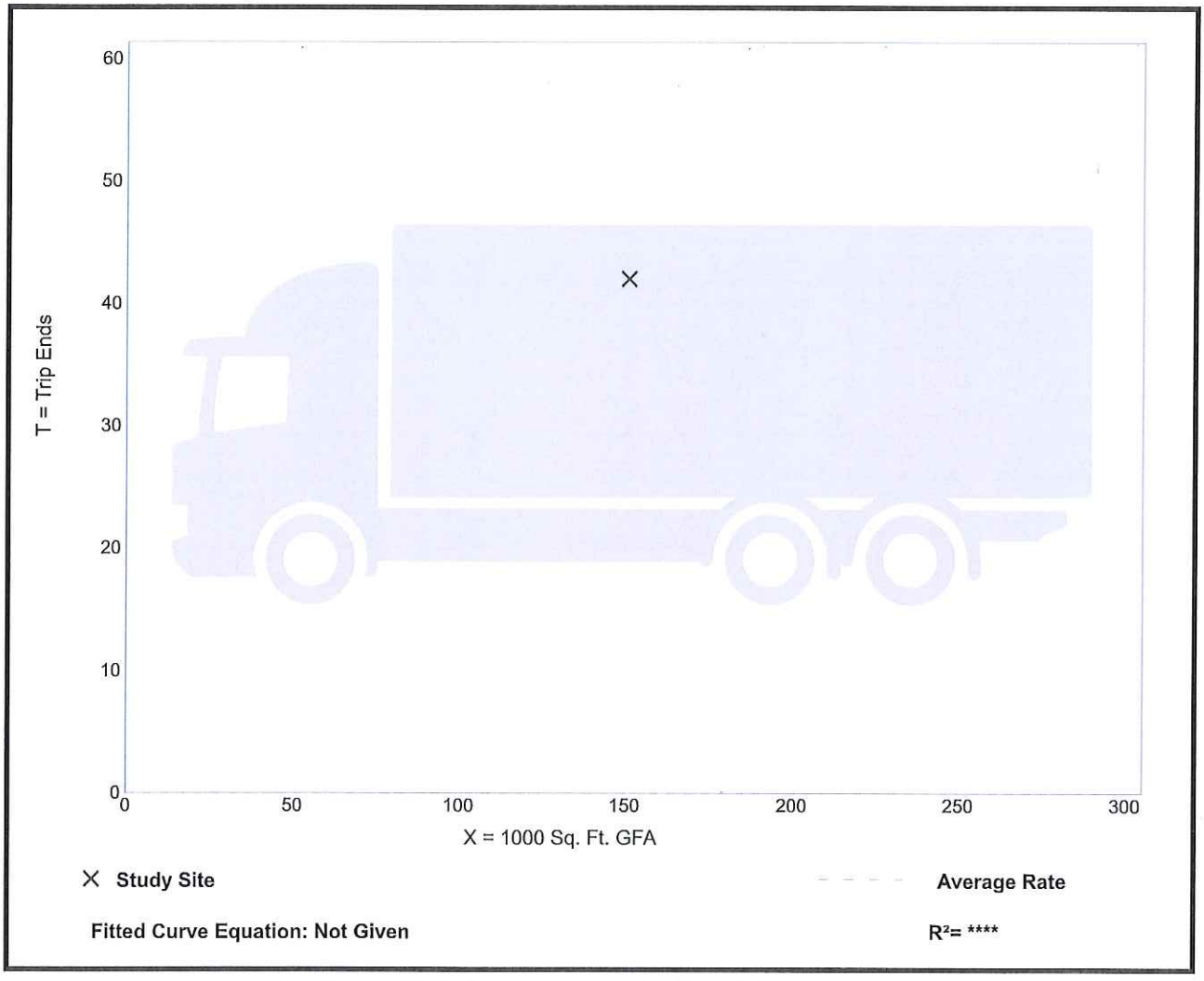
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 151
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.28	0.28 - 0.28	*

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

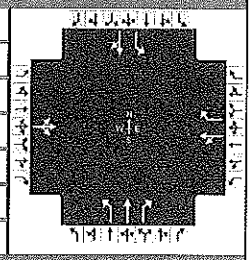
R^2= ****

APPENDIX F

No-Build Capacity/LOS Analysis Worksheets

HCS Signalized Intersection Results Summary

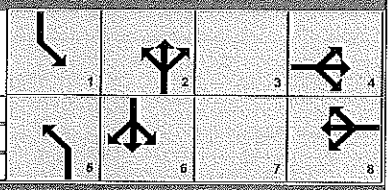
General Information				Intersection Information	
Agency	Horner & Canter Assoc			Duration, h	0.250
Analyst	DHH	Analysis Date	May 7, 2026	Area Type	Other
Jurisdiction	Perkasie Borough	Time Period	AM Peak Hour	PHF	0.93
Urban Street		Analysis Year	2028 No-Build	Analysis Period	1> 7:00
Intersection	Constitution Ave/Perkasi...	File Name	Constitution Ave_Perkasie Square_na.xus		
Project Description	25-038 Perkasie Place				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	7	0	10	47	0	47	4	118	49	69	164	4

Signal Information			
Cycle, s	85.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.0	7.0	27.0	20.0	0.0	0.0						
Yellow	4.0	4.0	4.0	4.0	0.0	0.0						
Red	2.0	2.0	2.0	2.0	0.0	0.0						



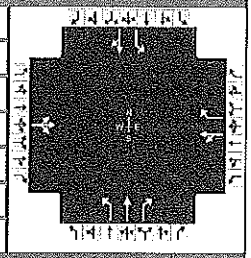
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		7.0	1.1	3.0	1.1	4.0
Phase Duration, s		26.0		26.0	13.0	33.0	26.0	46.0
Change Period, ($Y+R_c$), s		6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		3.5		3.5	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s		3.2		5.1	2.6	6.7	4.0	7.4
Green Extension Time (g_e), s		0.2		0.2	0.0	0.6	0.1	0.6
Phase Call Probability		1.00		1.00	1.00	1.00	1.00	1.00
Max Out Probability		0.00		0.00	0.03	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		18			51	40	4	127	42	74	181	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1633			1311	1508	1750	1837	1594	1714	1792	
Queue Service Time (g_s), s		0.0			1.9	1.7	0.1	4.2	1.5	1.5	4.9	
Cycle Queue Clearance Time (g_c), s		0.7			2.6	1.7	0.1	4.2	1.5	1.5	4.9	
Green Ratio (*g/C*)		0.25			0.25	0.25	0.42	0.33	0.33	0.61	0.48	
Capacity (*c*), veh/h		463			409	373	646	605	525	867	865	
Volume-to-Capacity Ratio (*X*)		0.039			0.124	0.107	0.007	0.210	0.080	0.086	0.209	
Back of Queue (*Q*), ft/ln (95 th percentile)		13			38	29	2	78	25	22	83	
Back of Queue (*Q*), veh/ln (95 th percentile)		0.5			1.5	1.2	0.1	3.1	1.0	0.9	3.3	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh		24.3			25.1	24.7	14.2	20.9	19.6	7.2	12.7	
Incremental Delay (d_2), s/veh		0.0			0.0	0.0	0.0	0.1	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh		24.4			25.1	24.8	14.2	20.9	19.7	7.2	12.7	
Level of Service (LOS)		C			C	C	B	C	B	A	B	
Approach Delay, s/veh / LOS	24.4	C		25.0	C		20.5	C		11.1	B	
Intersection Delay, s/veh / LOS	16.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.13	B	1.93	B	1.93	B	1.67	B
Bicycle LOS Score / LOS	0.52	A	0.64	A	0.77	A	0.91	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Horner & Canter Assoc			Duration, h	0.250
Analyst	DHH	Analysis Date	May 7, 2026	Area Type	Other
Jurisdiction	Perkasie Borough	Time Period	PM Peak Hour	PHF	0.97
Urban Street		Analysis Year	2028 No-Build	Analysis Period	1> 7:00
Intersection	Constitution Ave/Perkasi...	File Name	Constitution Ave_Perkasie Square_np.xus		
Project Description	25-038 Perkasie Place				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	13	1	11	107	3	180	4	234	122	155	163	4

Signal Information			
Cycle, s	111.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.0	7.0	48.0	25.0	0.0	0.0	1	2	3	4		
Yellow	4.0	4.0	4.0	4.0	0.0	0.0	5	6	7	8		
Red	2.0	2.0	2.0	2.0	0.0	0.0						

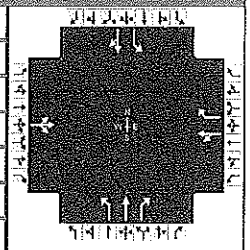
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		7.0	1.1	3.0	1.1	4.0
Phase Duration, s		31.0		31.0	13.0	54.0	26.0	67.0
Change Period, ($Y+R_c$), s		6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway (MAH), s		3.5		3.5	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s		3.7		11.5	2.6	11.9	6.5	7.7
Green Extension Time (g_e), s		0.6		0.6	0.0	0.9	0.2	0.9
Phase Call Probability		1.00		1.00	1.00	1.00	1.00	1.00
Max Out Probability		0.00		0.00	0.03	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h		26			113	144	4	241	95	160	172	
Adjusted Saturation Flow Rate (s), veh/h/ln		1649			1362	1508	1750	1837	1619	1714	1792	
Queue Service Time (g_s), s		0.0			6.5	9.0	0.1	9.4	3.9	4.0	5.2	
Cycle Queue Clearance Time (g_c), s		1.2			7.7	9.0	0.1	9.4	3.9	4.0	5.2	
Green Ratio (g/C)		0.23			0.23	0.23	0.51	0.44	0.44	0.65	0.56	
Capacity (c), veh/h		436			383	353	735	811	715	802	1001	
Volume-to-Capacity Ratio (X)		0.059			0.296	0.409	0.006	0.297	0.133	0.199	0.172	
Back of Queue (Q), ft/ln (95 th percentile)		25			119	155	2	177	64	60	90	
Back of Queue (Q), veh/ln (95 th percentile)		1.0			4.8	6.2	0.1	7.1	2.6	2.4	3.6	
Queue Storage Ratio (RQ) (95 th percentile)		0.00			0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh		33.0			35.5	36.0	13.2	20.2	18.4	8.1	12.0	
Incremental Delay (d_2), s/veh		0.0			0.2	0.3	0.0	0.1	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh		33.0			35.6	36.3	13.2	20.3	18.4	8.1	12.0	
Level of Service (LOS)		C			D	D	B	C	B	A	B	
Approach Delay, s/veh / LOS	33.0	C		36.0	D		19.7	B		10.1	B	
Intersection Delay, s/veh / LOS	21.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.17	B	1.94	B	1.97	B	1.67	B
Bicycle LOS Score / LOS	0.53	A	0.91	A	1.05	A	1.04	A

HCS Signalized Intersection Results Summary

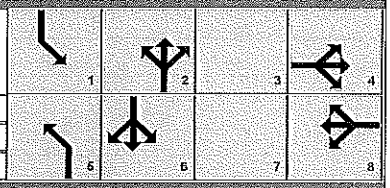
General Information				Intersection Information	
Agency	Horner & Canter Assoc			Duration, h	0.250
Analyst	DHH	Analysis Date	May 7, 2026	Area Type	Other
Jurisdiction	Perkasie Borough	Time Period	SAT Peak Hour	PHF	0.92
Urban Street		Analysis Year	2028 No-Build	Analysis Period	1> 7:00
Intersection	Constitution Ave/Perkasi...	File Name	Constitution Ave_Perkasie Square_ns.xus		
Project Description	25-038 Perkasie Place				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	6	0	15	82	2	166	4	164	116	141	149	2

Signal Information			
Cycle, s	85.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.0	7.0	27.0	20.0	0.0	0.0
Yellow	4.0	4.0	4.0	4.0	0.0	0.0
Red	2.0	2.0	2.0	2.0	0.0	0.0



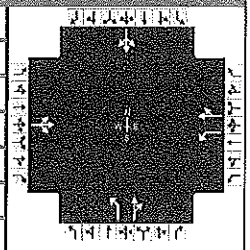
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		7.0	1.1	3.0	1.1	4.0
Phase Duration, s		26.0		26.0	13.0	33.0	26.0	46.0
Change Period, ($Y+R_c$), s		6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway (MAH), s		3.6		3.6	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s		3.4		9.2	2.6	8.6	5.8	7.0
Green Extension Time (g_e), s		0.6		0.5	0.0	0.7	0.2	0.8
Phase Call Probability		1.00		1.00	1.00	1.00	1.00	1.00
Max Out Probability		0.00		0.00	0.03	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h		23			91	142	4	178	88	153	164	
Adjusted Saturation Flow Rate (s), veh/h/ln		1648			1356	1508	1750	1837	1619	1714	1782	
Queue Service Time (g_s), s		0.0			3.8	6.7	0.1	6.1	3.3	3.3	4.5	
Cycle Queue Clearance Time (g_c), s		0.9			4.6	6.7	0.1	6.1	3.3	3.3	4.5	
Green Ratio (g/C)		0.25			0.25	0.25	0.42	0.33	0.33	0.61	0.48	
Capacity (c), veh/h		462			419	373	652	605	533	824	859	
Volume-to-Capacity Ratio (X)		0.049			0.218	0.382	0.007	0.295	0.165	0.186	0.191	
Back of Queue (Q), ft/ln (95 th percentile)		16			69	111	2	114	54	47	75	
Back of Queue (Q), veh/ln (95 th percentile)		0.7			2.8	4.4	0.1	4.5	2.1	1.9	3.0	
Queue Storage Ratio (RQ) (95 th percentile)		0.00			0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh		24.4			25.8	26.6	14.2	21.5	20.2	7.7	12.5	
Incremental Delay (d_2), s/veh		0.0			0.1	0.2	0.0	0.1	0.1	0.0	0.0	
Initial Queue Delay (d_3), s/veh		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh		24.4			25.9	26.8	14.2	21.6	20.3	7.8	12.6	
Level of Service (LOS)		C			C	C	B	C	C	A	B	
Approach Delay, s/veh / LOS	24.4	C		26.5	C		21.1	C		10.3	B	
Intersection Delay, s/veh / LOS	18.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.17	B	1.93	B	1.97	B	1.67	B
Bicycle LOS Score / LOS	0.53	A	0.87	A	0.93	A	1.01	A

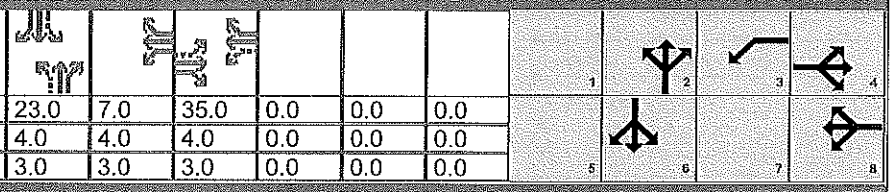
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Horner & Canter Assoc			Duration, h	0.250
Analyst	DHH	Analysis Date	May 7, 2026	Area Type	Other
Jurisdiction	Perkasie Borough	Time Period	AM Peak Hour	PHF	0.90
Urban Street		Analysis Year	2028 No-Build	Analysis Period	1> 7:00
Intersection	Constitution Ave/Walnut...	File Name	Constitution Ave_Walnut Street_na.xus		
Project Description	25-038 Perkasie Place				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	1	205	144	58	162	1	104	0	49	0	0	0

Signal Information			
Cycle, s	86.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	23.0	7.0	35.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	3.0	3.0	3.0	0.0	0.0	0.0

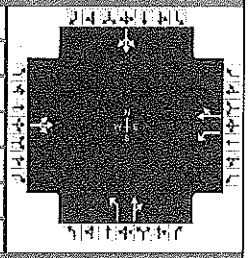
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		2		6
Case Number		8.3	1.0	4.0		6.0		8.0
Phase Duration, s		42.0	14.0	56.0		30.0		30.0
Change Period, ($Y+R_c$), s		7.0	7.0	7.0		7.0		7.0
Max Allow Headway (MAH), s		3.2	3.1	3.2		3.1		0.0
Queue Clearance Time (g_s), s		14.7	4.2	6.4		7.3		
Green Extension Time (g_e), s		1.1	0.0	1.1		0.2		0.0
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		0.00	1.00	0.00		0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h		350		64	181		116	54			0	
Adjusted Saturation Flow Rate (s), veh/h/ln		1789		1587	1864		1607	1483			0	
Queue Service Time (g_s), s		0.0		1.7	3.9		4.8	2.4			0.0	
Cycle Queue Clearance Time (g_c), s		12.2		1.7	3.9		4.8	2.4			0.0	
Green Ratio (g/C)		0.42		0.54	0.58		0.28	0.28				
Capacity (c), veh/h		791		500	1084		532	414				
Volume-to-Capacity Ratio (X)		0.443		0.129	0.167		0.217	0.132			0.000	
Back of Queue (Q), ft/ln (95 th percentile)		224		26	64		85	38			0	
Back of Queue (Q), veh/ln (95 th percentile)		8.5		1.0	2.5		3.2	1.4			0.0	
Queue Storage Ratio (RQ) (95 th percentile)		0.00		0.00	0.00		0.00	0.00			0.00	
Uniform Delay (d_1), s/veh		18.1		10.8	8.3		24.1	23.2				
Incremental Delay (d_2), s/veh		0.1		0.0	0.0		0.1	0.1			0.0	
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0		0.0	0.0			0.0	
Control Delay (d), s/veh		18.2		10.8	8.4		24.2	23.3				
Level of Service (LOS)		B		B	A		C	C				
Approach Delay, s/veh / LOS	18.2	B		9.0	A		23.9	C		0.0		
Intersection Delay, s/veh / LOS	16.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.66	B	1.92	B	1.75	B
Bicycle LOS Score / LOS	1.07	A	0.89	A	0.77	A	0.49	A

HCS Signalized Intersection Results Summary

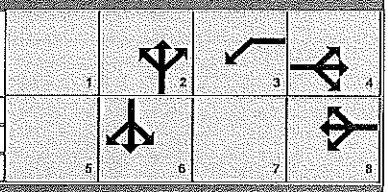
General Information				Intersection Information	
Agency	Horner & Canter Assoc			Duration, h	0.250
Analyst	DHH	Analysis Date	May 7, 2026	Area Type	Other
Jurisdiction	Perkasie Borough	Time Period	PM Peak Hour	PHF	0.96
Urban Street		Analysis Year	2028 No-Build	Analysis Period	1> 7:00
Intersection	Constitution Ave/Walnut...	File Name	Constitution Ave_Walnut Street_np.xus		
Project Description	25-038 Perkasie Place				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	1	218	216	100	332	1	270	6	121	0	0	0

Signal Information			
Cycle, s	93.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	19.0	14.0	39.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	3.0	3.0	3.0	0.0	0.0	0.0						



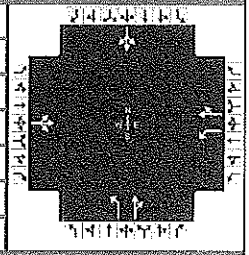
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		2		6
Case Number		8.3	1.0	4.0		6.0		8.0
Phase Duration, s		46.0	21.0	67.0		26.0		26.0
Change Period, (*Y+R c*), s		7.0	7.0	7.0		7.0		7.0
Max Allow Headway (*MAH*), s		3.2	3.1	3.2		3.1		0.0
Queue Clearance Time (*g s*), s		17.4	4.7	9.6		16.8		
Green Extension Time (*g e*), s		1.5	0.1	1.6		0.2		0.0
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		0.00	0.00	0.00		1.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		401		104	347		281	132			0	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1830		1750	1910		1714	1593			0	
Queue Service Time (*g s*), s		0.0		2.2	7.1		14.3	6.6			0.0	
Cycle Queue Clearance Time (*g c*), s		14.9		2.2	7.1		14.3	6.6			0.0	
Green Ratio (*g/C*)		0.43		0.62	0.66		0.22	0.22				
Capacity (*c*), veh/h		826		636	1253		446	343				
Volume-to-Capacity Ratio (*X*)		0.486		0.164	0.277		0.630	0.386			0.000	
Back of Queue (Q), ft/ln (95 th percentile)		260		34	111		252	112			0	
Back of Queue (Q), veh/ln (95 th percentile)		10.3		1.3	4.4		10.1	4.5			0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00		0.00	0.00			0.00	
Uniform Delay (*d 1*), s/veh		19.3		9.0	6.7		34.3	31.2				
Incremental Delay (*d 2*), s/veh		0.2		0.0	0.0		2.2	0.3			0.0	
Initial Queue Delay (*d 3*), s/veh		0.0		0.0	0.0		0.0	0.0			0.0	
Control Delay (*d*), s/veh		19.5		9.1	6.8		36.5	31.5				
Level of Service (LOS)		B		A	A		D	C				
Approach Delay, s/veh / LOS	19.5	B		7.3	A		34.9	C		0.0		
Intersection Delay, s/veh / LOS	20.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.64	B	1.93	B	1.78	B
Bicycle LOS Score / LOS	1.15	A	1.23	A	1.17	A	0.49	A

HCS Signalized Intersection Results Summary

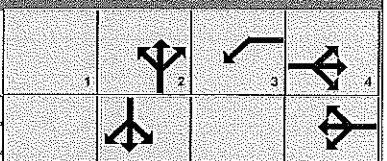
General Information				Intersection Information	
Agency	Horner & Canter Assoc			Duration, h	0.250
Analyst	DHH	Analysis Date	May 7, 2026	Area Type	Other
Jurisdiction	Perkasie Borough	Time Period	SAT Peak Hour	PHF	0.92
Urban Street		Analysis Year	2028 No-Build	Analysis Period	1> 7:00
Intersection	Constitution Ave/Walnut...	File Name	Constitution Ave_Walnut Street_ns.xus		
Project Description	25-038 Perkasie Place				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	1	210	223	116	199	1	205	0	119	0	0	0

Signal Information			
Cycle, s	86.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

	EB			WB			NB			SB		
Green	23.0	7.0		35.0	0.0		0.0			0.0		
Yellow	4.0	4.0		4.0	0.0		0.0			0.0		
Red	3.0	3.0		3.0	0.0		0.0			0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		2		6
Case Number		8.3	1.0	4.0		6.0		8.0
Phase Duration, s		42.0	14.0	56.0		30.0		30.0
Change Period, (*Y+R c*), s		7.0	7.0	7.0		7.0		7.0
Max Allow Headway (*MAH*), s		3.2	3.1	3.2		3.2		0.0
Queue Clearance Time (*g s*), s		17.2	5.6	7.3		11.9		
Green Extension Time (*g e*), s		1.3	0.0	1.3		0.5		0.0
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		0.00	1.00	0.00		0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		412		126	217		223	129			0	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1813		1709	1865		1688	1544			0	
Queue Service Time (*g s*), s		0.0		3.1	4.8		9.4	5.7			0.0	
Cycle Queue Clearance Time (*g c*), s		14.7		3.1	4.8		9.4	5.7			0.0	
Green Ratio (*g/C*)		0.42		0.54	0.58		0.28	0.28				
Capacity (*c*), veh/h		801		487	1084		555	431				
Volume-to-Capacity Ratio (*X*)		0.514		0.259	0.201		0.402	0.300			0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)		255		50	78		167	92			0	
Back of Queue (*Q*), veh/ln (95 th percentile)		10.1		1.9	3.1		6.6	3.6			0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00		0.00	0.00			0.00	
Uniform Delay (*d 1*), s/veh		18.8		11.8	8.5		25.7	24.4				
Incremental Delay (*d 2*), s/veh		0.3		0.1	0.0		0.2	0.1			0.0	
Initial Queue Delay (*d 3*), s/veh		0.0		0.0	0.0		0.0	0.0			0.0	
Control Delay (*d*), s/veh		19.1		11.9	8.6		25.9	24.5				
Level of Service (LOS)		B		B	A		C	C				
Approach Delay, s/veh / LOS	19.1	B		9.8	A		25.4	C		0.0		
Intersection Delay, s/veh / LOS	18.2						B					

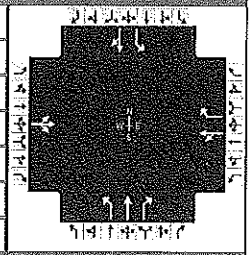
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.66	B	1.92	B	1.77	B
Bicycle LOS Score / LOS	1.17	A	1.05	A	1.07	A	0.49	A

APPENDIX G

Build Capacity/LOS Analysis Worksheets

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Horner & Canter Assoc			Duration, h	0.250
Analyst	DHH	Analysis Date	May 7, 2026	Area Type	Other
Jurisdiction	Perkasie Borough	Time Period	AM Peak Hour	PHF	0.93
Urban Street		Analysis Year	2028 Build	Analysis Period	1> 7:00
Intersection	Constitution Ave/Perkasi...	File Name	Constitution Ave_Perkasie Square_ba.xus		
Project Description	25-038 Perkasie Place				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	7	0	10	52	0	51	4	118	65	80	164	4

Signal Information			
Cycle, s	85.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.0	7.0	27.0	20.0	0.0	0.0	1	2	3	4		
Yellow	4.0	4.0	4.0	4.0	0.0	0.0	5	6	7	8		
Red	2.0	2.0	2.0	2.0	0.0	0.0						

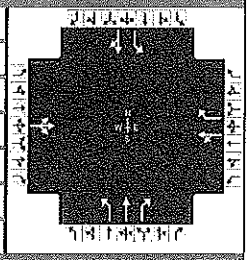
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		7.0	1.1	3.0	1.1	4.0
Phase Duration, s		26.0		26.0	13.0	33.0	26.0	46.0
Change Period, ($Y+R_c$), s		6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		3.5		3.5	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s		3.2		5.4	2.6	6.7	4.3	7.4
Green Extension Time (g_e), s		0.2		0.2	0.0	0.6	0.1	0.7
Phase Call Probability		1.00		1.00	1.00	1.00	1.00	1.00
Max Out Probability		0.00		0.00	0.03	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		18			56	39	4	127	59	86	181	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1633			1289	1483	1750	1837	1557	1701	1792	
Queue Service Time (g_s), s		0.0			2.2	1.7	0.1	4.2	2.3	1.8	4.9	
Cycle Queue Clearance Time (g_c), s		0.7			2.9	1.7	0.1	4.2	2.3	1.8	4.9	
Green Ratio (*g/C*)		0.25			0.25	0.25	0.42	0.33	0.33	0.61	0.48	
Capacity (*c*), veh/h		463			403	366	646	605	513	861	865	
Volume-to-Capacity Ratio (*X*)		0.039			0.139	0.106	0.007	0.210	0.115	0.100	0.209	
Back of Queue (*Q*), ft/ln (95 th percentile)		13			43	28	2	78	37	26	83	
Back of Queue (*Q*), veh/ln (95 th percentile)		0.5			1.6	1.1	0.1	3.1	1.4	1.0	3.3	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh		24.3			25.2	24.7	14.2	20.9	19.9	7.2	12.7	
Incremental Delay (d_2), s/veh		0.0			0.1	0.0	0.0	0.1	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh		24.4			25.2	24.8	14.2	20.9	19.9	7.3	12.7	
Level of Service (LOS)		C			C	C	B	C	B	A	B	
Approach Delay, s/veh / LOS	24.4	C		25.1	C		20.5	C		11.0	B	
Intersection Delay, s/veh / LOS	16.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.13	B	1.93	B	1.94	B	1.67	B
Bicycle LOS Score / LOS	0.52	A	0.64	A	0.80	A	0.93	A

HCS Signalized Intersection Results Summary

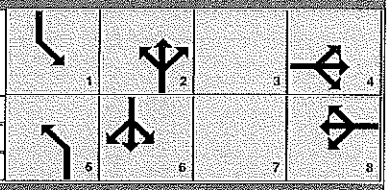
General Information				Intersection Information	
Agency	Horner & Canter Assoc			Duration, h	0.250
Analyst	DHH	Analysis Date	May 7, 2026	Area Type	Other
Jurisdiction	Perkasie Borough	Time Period	PM Peak Hour	PHF	0.97
Urban Street		Analysis Year	2028 Build	Analysis Period	1> 7:00
Intersection	Constitution Ave/Perkasi...	File Name	Constitution Ave_Perkasie Square_bp.xus		
Project Description	25-038 Perkasie Place				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	13	1	11	124	3	192	4	234	130	161	163	4

Signal Information			
Cycle, s	111.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.0	7.0	48.0	25.0	0.0	0.0						
Yellow	4.0	4.0	4.0	4.0	0.0	0.0						
Red	2.0	2.0	2.0	2.0	0.0	0.0						



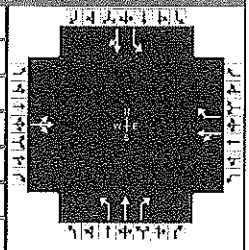
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		7.0	1.1	3.0	1.1	4.0
Phase Duration, s		31.0		31.0	13.0	54.0	26.0	67.0
Change Period, ($Y+R_c$), s		6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway (MAH), s		3.5		3.5	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s		3.7		12.4	2.6	11.9	6.7	7.7
Green Extension Time (g_e), s		0.7		0.6	0.0	0.9	0.2	0.9
Phase Call Probability		1.00		1.00	1.00	1.00	1.00	1.00
Max Out Probability		0.00		0.00	0.03	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h		26			131	157	4	241	103	166	172	
Adjusted Saturation Flow Rate (s), veh/h/ln		1655			1349	1495	1750	1837	1594	1701	1792	
Queue Service Time (g_s), s		0.0			7.9	9.9	0.1	9.4	4.3	4.2	5.2	
Cycle Queue Clearance Time (g_c), s		1.2			9.1	9.9	0.1	9.4	4.3	4.2	5.2	
Green Ratio (g/C)		0.23			0.23	0.23	0.51	0.44	0.44	0.65	0.56	
Capacity (c), veh/h		437			380	350	735	811	704	796	1001	
Volume-to-Capacity Ratio (X)		0.059			0.344	0.447	0.006	0.297	0.146	0.208	0.172	
Back of Queue (Q), ft/ln (95 th percentile)		25			141	171	2	177	71	63	90	
Back of Queue (Q), veh/ln (95 th percentile)		1.0			5.6	6.8	0.1	7.1	2.8	2.5	3.6	
Queue Storage Ratio (RQ) (95 th percentile)		0.00			0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh		33.0			36.0	36.4	13.2	20.2	18.5	8.1	12.0	
Incremental Delay (d_2), s/veh		0.0			0.2	0.3	0.0	0.1	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh		33.0			36.2	36.7	13.2	20.3	18.5	8.2	12.0	
Level of Service (LOS)		C			D	D	B	C	B	A	B	
Approach Delay, s/veh / LOS	33.0	C		36.5	D		19.7	B		10.1	B	
Intersection Delay, s/veh / LOS	21.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.17	B	1.94	B	1.97	B	1.67	B
Bicycle LOS Score / LOS	0.53	A	0.96	A	1.06	A	1.05	A

HCS Signalized Intersection Results Summary

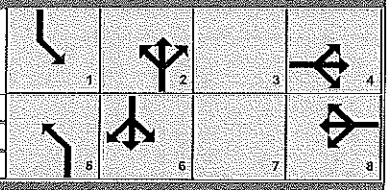
General Information				Intersection Information	
Agency	Horner & Canter Assoc			Duration, h	0.250
Analyst	DHH	Analysis Date	May 7, 2026	Area Type	Other
Jurisdiction	Perkasie Borough	Time Period	SAT Peak Hour	PHF	0.92
Urban Street		Analysis Year	2028 Build	Analysis Period	1> 7:00
Intersection	Constitution Ave/Perkasi...	File Name	Constitution Ave_Perkasie Square_bs.xus		
Project Description	25-038 Perkasie Place				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6	0	15	88	2	170	4	164	134	153	149	2

Signal Information			
Cycle, s	85.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.0	7.0	27.0	20.0	0.0	0.0						
Yellow	4.0	4.0	4.0	4.0	0.0	0.0						
Red	2.0	2.0	2.0	2.0	0.0	0.0						



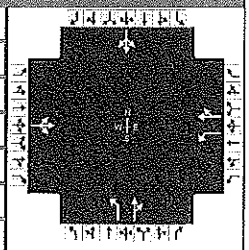
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		7.0	1.1	3.0	1.1	4.0
Phase Duration, s		26.0		26.0	13.0	33.0	26.0	46.0
Change Period, ($Y+R_c$), s		6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		3.6		3.6	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s		3.4		9.5	2.6	8.6	6.1	7.0
Green Extension Time (g_e), s		0.6		0.5	0.0	0.8	0.2	0.8
Phase Call Probability		1.00		1.00	1.00	1.00	1.00	1.00
Max Out Probability		0.00		0.01	0.03	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		23			98	147	4	178	108	166	164	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1649			1345	1495	1750	1837	1594	1701	1782	
Queue Service Time (g_s), s		0.0			4.2	7.0	0.1	6.1	4.1	3.6	4.5	
Cycle Queue Clearance Time (g_c), s		0.9			5.0	7.0	0.1	6.1	4.1	3.6	4.5	
Green Ratio (*g/C*)		0.25			0.25	0.25	0.42	0.33	0.33	0.61	0.48	
Capacity (*c*), veh/h		462			416	369	652	605	525	818	859	
Volume-to-Capacity Ratio (*X*)		0.049			0.235	0.397	0.007	0.295	0.205	0.203	0.191	
Back of Queue (*Q*), ft/ln (95 th percentile)		16			75	116	2	114	68	52	75	
Back of Queue (*Q*), veh/ln (95 th percentile)		0.7			3.0	4.6	0.1	4.5	2.7	2.1	3.0	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh		24.4			26.0	26.7	14.2	21.5	20.5	7.8	12.5	
Incremental Delay (d_2), s/veh		0.0			0.1	0.3	0.0	0.1	0.1	0.0	0.0	
Initial Queue Delay (d_3), s/veh		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh		24.4			26.1	27.0	14.2	21.6	20.6	7.9	12.6	
Level of Service (LOS)		C			C	C	B	C	C	A	B	
Approach Delay, s/veh / LOS	24.4	C		26.6	C		21.1	C		10.2	B	
Intersection Delay, s/veh / LOS	18.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.17	B	1.93	B	1.97	B	1.67	B
Bicycle LOS Score / LOS	0.53	A	0.89	A	0.97	A	1.03	A

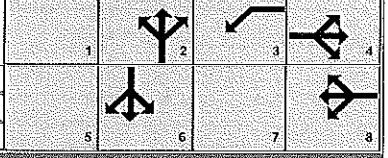
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Horner & Canter Assoc			Duration, h	0.250
Analyst	DHH	Analysis Date	May 7, 2026	Area Type	Other
Jurisdiction	Perkasie Borough	Time Period	AM Peak Hour	PHF	0.90
Urban Street		Analysis Year	2028 Build	Analysis Period	1> 7:00
Intersection	Constitution Ave/Walnut...	File Name	Constitution Ave_Walnut Street_ba.xus		
Project Description	25-038 Perkasie Place				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	1	205	152	61	162	1	107	0	50	0	0	0

Signal Information			
Cycle, s	86.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

												
Green	23.0	7.0	35.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	3.0	3.0	3.0	0.0	0.0	0.0						

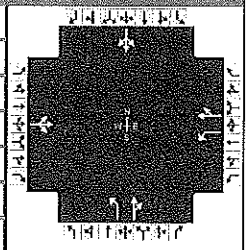
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		2		6
Case Number		8.3	1.0	4.0		6.0		8.0
Phase Duration, s		42.0	14.0	56.0		30.0		30.0
Change Period, (*Y*+*R c*), s		7.0	7.0	7.0		7.0		7.0
Max Allow Headway (*MAH*), s		3.2	3.1	3.2		3.1		0.0
Queue Clearance Time (*g s*), s		15.1	4.3	6.4		7.5		
Green Extension Time (*g e*), s		1.1	0.0	1.1		0.3		0.0
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		0.00	1.00	0.00		0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		359		68	181		119	56			0	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1784		1574	1864		1594	1470			0	
Queue Service Time (*g s*), s		0.0		1.8	3.9		5.0	2.4			0.0	
Cycle Queue Clearance Time (*g c*), s		12.6		1.8	3.9		5.0	2.4			0.0	
Green Ratio (*g/C*)		0.42		0.54	0.58		0.28	0.28				
Capacity (*c*), veh/h		789		490	1084		529	410				
Volume-to-Capacity Ratio (*X*)		0.455		0.138	0.167		0.225	0.135			0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)		230		28	64		88	40			0	
Back of Queue (*Q*), veh/ln (95 th percentile)		8.8		1.0	2.5		3.3	1.5			0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00		0.00	0.00			0.00	
Uniform Delay (*d 1*), s/veh		18.2		10.9	8.3		24.2	23.2				
Incremental Delay (*d 2*), s/veh		0.2		0.0	0.0		0.1	0.1			0.0	
Initial Queue Delay (*d 3*), s/veh		0.0		0.0	0.0		0.0	0.0			0.0	
Control Delay (*d*), s/veh		18.3		11.0	8.4		24.2	23.3				
Level of Service (LOS)		B		B	A		C	C				
Approach Delay, s/veh / LOS	18.3	B		9.1	A		23.9	C		0.0		
Intersection Delay, s/veh / LOS	16.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.66	B	1.92	B	1.75	B
Bicycle LOS Score / LOS	1.08	A	0.90	A	0.78	A	0.49	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Horner & Canter Assoc			Duration, h	0.250
Analyst	DHH	Analysis Date	May 7, 2026	Area Type	Other
Jurisdiction	Perkasie Borough	Time Period	PM Peak Hour	PHF	0.96
Urban Street		Analysis Year	2028 Build	Analysis Period	1> 7:00
Intersection	Constitution Ave/Walnut...	File Name	Constitution Ave_Walnut Street_bp.xus		
Project Description	25-038 Perkasie Place				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	1	218	220	102	332	1	279	6	124	0	0	0

Signal Information			
Cycle, s	93.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	19.0	14.0	39.0	0.0	0.0	0.0	1	2	3	4		
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	3.0	3.0	3.0	0.0	0.0	0.0	5	6	7	8		

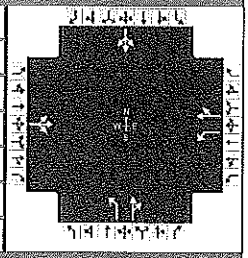
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		2		6
Case Number		8.3	1.0	4.0		6.0		8.0
Phase Duration, s		46.0	21.0	67.0		26.0		26.0
Change Period, (*Y+R c*), s		7.0	7.0	7.0		7.0		7.0
Max Allow Headway (*MAH*), s		3.2	3.1	3.2		3.1		0.0
Queue Clearance Time (*g s*), s		17.6	4.8	9.6		17.5		
Green Extension Time (*g e*), s		1.5	0.1	1.6		0.2		0.0
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		0.00	0.00	0.00		1.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		405		106	347		291	135			0	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1828		1736	1910		1701	1580			0	
Queue Service Time (*g s*), s		0.0		2.3	7.1		15.0	6.8			0.0	
Cycle Queue Clearance Time (*g c*), s		15.1		2.3	7.1		15.0	6.8			0.0	
Green Ratio (*g/C*)		0.43		0.62	0.66		0.22	0.22				
Capacity (*c*), veh/h		825		628	1253		443	340				
Volume-to-Capacity Ratio (*X*)		0.491		0.169	0.277		0.656	0.398			0.000	
Back of Queue (Q), ft/ln (95 th percentile)		263		35	111		265	116			0	
Back of Queue (Q), veh/ln (95 th percentile)		10.4		1.4	4.4		10.5	4.6			0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00		0.00	0.00			0.00	
Uniform Delay (*d 1*), s/veh		19.4		9.1	6.7		34.6	31.3				
Incremental Delay (*d 2*), s/veh		0.2		0.0	0.0		2.8	0.3			0.0	
Initial Queue Delay (*d 3*), s/veh		0.0		0.0	0.0		0.0	0.0			0.0	
Control Delay (*d*), s/veh		19.6		9.1	6.8		37.3	31.6				
Level of Service (LOS)		B		A	A		D	C				
Approach Delay, s/veh / LOS	19.6	B		7.3	A		35.5	D		0.0		
Intersection Delay, s/veh / LOS	20.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.64	B	1.93	B	1.78	B
Bicycle LOS Score / LOS	1.16	A	1.24	A	1.19	A	0.49	A

HCS Signalized Intersection Results Summary

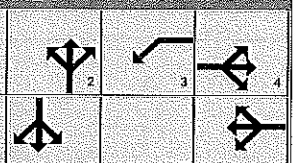
General Information				Intersection Information	
Agency	Horner & Canter Assoc			Duration, h	0.250
Analyst	DHH	Analysis Date	May 7, 2026	Area Type	Other
Jurisdiction	Perkasie Borough	Time Period	SAT Peak Hour	PHF	0.92
Urban Street		Analysis Year	2028 Build	Analysis Period	1> 7:00
Intersection	Constitution Ave/Walnut...	File Name	Constitution Ave_Walnut Street_bs.xus		
Project Description	25-038 Perkasie Place				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	1	210	231	120	199	1	208	0	120	0	0	0

Signal Information			
Cycle, s	86.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

	EB			WB			NB			SB		
Green	23.0	7.0		35.0	0.0	0.0	0.0					
Yellow	4.0	4.0		4.0	0.0	0.0	0.0					
Red	3.0	3.0		3.0	0.0	0.0	0.0					



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		2		6
Case Number		8.3	1.0	4.0		6.0		8.0
Phase Duration, s		42.0	14.0	56.0		30.0		30.0
Change Period, ($Y+R_c$), s		7.0	7.0	7.0		7.0		7.0
Max Allow Headway (MAH), s		3.2	3.1	3.2		3.2		0.0
Queue Clearance Time (g_s), s		17.8	5.8	7.3		12.2		
Green Extension Time (g_e), s		1.3	0.0	1.4		0.5		0.0
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		0.00	1.00	0.00		0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h		421		130	217		226	130			0	
Adjusted Saturation Flow Rate (s), veh/h/ln		1796		1696	1850		1674	1532			0	
Queue Service Time (g_s), s		0.0		3.3	4.8		9.7	5.8			0.0	
Cycle Queue Clearance Time (g_c), s		15.3		3.3	4.8		9.7	5.8			0.0	
Green Ratio (g/C)		0.42		0.54	0.58		0.28	0.28				
Capacity (c), veh/h		794		476	1076		551	428				
Volume-to-Capacity Ratio (X)		0.530		0.274	0.202		0.410	0.305			0.000	
Back of Queue (Q), ft/ln (95 th percentile)		264		52	79		171	94			0	
Back of Queue (Q), veh/ln (95 th percentile)		10.3		2.0	3.1		6.7	3.7			0.0	
Queue Storage Ratio (RQ) (95 th percentile)		0.00		0.00	0.00		0.00	0.00			0.00	
Uniform Delay (d_1), s/veh		19.0		12.0	8.5		25.8	24.4				
Incremental Delay (d_2), s/veh		0.3		0.1	0.0		0.2	0.1			0.0	
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0		0.0	0.0			0.0	
Control Delay (d), s/veh		19.3		12.1	8.6		26.0	24.6				
Level of Service (LOS)		B		B	A		C	C				
Approach Delay, s/veh / LOS	19.3	B		9.9	A		25.5	C		0.0		
Intersection Delay, s/veh / LOS	18.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.66	B	1.92	B	1.77	B
Bicycle LOS Score / LOS	1.18	A	1.06	A	1.08	A	0.49	A

BOROUGH OF PERKASIE

620 W. Chestnut St
P.O. Box 96
Perkasie, PA 18944

(215)257-5065
Fax (215)257-6875

SUBDIVISION / LAND DEVELOPMENT 90-DAY REVIEW WAIVER

Date: 3/27/2026

Borough Manager
Perkasie Borough
620 W. Chestnut St.
P.O. Box 96
Perkasie, PA 18944

Re: Subdivision/Land Development Plan of Perkasie Place Recycling Center

On March, 27, 20 26, I/We submitted for official filing, the above referenced plan of subdivision/land development.

Please be advised that, notwithstanding, any contrary provision of the Pennsylvania Municipalities Planning Code or the Perkasie Borough Code, this letter will serve as notice to Perkasie Borough that the requirement that action be taken on this subdivision proposal within ninety (90) days is hereby waived, without limitation as to time.

This Waiver can be revoked upon thirty (30) days written notice to Perkasie Borough.

Very truly yours,

GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

April 29, 2026

File No. 24-00991

Cassandra L. Grillo, CZO, BCO
Zoning Officer and Code Enforcement Administrator
Borough of Perkasie
620 West Chestnut Street
P.O. Box 96
Perkasie, PA 18944

Reference: Preliminary Subdivision and Land Development Plans – Review #1
Perkasie Place Recycling Center
505 Constitution Avenue
TMP #33-009-001
Perkasie Borough, Bucks County, PA

Dear Cassandra:

Pursuant to your request, Gilmore & Associates, Inc. (G&A) has reviewed the Preliminary Subdivision and Land Development Plans for the above-referenced project. We offer the following comments for consideration by the Borough:

I. Submission

A. Preliminary Subdivision and Land Development Plans for Perkasie Place Recycling Center, as prepared by C2C Design Group, consisting of five (5) sheets, dated March 27, 2026.

B. Subdivision/Land Development Application and Plan Submission Checklists dated March 27, 2026.

C. Sketch Plan Application of Perkasie Place LLC letter from Sellersville Borough prepared by Clemons Richter & Reiss dated October 15, 2025.

D. Bucks County Planning Commission (BCPC #11294-C) Letter dated February 20, 2026.

II. General Information

The subject site is located at 505 Constitution Avenue (S.R. 0152) within the same property as the Perkasie Square Shopping Center in Perkasie and Sellersville Boroughs, Bucks County, PA. A small portion of the site at the western corner is in Sellersville Borough. However, the property was assessed 100% in Perkasie. The site consists of tax map parcel 33-009-001. The Applicant and Owner of Record for the site is PACAZ Realty, LLC.

The site consists of the existing Perkasie Square Shopping Center, including two (2) multi-store buildings, McDonald's, Mavis Tire Center, and associated parking with two (2) access driveways onto Constitution Avenue (S.R. 0152) occupying approximately 14.24 acres of the total 22.183-acre site. The remaining area (7.943 acres) consists of vacant land with woodlands, individual trees, open space, and 'Waters of the United States', which consists of an unnamed tributary to the East Branch Perkiomen Creek.

The Applicant proposes a minor two (2) lot subdivision to create a 14.259-acre parcel (Lot 1) containing the existing Perkasie Square Shopping Center and a second 7.939-acre parcel (Lot 2) for a proposed 18,279 square foot recycling facility/contractor building with a 3,800 square foot 2nd floor office and associated outdoor storage areas, roll off dumpster storage area, passenger vehicle parking, truck scale,

truck turnaround areas, and areas for loading and unloading of materials. Lot 1 will continue to have access to Constitution Avenue, and Lot 2 will have access to Constitution Avenue through the shopping center, as well as an emergency access driveway onto Wyckford Drive. The site is zoned Light Industrial (I-2) Zoning District and the existing use for Lot 1 is "Planned Commercial Development" (E15), which is a use permitted by right in the I-2 Zoning District, while the intended use for Lot 2 is "Recycling Facility" (G7) with a 2nd floor "Contractor Office" (G1), which are uses permitted by right in the I-2 Zoning District. Lot 2 will also contain outdoor storage area, which is a permitted "Accessory Use".

According to FEMA map 42017C0256J, dated March 16, 2015, the site is located in three (3) Zones: Zone "X", which is outside the 0.2% annual chance floodplain, Zone "X", which is an area of 1% annual chance flood with average depths of less than 1 foot, and Zone "AE" – Flood-Fringe Area (FF), which has determined base flood elevations. According to the U.S. Fish and Wildlife Service's National Wetlands Inventory, the site contains 'Waters of the United States', which consists of a tributary to the East Branch Perkiomen Creek fed by a freshwater pond. The site is served by public water and sanitary sewer provided by the Perkasie Regional Authority (PRA). The plans illustrate an underground stormwater management system on Lot 2 with no details provided.

III. Reference Plans

A. Final Site Plan, as prepared by Korab, McConnell & Dougherty Associates, dated May 31, 1988 and last revised February 4, 1993.

B. ALTA/NSPS Land Title Survey for Lands N/F PACAZ Realty, LLC, Perkasie Square Shopping Center, as prepared by Nave Newell, Inc., consisting of one (1) sheet, dated August 20, 2024.

IV. Review Comments

A. Zoning Ordinance (Chapter 186)

We have identified the following issues in regards to the requirements and provisions of the current Perkasie Borough Zoning Ordinance:

1. §186-2.I – The purpose of the zoning requirements is to promote, protect and facilitate the public health, safety, morals and general welfare by giving reasonable consideration, among other things, to the character of the Borough as a whole and of each district and its peculiar suitability for particular uses and structures. To accommodate reasonable overall community growth, including population and employment growth, and opportunities for development of a variety of residential dwelling types and nonresidential uses. While the proposed recycling center is a by right use, due to the proximity of the adjacent residential and retail uses, we do not believe the proposed use is in the best interest of the Borough community. The current parcel was approved and developed as a Planned Commercial Development (E15) and we do not believe an industrial use meets the intent and vision of the original Land Development approval granted by Borough Council.
2. §186-18.G.(7)(b)[1] – A recycling facility use shall have a 100-foot front yard setback. The plans show a 50-foot front yard setback from Constitution Avenue and should be revised to show a 100-foot front yard setback. Also, the proposed building setbacks should be dimensioned on the plan.
3. §186-18.G.(7)(c) – The provisions set forth in §186-18G(9)(c) through (u) for resource recovery facility shall be met for a recycling facility use. The following items related to site design will need to be addressed:
    a. §186-18.G.(9)(d) - Operation of a resource recovery facility shall at all times be in full compliance with the statutes of the Commonwealth of Pennsylvania and the rules and regulations of the Department of Environmental Protection (PaDEP) and the provisions of this section of the Borough Ordinance. In the event that any of the provisions of this section of the Borough Ordinance is less restrictive than any present or future rules or regulations of PaDEP, the more restrictive PaDEP regulations shall control. A note stating this requirement shall be added to the Record Plan.

b. §186-18.G.(9)(e) - In order to protect against indiscriminate and unauthorized dumping, every resource recovery facility shall be protected by locked barricades, fences or gates. Such barricade shall be at least six feet high. An eight-foot-high fence with privacy slats is proposed around the perimeter of the property. The following issues related to the proposed fence should be addressed:

   i. The fence crosses through the existing walking path that extends from Meadowood Estates to the shopping center. The fence should be relocated to allow continued use of the trail.

   ii. The fence crosses through a 20' Wide Electrical Easement and a 20' Wide General Utility Easement in multiple locations. Copies of these easement agreements should be provided to determine if a fence is permitted within this easement. If a fence is permitted, then we recommend that a gate be installed at each crossing location to allow the utility companies access to these easements.

   iii. The fence is shown crossing directly through and within the unnamed tributary to the East Branch Perkiomen Creek. The fence should be relocated to avoid conflicts with this watercourse.

   iv. The fence is shown crossing the access road to the recycling facility at an angle and should be revised to be perpendicular to the access road.

   v. Details of the gates should be provided, including notation and specifications on how the gates can be accessed by emergency personnel and utility companies.

c. §186-18.G.(9)(g) - Hazardous waste as included on the list of hazardous waste as maintained by the Department of Environmental Protection shall not be disposed of, handled or processed in a resource recovery facility. A note stating this requirement shall be added to the Record Plan.

d. §186-18.G.(9)(h) - Litter control shall be exercised to confine blowing litter to the work area, and a working plan for cleanup of litter shall be submitted to the municipality. The entire area shall be kept clean and orderly.

e. §186-18.G.(9)(i) - All parts of the process, unloading, handling and storage of municipal solid waste, shall occur within a building. However, certain separated recyclable materials like glass, aluminum and other metals may be stored outdoors. The Grading and Utility Plan identifies spaces for Roll Off Dumpster Storage and Outdoor Storage Areas. A note should be added to the Record Plan that states that only separated recyclable glass, aluminum and other metal materials may be stored outdoors.

f. §186-18.G.(9)(l) - No material shall be placed or deposited to a height greater than the height of the fence or wall herein prescribed. A note stating this requirement should be added to the Record Plan.

g. §186-18.G.(9)(m) - No municipal solid waste shall be processed or stored at a recycling facility. A full written description of the proposed recycling facility process, materials to be recycled, how they are sorted and how non-recyclable materials are handled should be provided to the Borough and our office to determine if any of the materials are classified as municipal waste.

h. §186-18.G.(9)(o) - Leachate from the water used to wash vehicles or any part of the operation shall be disposed of in a manner in compliance with PaDEP regulations. If the leachate is to be discharged to a municipal sewage treatment plant, appropriate permits shall be obtained from the applicable agencies and authorities. In no event shall the leachate be disposed of in a storm sewer, to the ground or in any other manner inconsistent with the Pennsylvania Department of Environmental Protection regulations. A note stating this requirement shall be added to the Record Plan. Also, the location proposed for washing of vehicles should be identified on the plans along with any proposed leachate collection system.

i. §186-18.G.(9)(p) - Waste from the resource recovery facility process shall be located at least 100 feet from any property line and stored in leakproof and vectorproof containers. We note that the recycling facility building is 85 feet from the southern property line and the outdoor storage area is 50 feet from the eastern property line. The location of waste storage will need to be clarified, and notes added to the Record Plan identifying the locations prohibited from waste storage.

j. §186-18.G.(9)(q) - A dense evergreen buffer shall be provided on the outside perimeter of the fenced area. Evergreens shall be four to five feet in height and planted on ten-foot staggered centers. The plans show the fence along the perimeter of the Lot 2 property line with landscaping along the interior of the fence. The fence should be relocated, and the evergreen buffer should be provided along the exterior of the fence line. Also, the buffer requirements of §186-54 of this chapter shall be met.

k. §186-18.G.(9)(r) – A note stating that "open burning of any materials shall specifically be prohibited" shall be added to the Record Plan.

l. §186-18.G.(9)(s) - The performance standards of Article VII (§186-47, 48, 49, 50 & 52) of this chapter shall be met regarding noise, smoke, emissions, heat and vibrations.

m. §186-18.G.(9)(t) - A traffic impact study and a water impact study shall be required. The Traffic Impact Study shall be in accordance with the requirements of SALDO §164-41.2.

n. §186-18.G.(9)(u) – A note should be added to the Record Plan stating that a zoning permit shall be renewed on an annual basis after inspection for compliance with §186-18.G.(9)(c) through (t).

4. §186-20.I.(1) – The existing and proposed uses of Lots 1 and 2 should be listed in the Zoning Data tables on Sheet 1. The tables should also include any zoning requirements specific to the proposed use.

5. §186-20.I.(2) – The Maximum Lot Coverage for a Planned Commercial Development Use (E15) is 25%. The existing use of the site is a "Planned Commercial Development" with a lot coverage of 9.5%. The zoning table notes a proposed lot coverage of 14.8% for Lot 1 and 5.2% for Lot 2. An impervious coverage table should be provided with a breakdown of the different types of impervious on each lot to verify the lot coverage ratios.

6. §186-20.I.(3) – The Maximum Lot Coverage for Any Other Principal Structure or Use, such as "Recycling Facility" (G7) is 30%. The 'Required' maximum lot coverage noted in the zoning table under Lot 2 is 25% and should be revised to 30%. Also, the zoning table notes a proposed lot coverage of 5.2% for Lot 2. This lot coverage does not appear to include the area of the outside storage of materials. The 'Maximum Lot Coverage' should, by definition, represent "the proportion of the lot area, expressed as a percentage, that is covered by the maximum horizontal cross section of, all principal and accessory buildings (including balconies, decks, patios, porches, breezeways, and carports), and outside storage of materials".

7. §186-32 – The provisions of §186-30 shall not apply to front fences, hedges or walls less than seven feet high above the natural grade in the required front yard. We note that an 8-foot-high chain link fence with privacy slats is proposed in the front yard. Due to the height of the proposed fence, the provisions of §186-30 shall apply to the front portion of the fence.

8. §186-45.B. – Based on the Borough's Street Classification Map, Constitution Avenue is classified as an arterial street with a half-width right-of-way of 50 feet. The legal right-of-way appears to be 56.5 feet along the property frontage. Therefore, an ultimate right-of-way of 50 feet measured from the center line of Constitution Avenue should be shown on the plan. All zoning information, including setbacks, lot areas, lot coverage, etc., should be calculated based on the ultimate right-of-way.

9. §186-47 – The sound level of any operation (other than the operation of motor vehicles or other transportation facilities, operations involved in construction or demolition of structures, emergency alarm signals or time signals) should not exceed the decibel levels in the designated octave bands and center frequency as required in this section. A note should be added to the Record Plan specifying a restriction to the hours of unloading the storage bins in the outdoor storage area due to the excessive sound normally contributed with the emptying of bins and the close proximity of the outdoor storage area to the adjoining residential properties.

10. §186-49.A. – The emission of dust, dirt, fly ash, fumes, vapors or gases which can cause any damage to human health, to animals or vegetation or to other forms of property or which can cause any soiling or staining of persons or property at any point beyond the lot line of the use creating the emission is herewith prohibited. The Applicant indicated that concrete may be crushed at this facility. A written description and details of the concrete crushing process, equipment, location and precautions used to prevent emissions spreading beyond the property line should be provided to demonstrate compliance with this requirement.

11. §186-52.A.(1) – No use shall produce glare off the premises by illumination originating on the premises. Glare is defined as the sensation produced by light within the visual field that is sufficiently greater than the light to which the eyes are adapted and which causes annoyance, discomfort, or loss in visual performance or visibility, for any period of time, no matter how short in duration. The preliminary plans do not include any proposed lighting. All proposed lights shall be designed to ensure no glare is produced and is in accordance with all lighting requirements of this section.

12. §186-54 – The following issues related to buffering should be addressed:

    a. The proposed industrial use on Lot 2 is bordered by single family residential uses along the southeast and southwest property lines and shall provide a 50-foot-wide Class D buffer. Also, the proposed industrial use is bordered by a retail and consumer service use to the northeast and shall provide a 15-foot Class B buffer. Finally, the proposed industrial use fronts along an arterial road and shall provide a 10-foot-wide Class A buffer. This is not consistent with the buffer yards shown on the plans. The plans should be revised accordingly. Also, the required buffer yard plantings should be provided on the plans.

    b. The existing retail use on Lot 1 would require a 20-foot Class C buffer along the residential properties to the southeast and northeast, a 15-foot Class B buffer along the subdivision line for the industrial use to the south and a 10-foot Class A buffer along the road. These buffers should be shown on the Record Plan and the required plantings along the subdivision line should be provided on the landscape plan.

    c. Where vegetation, topography, or man-made structures exist which can meet the objectives of the buffer requirements, they may be preserved and may be used to meet the buffer and planting requirements. Quantities, size, species, and locations of existing plant materials and other features intended to meet the buffer requirements must be shown on the plans.

13. §186-54.A.(1) - All landscape plans shall be prepared by a Landscape Architect familiar with this section to promote the proper use and arrangement of plant materials. A landscape plan with planting details should be provided.

14. §186-54.D & E – A compliance chart should be provided to demonstrate that the selected planting buffer and calculations of the required and proposed plant material meet the requirements. We note that conceptual buffers have been provided. However, the required buffers should be provided and detailed in a chart. The chart and details should include the species, quantities, sizes, etc. of proposed buffer material.

15. §186-57.D – Watercourses shall be left as permanent open space and free flowing. Such areas shall not be altered, regraded, filled, piped, diverted or built upon, unless design approval is obtained from the Borough and the Pennsylvania Department of Environmental Protection as required. The plans propose a driveway and fence across the unnamed tributary to the East Branch Perkiomen Creek to access the Perkasie Square Shopping Center. All necessary permits from PADEP will be required for the proposed stream crossing.

16. §186-57.E & F & §164-41.F (SALDO) – The previously submitted Final Site Plan as prepared by Korab, McConnell & Dougherty Associates, dated May 31, 1988 and last revised February 4, 1993, indicated that 3.197 acres of wetlands were present around the existing stream. Also, a separate ALTA/NSPS Land Title Survey for the subject property dated August 20, 2024 included wetland areas along the unnamed tributary to the East Branch Perkiomen Creek. General Note 5 on Sheet 1 states that "No know wetlands located within the project site" based on an aquatic resource investigation performed by NOVA Consultants, LTD. on February 9, 2025. A copy of the aquatic resource investigation should be submitted for review to verify the absence of wetlands onsite.

17. §186-57.G.(2) & §164-41.G (SALDO) – No more than 50% of a woodland area not associated with another environmentally sensitive resource shall be altered, regraded, cleared or built upon. Woodlands are defined as areas, groves or stands of mature or largely mature trees covering an area greater than 1/4 acre in which the largest trees measure at least six inches dhb. The trees associated with the woodlands around the perimeter of the site shall be surveyed to determine the woodlands disturbance for the required fencing and access driveways to verify it does not disturb more than 50% of the woodlands.

18. §186-61.C. – The plan lists the parking requirements for a recycling facility of 3 spaces per 1,000 square feet of office floor area for a total of 12 required parking spaces. However, we note that the proposed building is labeled as Recycling Facility/ Contractor Building. The parking requirement for a "Contractor" use is 0.9 per 1,000 square feet of GFA, which would require an additional 17 spaces. Also, the plan notes a second floor office area of 3,800 square feet which requires 1 space per 350 square feet of GFA for an additional 11 required parking spaces for a maximum total of 28 required parking spaces. The proposed layout currently provides for only 14 spaces. The square footage allocated to each proposed use shall be clarified and the additional parking spaces provided.

19. §186-70.F – Parking lots with 90° parking should have 24-foot aisles for two-way traffic. We note that the outdoor storage area and roll off dumpster storage areas are laid out like a parking lot and should meet these requirements. The aisle between the outdoor storage area and roll off dumpster storage area is less than 24 feet. Also, the aisle on the southern side of the second row of outdoor storage area has a width of only 10 feet. Circulation exhibits should be provided to clarify how these spaces will be accessed to determine if additional spaces are required.

20. §186-70.F – An accessible walkway shall be provided from the proposed ADA parking spaces to the building.

21. §186-70.J – Except where entrance and exit drives cross street lines, all parking areas for any purpose other than single-family residences shall be physically separated from any public street by a concrete curb. Concrete curb shall be provided along the perimeter of the parking lot.

22. §186-70.K – In any parking area of more than three spaces in a residence district or abutting a residence or apartment district, all spaces not within a building shall be buffered with evergreen or other suitable planting which shall be at least four feet in height, designed to screen noise, odors, visibility and headlight glare and located between such parking spaces and any lot in a residence or apartment district that abuts directly or across a street. We note that the plan appears to show proposed trees along the southeast and southwest property boundaries. However, these trees are not identified. A landscape plan will be required, and additional buffer trees shall be provided as necessary for the parking area adjacent to the residential district.

23. §186-70.L – All artificial lighting used to illuminate any parking space or spaces shall be so arranged that no direct rays from such lighting shall fall upon any neighboring property. Lighting plans are required to demonstrate lighting for the recycling facility does not impact the neighboring properties.

24. §186-71.A - Every industrial plant exceeding 6,000 square feet shall have at least one off-street loading space. The off-street loading space should be identified and dimensioned on the plan.

25. §186-75.C.(1) – Prior to the erection of a sign and the issuance of a permit, the Borough Code Enforcement Administrator shall review all signs for conformance to the provisions of this Article, the Municipal Building Code. We note that the plan does not indicate a freestanding sign with the name of the business. If a freestanding sign is to be proposed for this development, then the location of the sign should be shown on the plans along with appropriate details.

B. Subdivision and Land Development Ordinance (Chapter 164)

We have identified the following issues in regards to the requirements and provisions of the current Perkasie Borough Subdivision and Land Development Ordinance (SALDO):

1. §164-10.B.(2) – When the Applicant is requesting a modification to a provision or provisions of the Subdivision and Land Development Ordinance, a written request should accompany the plan submission. The request should cite the section(s) of the chapter to be modified, the extent of modification and the reasons for the modification. A Waiver Request Letter should be submitted to the Borough if waivers are to be requested and the list of waivers added to the Record Plan.

2. §164-20.B.(3) – Provision for additional street width may be required by Borough Council where the minimum width does not meet with the specific requirements for the individual street classification. Wyckford Drive is a secondary street which requires a minimum cartway width of 34 feet and the existing cartway only appears to be 32 feet. Borough Council should determine if additional cartway width is required for this existing street or a waiver required.

3. §164-20.G(1) & §164-24.A – Proper sight distances should be provided for both horizontal and vertical alignments. Measured along the centerline, minimum sight distances should be 500 feet for collector streets, 400 feet for primary streets and 250 feet for secondary streets. Sight distances for the existing shopping center driveway and proposed emergency access driveway should be provided to demonstrate compliance with this requirement.

4. §164-24.D. – The proposed driveway connection to the shopping center should meet the minimum design requirements for a Class D driveway. The driveway width, radius and grades should be noted on the plan to demonstrate compliance with the requirement.

5. §164-25.A.(1)(a) – No one row of off-street parking spaces shall exceed 12 spaces. Raised planting beds shall be at intervals not to exceed 12 spaces, with beds offset on alternating sides of parking rows. Raised planting beds should be provided for the outdoor storage spaces which exceed 12 spaces in length. Raised planting beds shall be planted with one shade tree.

6. §164-25.A(1)(d) – Perimeter plantings should be provided around all parking areas and should have a minimum width of five feet. Perimeter plantings, inclusive of shrubs, should be provided.

7. §164-25.A.(1)(f) – The edge of any parking area or parking driveway shall not be closer than 15 feet to the outside wall of the nearest building. This area shall be used for foundation plantings and sidewalks to entryways. The northwestern side of the proposed building is less than 15 feet from the parking and driveway aisle and should be revised to provide the required separation. Also, the distance between the building and the parking area/driveway should be dimensioned on the plans.

8. §164-25.A.(2) – A landscape plan shall be provided to demonstrate compliance with the parking lot landscaping requirements of §164-25.A.

9. §164-27.B – All traffic control signs installed along any public or private street, road, alley, driveway or parking area within Perkasie Borough shall meet the requirements of the PennDOT Handbook of Approved Signs, latest version. All traffic signs within the recycling center parking area, access driveway and additional signs required within the shopping center for the shared driveway use should be shown on the plans with details provided.

10. §164-27.B(5) – The 'Reserved Parking' sign (R7-8) should be accompanied by the Reserved Parking Penalties sign (R7-8F) and 'Van Accessible' sign (R7-8P). These signs should be noted in the plan view, where appropriate, and details added to the plans.

11. §164-30.F – Lots excessively deep in relation to width or lots excessively irregular in shape are to be avoided. A proportion of 2½ in depth to one width is generally accepted as a proper maximum. Proposed Lot 2 has a width of 300 feet at the building setback line and a depth exceeding 750 feet. The proposed subdivision line should be revised to not exceed the 2½ to 1 ratio or a waiver required.

12. §164-31. – The following comments pertain to the proposed grading:
    a. Spot elevations should be provided at the corners of the proposed building.
    b. The building notes a finished floor elevation of 322.50 which is 6.5 feet higher than the adjacent parking lot. The access door for the building should be shown on the plan and stairs and ramps to the access door should be shown on the plan with associated grading and spot elevations.
    c. Spot elevations should be provided along the edge and at the corners of the parking areas.
    d. Detailed grading should be provided for the emergency access drive connection to Wyckford Drive. The grading should include an ADA complaint driveway apron across the existing sidewalk.
    e. Detailed grading for the creek culvert and access road connection to the shopping center should be provided to demonstrate adequate roadway clearance over the culvert.
    f. Additional grading along the access road to the shopping center should be provided to determine the need for guiderails at the creek culvert.
    g. We note that curb is required around the perimeter of the parking area. Additional grading comments may need to be addressed based on the grading for curbs and stormwater structures within the parking area.

13. §164-31.F. – The top or bottom edge of slopes should be a minimum of five (5) feet from property or right-of-way lines of streets in order to permit the normal rounding of the edge without encroaching on the abutting property.

14. §164-32 – The plan proposes an access driveway to the Perkasie Square Shopping Center. An access easement from this connection point out to Constitution Avenue will be required.

15. §164-32 – As specified in the Bucks County Planning Commission Review Letter dated May 27, 2016, an easement should be shown for the existing paved path that provides access to the shopping center from the adjacent Meadowood Estates residential community. The easement agreement should specify the maintenance responsibilities regarding snow removal and repairs to the paved path.

16. §164-32.C – Nothing should be permitted to be placed, planted, set or put within the area of an easement, the area should be kept as lawn. The proposed fence and access driveway are shown within existing easements and within a proposed easement. The fence and driveway should be relocated or a waiver requested from this requirement.

17. §164-32.D. & §158-12.O. – Where a subdivision is traversed by a watercourse, there should be provided a drainage easement conforming substantially with the line of such watercourse and of such width as will be adequate to preserve natural drainage but not less than 20 feet or as may be required or directed by the Department of Forests and Waters. The width of the easement shall be adequate to provide for the unimpeded flow of stormwater runoff from the 100-year storm event. The plan appears to show a 20-foot-wide drainage easement over the existing stream centerline. However, the existing contours appear to indicate portions of the streambank extend beyond the 20-foot-wide drainage easement. The extent of flows in the streambank from the 100-year storm should be analyzed to ensure the easement width is adequate. The proposed easement should be labeled on the plans with metes and bounds.

18. §164-33.D. – In the design of storm sewerage systems, the future use of undeveloped areas upstream shall be taken into account in calculating pipe sizes. The upstream area of the existing watercourse that traverses the site includes wooded area that could be developed in the future. The upstream drainage area should be analyzed and any undeveloped areas should be modeled as developed based on the zoning designation of the property when designing the driveway culvert.

19. §164-35. – The following issues related to buffering should be addressed:

    a. The proposed industrial use on Lot 2 is bordered by single family residential uses along the southeast and southwest property lines and shall provide a 100-foot-wide Class D buffer. Also, the proposed industrial use is bordered by a retail and consumer service use to the northeast and shall provide a 15-foot Class B buffer. Finally, the proposed industrial use fronts along an arterial road and shall provide a Class A buffer. This is not consistent with the buffer yards shown on the plans. The plans should be revised accordingly. Also, the required buffer yard plantings should be provided on the plans.

    b. The existing retail use on Lot 1 would require a 30-foot Class C buffer along the residential properties to the southeast and northeast, A 15-foot Class B buffer along the subdivision line for the industrial use to the south and a Class A buffer along the road. These buffers should be shown on the Record Plan and the required plantings along the subdivision line should be provided on the landscape plan.

    c. Where vegetation, topography, or man-made structures exist which can meet the objectives of the buffer requirements, they may be preserved and may be used to meet the buffer and planting requirements. Quantities, size, species, and locations of existing plant materials and other features intended to meet the buffer requirements must be shown on plans

20. §164-35.D & E – Specifies options for quantities of various plant material required for planted buffers. The plan appears to propose a staggered planting along the boundaries of the property. A planting schedule should be provided and keyed to the plan to indicate the location, species, size and quantity of each proposed planting. The plantings should be from the plant materials list in this section and specify species, quantities, sizes, etc. of proposed buffer material.

21. §164-38.G – Streets carrying nonresidential traffic shall not normally be extended to the boundaries of the adjacent existing or potential residential areas or connected to streets intended for predominantly residential traffic. We note that the plan does not propose an extension of any streets but does propose a driveway connection to Wyckford Drive which is intended for emergency access only. The plans should include details of the entrance to clarify how access will be limited to emergency vehicles (i.e. knox box).

22. §164-41.1 – All existing trees to remain within 10 feet of the limits of disturbance should be protected. A forty-eight-inch-high wooden snow fence mounted on steel posts, located eight feet on center, shall be placed along the boundary of the tree protection zone. All tree protection fence should be shown on the landscape plans and E&S plans. Also, a tree protection fence detail should be provided on the plans.

23. §164-41.2 – A transportation impact study is required for the proposed use in accordance with §186-18.G.(9)(t). A Transportation Impact Study shall be required for all major subdivisions and land developments to enable the Borough to assess the impact of a proposed development on the local transportation systems, both highways and public transportation. The purpose of the study is to ensure that proposed developments do not adversely affect the transportation network and to identify any traffic problems that are created in the existing highway network as a result of the development and to delineate solutions to potential problems and to present improvements to be incorporated into the proposed development or to the highway and/or public transportation systems within the designated study area. We note a traffic study was previously prepared for this site and the Applicant intends to update the study for the proposed use.

24. §164-50.A. – Concrete monuments should be placed at each change in direction of boundary around the entire site. All existing property monumentation should be noted on the Record Plan and concrete monuments should be proposed at all property corners and along the ultimate right-of-way where they do not currently exist.

25. §164-52 – We note that curbing is not proposed as part of this project. However, we recommend that curbing be installed at a minimum along the northern side of the paved area in the rear of the proposed building in order to prevent possible contaminated runoff from entering the existing watercourse. Inlets with oil/grease separators should be installed along the proposed curbing to capture and remove any possible contaminants within the runoff.

26. §164-54.A. – Review and approval by the Perkasie Regional Authority (PRA) should be obtained by the Applicant for the entire water supply system. A copy of the approval letter should be submitted to the Borough and our Office. We note that the proposed water supply system is not shown on the current plans.

27. §164-54.B. – Review and approval by the Perkasie Fire Chief and Fire Protection Consultant should be obtained by the Applicant in order to ensure that fire protection is provided. A copy of the approval letter should be submitted to the Borough and our Office. Also, all hydrants located along the property frontages and within the shopping center should be shown on the plans to determine if adequate hydrant protection exists for the proposed building.

28. §164-56.B. – Review and approval by the Perkasie Regional Authority (PRA) should be obtained by the Applicant for the entire sanitary sewer system. We note that Sellersville Borough stated in a letter dated October 15, 2025 that “sewage from this property will have to go through Sellersville Borough in order to get to the sewer treatment plant and the current sewer lines in this area are already at capacity.” The Applicant should coordinate with Sellersville Borough and PRA regarding the sanitary sewer connection and flows for this development. A copy of all approval letters should be submitted to the Borough and our Office.

29. §164-56.C. – The Applicant shall provide a certification from the Perkasie Regional Authority (PRA) setting forth that sewage service and capacity are available for the proposed building.

30. §164-59. – Gas, electric power and telephone facilities should be shown on the Utility Plan and Landscape Plan. We note that the Perkasie Borough Electric Department will design the layout of the electrical system and UGI Utilities will review the layout of the gas system for the project. Once the electrical and gas layouts are approved, the plans should be updated accordingly and correspondence from the Borough Electric Department and UGI submitted to the Borough and our Office.

31. §164-61.A – Street trees and other required plantings shall be in accordance with §164-35 of this chapter. The required street trees should be shown and labeled on the plans.

32. §164-68. – The following information should be provided on the plans:
    a. Lot 1 was developed as a Planned Commercial Development. The zoning table should list the existing and proposed uses for each lot and any additional zoning requirements associated with the use.
    b. The metes and bounds for the ultimate right-of-way, as well as tie in distances from the title line to the ultimate right-of-way line should be listed on the plans.
    c. The existing Constitution Avenue cartway should be dimensioned on the plans.
    d. The dimensions of all driveways, sidewalks and parking spaces should be shown on the plans.
    e. The radius of all pavement and curb should be labeled on the plans.
    f. The loading area within the building should be labeled on the plans.
    g. The location, size and material of all existing utility lines should be shown on the plans. We note there appears to be a sewer and water main within the utility easement along the property frontage.
    h. The words "preliminary plan — not to be recorded" shall be shown on the plans.
    i. The signature block for the Bucks County Planning Commission should just note the BCPC number and the date of approval.
    j. The Perkasie Planning Commission signature lines should be reduced to just two lines for signatures from the Chairman and Secretary of the Borough Planning Commission.
    k. The Perkasie Borough Council signature lines should be reduced to just two lines for signatures from the President and Secretary of the Borough Council.
    l. A signature line should be provided for the Borough Engineer.
    m. Language of the certification of recording for the Bucks County Recorder of Deeds should be added to the signature block.

33. §164-68.B – The following information should be provided on the Subdivision Plan:
    a. The zoning tables for each lot on Sheet 1 should be shown on the plan. The tables should be revised to list the proposed setbacks for Lots 1 and 2. Also, any existing non-conformities should be noted on the plan.
    b. The existing structures with the existing and proposed building setback distances dimensioned on the plan.
    c. The front yard setbacks should be dimensioned from the ultimate right-of-way.
    d. Metes and bounds for the existing and proposed easements should be provided.
    e. Notations offering the ultimate right-of-way for dedication to Perkasie Borough.
    f. The zoning boundary lines should be shown on the plan.

34. §164-68.C – The plans do not accurately represent the existing features along Constitution Avenue. The plans should be revised to show the full extent of curb, sidewalk and storm sewer along the roadway and at the shopping center entrance.

35. §164-68.C.(2) & §164-70.C.(2) – Requires existing features within 400 feet of any part of the land to be subdivided or developed to be shown on the plans. The Existing Features Plan should either be revised to show all existing features within 400 feet of the site boundary or a waiver will be required. We have no objection to a waiver request conditioned upon the Applicant providing an aerial site plan which shows features within 400 feet around the entire site at a minimum of one-

inch equals 100 feet or larger, per §164-68.C.(8), and including the names of all roads and property owner information for the adjoining properties and properties across the streets.

36. §164-68.D.(18) – Requires the tree protection zone to be indicated on the plan. There appears to be existing trees to remain on the plans. However, there is no tree protection shown. The plans should be revised to demonstrate compliance. It is also noted that it appears that proposed landscape buffering is indicated where there appears to be existing vegetation. Clarification should be provided as to the intent of preserving existing vegetation.

37. §164-68.D.(22) – Requires a planning module for land development as required under Pennsylvania Sewage Facilities Act (Act No. 537). A copy of the approved Sewage Facilities Planning Module or exception should be provided to the Borough and our Office.

38. §164-68.D.(23) – An indication of the available water volume for fire flow and the water volume required to satisfy the Insurance Services Office (ISO) standards for fire protection should be provided in a letter.

39. §164-70.A.(5) – Final Plans should be on sheets either 18 inches by 22 inches or 36 inches by 44 inches, and all lettering should be so drawn as to be legible if the plan should be reduced to half size. The enclosed plans are on 24 by 36 inch sheets. The Applicant should request a waiver from this section of the ordinance, which we have no objection.

40. §164-71.C.(1) – We note that the Applicant is in negotiations to purchase Lot 2 from the property owner. The Applicant should clarify the ownership of the parcels at the time of recording to determine if multiple ownership signatures are required.

41. §164-73 – If any mandatory provisions of these regulations are shown by the applicant, to the satisfaction of the Borough Council to be unreasonable, to cause undue hardship or that an alternate standard can provide equal or better results, the Borough Council may grant a modification to that provision. All requests for modification shall be in writing and signed by the applicant. The request shall state the reasons and grounds for why the provision is unreasonable or the hardship imposed and shall discuss the minimum modification necessary.

42. §164-76.A. – Three (3) days prior to the commencement of any operation in the construction or installation of streets, curbs, sidewalks, drainage facilities, street signs, monuments and capped sewers, the owner shall notify the Borough Engineer, who shall inspect the work, materials, construction and installation to assure that the same are in accordance with Borough requirements. A note stating the above should be added to the plans.

C. Sidewalk and Curb Rules and Regulations (Chapter 160)

We have identified the following issues in regards to the specifications for reconstruction and/or repair of curb and sidewalks (Chapter 160 Attachment 1):

1. VII.A.(3) – The following issues related to compliance with ADA regulations should be addressed:
   a. ADA parking spaces should be provided with an accessible route to the building. The number of ADA spaces is based on the total number of parking spaces provided.
   b. Details with grading and dimensions should be provided demonstrating the parking space and accessible path are complaint with ADA regulations.
   c. ADA parking signage should be provided at the accessible parking spaces.
2. VII.P.(1)(f) – Detectable warning surfaces should be provided at all handicap ramps. The detectable warning surfaces should be shown on the plan and a detail of the surface should be provided.

D. Amended Stormwater Management Ordinance (Chapter 158) – East Branch Perkiomen Creek Watershed (District 'B')

We have identified the following issues in regards to the requirements and provisions of the current Perkasie Borough Amended Stormwater Management Ordinance (SMO):

1. §158-12.D. – For all regulated earth disturbance activities, erosion and sediment (E&S) control best management practices (BMPs) shall be designed, implemented, operated, and maintained during the regulated earth disturbance activities. Erosion and Sediment Control plans and details should be provided for the proposed development.

2. §158-12.U. & §158-17.B – Whenever a watercourse is located within a development site, it shall remain open in the natural state and location and shall not be piped, impeded, or altered (except for road crossings). It is the responsibility of the Developer to stabilize existing eroded stream/channel beds and banks. The Developer must submit pictorial documentation of existing stream/channel beds and banks to determine whether existing banks must be stabilized.

3. §158-12.T. – All storm sewer inlets must be identified with a storm drain marker. Storm drain markers should be embossed into the inlet hood. Marker should have a minimum diameter of 3 1/2 inches and include "No Dumping - Drains to Waterway" and a fish symbol. Alternate designs/sizes may be used if approved by the Borough. A detail of the inlet top with the required marker should be provided on the plans.

4. §158-12.X. – Hot spots are sites where the land use or activity produces a higher concentration of trace metals, hydrocarbons, or priority pollutants than normally found in urban runoff. Use of infiltration BMPs is prohibited on hot spot land use areas. Recycling facilities are considered hot spots. Stormwater runoff from hot spot land uses shall be pretreated. A stormwater management report should be provided to address the stormwater runoff from the proposed hot spot and how the development will meet the infiltration requirements of §158-15.

5. §158-13.E. – The site shall meet the peak rate reduction requirements for the East Branch Perkiomen Creek Watershed. A stormwater management report should be provided with hydrographs and calculations to demonstrate how the pre and post development peak flows meet this requirement. The calculations shall be in accordance with §158-19.

6. §158-13.G. – Off-site areas that drain through a proposed development site are not subject to release rate criteria when determining allowable peak runoff rates or volume reduction. However, on-site drainage facilities shall be designed to safely convey off-site flows through the development site for the 100-year frequency storm event. Offsite flows from the south cross through the site and should be included in the drainage analysis for the stormwater management design.

7. §158-13.I. – Runoff from developed areas of the site, including but not limited to areas of impervious surface, shall be managed through a series of riparian corridor vegetation facilities whenever possible. The priority goal of the riparian vegetation will be the reduction of thermal impacts on stormwater runoff associated with impervious areas, with a secondary goal being the protection of capacity of existing stormwater conveyance channels. Riparian corridor plantings should be provided for the existing watercourse through the site in accordance with §158.20.1.

8. §158-14.B.(1). – An Existing Resources and Site Analysis Map (ERSAM), showing environmentally sensitive areas, including, but not limited to, steep slopes, ponds, lakes, streams, wetlands, hydric soils, vernal pools, floodplains, riparian corridors, hydrologic soil groups A, B, C, and D, woodlands, surface waters regulated by the state or federal government, any existing recharge areas, and any other requirements outlined in the Subdivision and Land Development and Zoning Ordinances should be provided with the plan set.

9. §158-14.B.(3). – Identify site specific existing conditions, drainage areas, discharge points (points of interest), recharge areas, and hydrologic soil groups A and B. Drainage area maps should be provided with individual drainage areas labeled, consistent with areas and calculations provided in the stormwater management report.

10. §158-15.B.(3). – Stormwater management facilities should be designed to meet the volume control and infiltration requirements. The recharge volume calculation in §158-15.D. should be provided to determine the recharge volume requirement.

11. §158-15.E. – Infiltration BMPs intended to receive runoff from developed areas shall be selected based on the suitability of soils and site conditions. All applicants proposing stormwater management facilities are required to perform a detailed soils evaluation of the project site by a qualified geotechnical engineer, geologist and/or soil scientist, which at minimum addresses soil permeability, soil mottling, depth to groundwater table, depth to bedrock, susceptibility to sinkhole formation, and subgrade stability.

12. §158-15.F. – Infiltration BMPs must include safeguards against groundwater contamination for uses where it is anticipated that pollutants may enter the facility, by mishap or spill or where salt or chloride might be a non-point source contaminant since soils do little to filter this pollutant. As noted above, the proposed recycling center may be considered a “Hot Spot”. A detailed written description of the recycling activities and processes should be submitted to determine if the recycling use is a concern for groundwater contamination. If it is anticipated that pollutants may enter the infiltration facility (or other stormwater facility impounding water), resulting in potential groundwater contamination, Perkasie Borough may require the developer to submit a hydrogeologic study of the site and proposed infiltration BMPs, prepared by a qualified design professional, to determine the risk for such contamination. The Borough may require the installation of a mitigative layer or an impermeable liner in the BMP and/or detention basins where the possibility of groundwater contamination exists.

13. §158-16.A. – Adequate storage and treatment facilities must be provided to capture and treat stormwater runoff from developed or disturbed areas. Stormwater management facilities should be designed to meet the water quality requirements. The water quality storage volume calculation in §158-16.A. should be provided to determine this requirement.

14. §158-17.A. – To mitigate the impact of stormwater runoff on downstream stream bank erosion, BMPs must be designed to detain the proposed conditions two-year, twenty-four-hour design storm to the existing conditions one-year flow using the SCS Type II distribution.

15. §158-18.C & F. – The Grading and Utility Plan shows conceptual stormwater management conveyance system and an underground stormwater management facility. The design of the conveyance facilities should be finalized in accordance with the standards of these sections.

16. §158-18.C.(4) – Manhole castings and covers should have the word “STORM” cast in two (2) inch high letters on the top of the cover and all inlet grates should be “bicycle safe” heavy duty structural steel with proper identification and markers per this section. Storm Manhole and bicycle safe grate details should be added to the plans.

17. §158-18.C.(8) – Storm sewer bedding/backfill requirements shall conform to the Perkasie Borough Roadway Construction Standards and Specifications. The required detail should be added to the plans.

18. §158-18.G.(1) – After completion of rough grading, a minimum of eight (8) inches of topsoil shall be returned to remaining disturbed areas prior to final grading and seeding. A note stating this requirement should be added to the plans.

19. §158-18.G.(7) – Both lots must be kept free of any debris or nuisances whatsoever during construction. A note should be added to the plans acknowledging this right.

20. §158-18.H.(2) – During construction, duly authorized representatives of Perkasie Borough may enter at any reasonable time upon any property within the Borough to investigate whether construction activity is in compliance with this Chapter. A note should be added to the plans acknowledging this right.

21. §158-18.H.(6) – As-built drawings of the underground stormwater management facility should be submitted to the Borough for review. The system should not be considered functional until it is proven by the Developer that the system meets the volume requirements and the outflow characteristics of the original design of the system. A note should be added to the plans which state this requirement.

22. §158-18.I. – The Grading and Utility Plan shows a conceptual underground stormwater management facility. The design of the conveyance facilities should be finalized in accordance with the standards of this section. Full details of the stormwater management facility, structures and conveyance system should be provided, including cross sections and profiles.

23. §158-20.B. – No Regulated Earth Disturbance activities within the Borough shall commence until approval by the Borough of an Erosion and Sediment Control Plan for construction activities.

24. §158-20.C. – Under 25 PA Code Chapter 92, a PADEP "NPDES Construction Activities" permit is required for Regulated Earth Disturbance activities of one (1) or more acres. An NPDES Permit Application should be submitted to the Bucks County Conservation District (BCCD) since there is more than one (1) acre of disturbance. Once approval is granted, a copy of the NPDES Permit should be submitted to the Borough and our office.

25. §158-20.D. – Evidence of any necessary permit(s) for Regulated Earth Disturbance activities from the appropriate PADEP regional office or County Conservation District must be submitted to the Borough. An Erosion and Sedimentation Control plan should be submitted to the Bucks County Conservation District (BCCD) since there is more than 1,000 square feet of disturbance. No permit shall be approved unless there has been a plan approved by the BCCD. Once approval is granted, a copy of the Adequacy Letter should be submitted to the Borough and our office.

26. §158-20.F. – Additional erosion and sedimentation control design standards and criteria that should be applied where infiltration BMPs are proposed, include the following:

    a. A note should be added to the plans which states: "Areas proposed for infiltration BMPs shall be protected from sedimentation and compaction during the construction phase, so as to maintain their maximum infiltration capacity."

    b. A note should be added to the plans which states: "Infiltration BMPs shall not be constructed nor receive runoff until the entire contributory drainage area to the infiltration BMP has received final stabilization."

27. §158-22.C. – A feasibility analysis that evaluates the potential application of infiltration, flow attenuation, bioretention, wetland, or wet pond BMPs must be submitted with the stormwater management site plans required. The feasibility analysis must allow the Borough to review the general soil characteristics of a site and the proposed development for that site and determine if infiltration BMPs or wet pond or artificial wetland BMPs could have been more thoroughly pursued for use by the developer. The analysis should not limit the location of the stormwater management facility to a single location. The analysis should be included in the stormwater management report.

28. §158-22.F.(23). – A statement, signed by the landowner, acknowledging the stormwater management system to be a permanent fixture that can be altered or removed only after approval of a revised plan by the Borough, which shall be recorded with the record plan and which shall be applicable to all future landowners should be added to a Record Plan.

29. §158-22.F.(25). – A signature block for the design engineer stating "(Design engineer), on this date (date of signature), has reviewed and hereby certify that the stormwater management site plan meets all design standards and criteria of the current Perkasie Borough Stormwater Management Ordinance" should be added to a plan sheet to be recorded.

30. §158-38.A – The stormwater management site plan for the development site shall contain a BMP Operation and Maintenance Plan (BMP O&M) prepared by the Design Engineer. The operation and maintenance plan shall outline required routine maintenance actions and schedules necessary to insure proper operation of the BMPs, including specifying the party responsible for the inspection and maintenance responsibilities of the BMPs. Inspection, operations and maintenance responsibilities should be provided on the plans for the stormwater facilities and basin. Inspections should be in accordance with §158-43. Also, the following note should be added to the plans "A written inspection report shall be created to document each inspection. The inspection report shall contain the date and time of the inspection, the individual(s) who completed the inspection, the location of the BMP, facility or structure inspected, observations on performance, and recommendations for improving performance, if applicable. Inspection reports shall be submitted to the Borough within 30 days following completion of the inspection."

31. §158-38.C.(3). – A statement, signed by the facility owner, acknowledging that the stormwater facilities and BMPs are fixtures that can be altered or removed only after approval by the Borough should be added to a plan sheet to be recorded.

32. §158-40.A. – Prior to final approval of the site's Stormwater Management Site Plan, the Applicant shall sign and record a Stormwater Facilities Maintenance and Monitoring Agreement prepared and approved by the Borough Solicitor covering all stormwater control facilities that are to be privately owned.

33. §158-41 – Stormwater management easements shall be granted by the property owner as necessary to provide for access to the property by the Borough for facility inspections and emergency maintenance. An easement should be provided around the basin with access from a public right-of-way for the Borough. Alternatively, a blanket easement may be granted to the Borough for the inspection and maintenance of the stormwater facilities.

34. §158-48.A. – A note should be added to the plans which states: "No person shall modify, remove, fill, landscape, or alter any existing stormwater management BMP, unless part of an approved maintenance program, and written approval of the Borough has been obtained."

35. §158-48.B. – A note should be added to the plans which states: "No person shall place any structure, fill, landscaping or vegetation into a stormwater management facility or BMP or within a drainage easement, without the written approval of the Borough."

E. Traffic Comments

1. Provide truck turning templates demonstrating that refuse collection trucks, emergency vehicles and delivery trucks are able to navigate the site. The templates should include all applicable movements into and out of the site. A review and approval by the Perkasie Fire Chief and Fire Protection Consultant will be required to ensure adequate access is provided for emergency vehicles and that fire protection can be provided.

2. An Applicant who encroaches within the legal right-of-way of a State highway, or proposes a change in the use or intensity of use for an existing driveway, is required to obtain a Highway Occupancy Permit (HOP) from the Pennsylvania Department of Transportation (PennDOT). Constitution Avenue is a state road (S.R. 0152). The Applicant is proposing to utilize the existing driveway for the Perkasie Square Shopping Center which would change the intensity of use for the existing driveway. Therefore, the Applicant should initiate the HOP process simultaneously to the preliminary plan submission in accordance with latest PennDOT procedures. The Applicant should include the Borough Engineer in any and all meetings, including the Scoping Meeting and/or correspondence or discussions regarding the permitting process. Any documentation submitted as part of the HOP process should be simultaneously submitted to the Borough for review purposes. Additionally, in order to facilitate our review of the Highway Occupancy Plan Submission, the Applicant should include Gilmore & Associates as an "Engineering Firm" on the permit application within the PennDOT ePermitting System.

3. The plans should be revised to include a stop bar and stop sign at the intersection of the proposed driveway with the Shopping Center driveway.

4. A note should be added to the Record Plan which states that any public or private road that is damaged during the construction phase of the project as a direct result of the construction work shall be corrected in a manner approved by the Borough.

5. We recommend that the 'Heavy Duty Asphalt Detail' be revised to include: 1) 6" compacted 2A stone subbase, 2) 5" superpave WMA base course (25MM), 3) 2.5" superpave WMA binder course (19MM), and 4) 1.5" superpave WMA wearing course (9.5MM).

F. General Comments

1. Since a small portion of the existing parcel is within Sellersville Borough, the Applicant should provide a copy of all submission packages to Sellersville Borough for review. A copy of the Review Letter should be provided to Perkasie Borough.

2. Sellersville Borough has requested that the sidewalk along the property frontage be extended along the southeastern side of E. Park Avenue (within Sellersville) and connect to the existing sidewalk at 136 E. Park Avenue to provide a pedestrian connection between the Boroughs.

3. The Perkasie Square Shopping Center currently uses a separate driveway along the northern property line for truck deliveries to separate customer traffic from large truck traffic. We recommend this access driveway be used for traffic to and from site. This will help protect pedestrians in the shopping center and prevent traffic issues at the signal on Constitution Avenue.

4. A legal description for each lot, all easements, and road ROWs to be dedicated to the Borough and PennDOT should be provided to the Borough for review and approval prior to final plan recording.

5. The Applicant is responsible for any other required approvals, permits, etc. (i.e., BCCD, PADEP, Perkasie Regional Authority, Perkasie Fire Chief, Perkasie Electric Department, UGI, PennDOT, etc.). Copies of these permits and approvals should be submitted to the Borough and our Office.

We recommend the plans be revised to address the above comments to the satisfaction of the Borough. Considering the extent of the required plan revisions identified in this letter, we may have additional comments relating to compliance with the Borough Ordinances upon resubmission by the Applicant. In order to help expedite the review process of the resubmission of the plans, the Applicant should submit a response letter which addresses each of the above comments. Changes that have been made to the application that are unrelated to the review comments should also be identified in the response letter. If you have any questions regarding the above, please contact this office.

Sincerely,

Douglas C. Rossino

Douglas C. Rossino, P.E.
Gilmore & Associates, Inc.
Borough Engineers

DCR/tw

cc: Andrea L. Coaxum, Borough Manager
Linda J. Reid, Assistant Borough Manager
Megan McShane, Executive Assistant
Jeffrey P. Garton, Esq., Borough Solicitor
Judith Stern Goldstein, R.L.A., ASLA, Gilmore & Associates, Inc.
Jeffrey Tulone, Public Works Director
Harold Stone, Electric Superintendent
Nicholas Fretz, Manager, Perkasie Regional Authority
Perkasie Fire Company Number 1 (Station 26)
Brenda L. Detweiler, Sellersville Borough Manager
Vicki L. Kushto, Clemons Richter & Reiss
Pacaz Realty, LLC, Owner
Michael V. Tulio, Perkasie Place, LLC, Equitable Owner/Applicant (mtulio@csacinc.net)
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Erik Garton, P.E., President, Gilmore & Associates, Inc.

GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

April 22, 2026
REVISED AND REISSUED on April 23, 2026

File No. 24-00991.01

Cassandra Grillo
Zoning Officer and Code Enforcement Administrator
Borough of Perkasie
620 West Chestnut Street
P.O. Box 96
Perkasie, PA 18944

Reference: 503-545 Constitution Avenue- Preliminary Subdivision/Land Development Plan
503-545 Constitution Avenue – Planning Review #1
Perkasie Place LLC
Tax Map Parcel Number: 33-009-001

Dear Ms. Grillo:

As requested, Gilmore & Associates Inc. has reviewed the Preliminary Subdivision Land Development Application for Perkasie Place Recycling Center prepared by C2C Design Group, dated March 27, 2026.

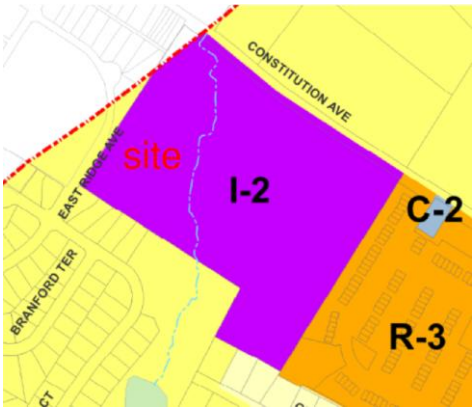
Background Information Summary
Application Title: Perkasie Place
Plan Stage: Preliminary Land Development Application
Applicant: Perkasie Place, LLC
Plan date: March 27, 2026
Location: 503-545 Constitution Avenue
Total Site Area: 22.184 Ac

The site consisting of TMP Nos. 33009-001 is approximately 22.184 Acres. The plan proposes to subdivide the site into two lots with Lot 1 consisting of 14.25 Acres (Landis Supermarket) and Lot 2 consisting of 7.93 Acres. The plans propose an 18,279 SF Recycling Facility /Contractor Building with a second-floor office (3,800 SF) on Lot 2. In addition, twenty-five (25) outdoor storage units proposed on Lot 2 along with truck parking, roll off dumpster storage and an employee parking lot. The site has frontage along Constitution Avenue. One access drive is proposed through the existing shopping center entrance with emergency access to Wickford Drive.

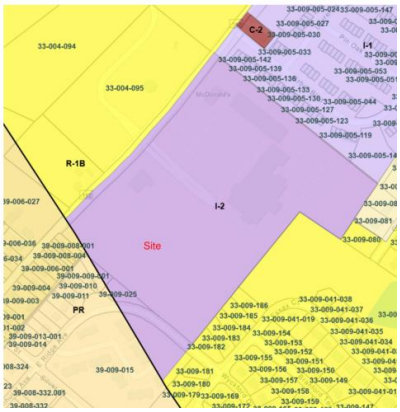
We offer the following comments for your consideration:

1. Existing and Surrounding Land Use

   a. The site is currently a Shopping Center with vacant land southwest of the stream. It is surrounded by residential use to the east and south, institutional use (municipal park) to the north across Constitution Avenue, and residential use to the west in Sellersville Borough. The borough line traverses the northwest property corner of the site.



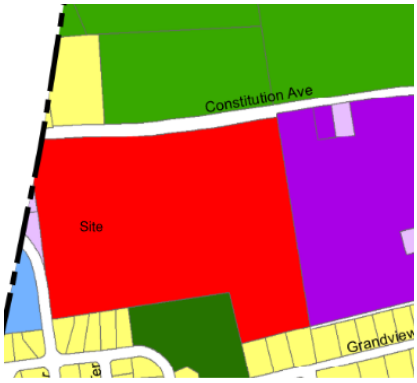
Zoning Map



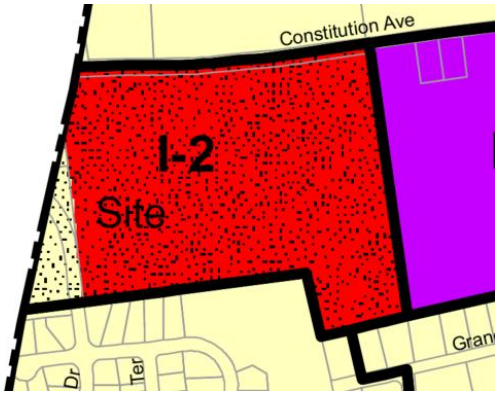
Bucks County Parcel viewer

2. Consistency with the Comprehensive Plan

a. As per the 2014 Perkasie Borough Comprehensive Plan Future Land Use Map, the site is designated Commercial Center and noted as a Potential Change of Zoning. The Commercial Center is intended to provide areas for office, retail, personal services and related uses. The proposed use (recycling facility) is not generally consistent with the Comprehensive Plan.



Existing Land use map Comp Plan 2014



Future Land Use Map Comp Plan 2014

b. The Economic Development section of the 2014 Perkasie Borough Comprehensive Plan includes a retail market analysis which encourages this business center to provide for a wide variety of retail and personal service business uses, serving residents of adjacent neighborhoods and beyond complementing, not competing with businesses in the Town Center. This plan had recommended that the I-2 light industrial zoning district be changed to the C-1 business professional zoning district. (p. 172) The proposed use (recycling facility) is not generally consistent with the vision of the Economic Development Plan.

c. As per the Land Use Vision Map of the *Bucks 2040 Vision Plan* (pg. 62) the site is categorized as “Suburban Center” with unique history, character, and sense of place and serve a regional center providing goods, services, and jobs for people throughout county. Development and redevelopment in Suburban centers should continue to include compact and efficient development, a mixture of uses, a variety of transportation options, walkable neighborhoods, distinctive communities with a strong sense of place and range of housing types. The proposed land use is not generally consistent with the Bucks 2040 Vision Plan.

3. Use Regulations and Area and Dimensional Requirements

   a. As per ZO §186-20. I. (1)(a), G(7) Recycling facility and H(1) accessory use (outdoor storage) are permitted by right in the I-2 Light Industrial District.

   b. ZO §186-18.G(7)(b)[1] requires a front yard of 100 feet for a G(7) use, however the plans show a building setback line of 50 feet for Lot #2 along the frontage of Constitution Avenue.

      1. ZO §186-5.C defines Yard, Front as “A yard between a structure and a street line and extending the entire length of the street line. In the case of a corner lot, the yards extending along all streets are "front yards." In the case of a lot other than a corner lot that fronts on more than one street, the yards extending along all streets are front yards."

      2. The plans should be revised to show the minimum required front yard for Lot #2 along the frontage of Constitution Avenue, or a variance would be required.

   c. ZO §186-18.G(7)(c) of the G7 Recycling facility use regulations requires that the provisions set forth in §186-18.G.9(c) through (u) for resource recovery facility shall also be met. Plans shall be revised to include notes and/or details to demonstrate compliance with the requirements of the ordinance.

      1. ZO §186.18.G(9)(c) requires that truck parking areas shall be a minimum of 50 feet from any property line. The plans should be revised to include notes specifying that trucks shall not be stored or parked within 50 feet of any property line to demonstrate compliance with the ordinance requirements, or a variance would be required.

      2. ZO §186.G(9)(d) requires that the facility shall at all times be in compliance with the statues of the Commonwealth of Pennsylvania and the rules and regulations of the Department of Environmental Protection (PaDEP) and the provisions of this subsection. In the event that any of the provisions of this subsection are less restrictive than any present or future rules or regulations of PaDEP, the more restrictive PaDEP regulations shall control. The plans should be revised to include notes to demonstrate compliance with the ordinance requirements, or a variance would be required.

      3. ZO §186.G(9)(e) requires that access to the site shall be limited to those posted times when an attendant is on duty. In order to protect against indiscriminate and unauthorized dumping, every resource recovery facility shall be protected by locked barricades, fences, gates or other positive means designed to deny access to the area at unauthorized times or locations. Such barricade shall be at least six feet high and shall be kept in good repair and neatly painted in a uniform color. The plans show a proposed fence surrounding the facility, but do not include information or details regarding locked gates, or area for an attendant on duty, and do not address areas of conflict with the proposed fencing, such as where it crosses an existing pedestrian trail and would impede use of the existing trail, or where it crosses the existing waterway. The plans should be revised to include information and notes/details to show the location(s) of the proposed locked barricades, fences, gates or other means to control access and to demonstrate compliance with the ordinance, or a variance would be required.

      4. ZO §186.G(9)(f) requires that unloading of municipal solid waste shall be continuously supervised by a facility operator. The plans should be revised to include notes to demonstrate compliance with the ordinance, or a variance would be required.

5. ZO §186.G(9)(g) requires that hazardous waste as included on the list of hazardous waste as maintained by the Department of Environmental Protection shall not be disposed of, handled or processed in a resource recovery facility. The plans should be revised to include notes to demonstrate compliance with the ordinance, or a variance would be required.

6. ZO §186.G(9)(h) requires that litter control shall be exercised to confine blowing litter to the work area, and a working plan for cleanup of litter shall be submitted to the municipality. To control blowing paper, there shall be erected a fence having a minimum height of six feet, with openings not more than three inches by three inches along all boundaries. The entire area shall be kept clean and orderly. The plans should be revised to include notes to demonstrate compliance with the ordinance, or a variance would be required.

7. ZO §186.G(9)(i) requires that all parts of the process, unloading, handling and storage of municipal solid waste, shall occur within a building. However, certain separated recyclable materials like glass, aluminum and other metals may be stored outdoors. The plans should be revised to include notes to demonstrate compliance with the ordinance, or a variance would be required.

8. ZO §186.G(9)(j) requires that the storage of paper shall be within an enclosed structure. The plans should be revised to include a note precluding the storage or paper in any outdoor storage area and specifying that any storage of paper shall be within an enclosed structure to demonstrate compliance with the ordinance, or a variance would be required.

9. ZO §186.G(9)(l) requires that no material shall be placed or deposited to a height greater than the height of the fence or wall herein prescribed. The plans should be revised to include notes to demonstrate compliance with the ordinance, or a variance would be required.

10. ZO §186.G(9)(m) requires that no municipal solid waste shall be processed or stored at a recycling facility. For all other types of resource recovery facilities, municipal solid waste shall not be stored on the site for more than 72 hours. The plans should be revised to include notes to demonstrate compliance with the ordinance, or a variance would be required.

11. ZO §186-18.G(9)(q) requires that a dense evergreen tree buffer shall be provided on the outside perimeter of the fenced area. Evergreens shall be four to five feet in height and planted on ten-foot staggered centers. In addition, the buffer requirements of §186-54 shall be met. Plans shall be revised to show the buffer outside the perimeter of the fence area to demonstrate compliance with the ordinance, or a variance would be required.

12. ZO §186.G(9)(s) requires that the performance standards of Article VII of this chapter shall be met regarding noise, smoke, emissions, heat and vibrations. The plans should be revised to include sufficient notes and/or details to demonstrate compliance with the ordinance, or a variance would be required.

13. ZO §186.G(9)(t) requires as traffic impact study and water impact study, neither of which have been submitted. The required studies shall be submitted for review as required by the ordinance, or a variance would be required.

14. ZO §186.G(9)(u) requires that a zoning permit shall be renewed on an annual basis after inspection for compliance with the above provisions. The plans should be revised to include a note stating that the zoning permit is required to be renewed on an annual basis and will only be issued after a review/inspection has been conducted for compliance with ZO Sections 186-G(9)(c) through (u) to confirm continued compliance with these requirements.

d. ZO §186-47 Noise requires that the sound level of any operation shall not exceed the decibel levels in the designated octave bands and center frequency as stated below. The sound pressure level shall be measured with a sound level meter and an octave band analyzer that conforms to specifications published by the American National Standards Institute, Inc. [American National Standard Specification for Sound Level Meters, S1. 4-1971, American National Standards Institute, Inc., New York and the American Standard Specification for Octave, Half-Octave and Third-Octave Band Filter Sets, S1. 11-1966 (R 1971), American Standards Association, Inc., New York, New York], shall be used. Such levels shall be measured at the property boundary of the sound source.

    1. The plans should be revised to include sufficient information to demonstrate compliance with ZO §186-47.B regarding maximum permissible sound-pressure levels for smooth and continuous noise, or a variance would be required.

    2. The plans should be revised to include sufficient information to demonstrate compliance with ZO §186-47.C regarding sound that is not smooth or continuous or is radiated during sleeping hours (between the hours of 10:00pm and 7:00am), or a variance would be required.

4. Pedestrian Connections

    a. A proposed fence is shown crossing the existing pedestrian trail from the shopping center to the adjacent residential area to the southeast of the proposed facility and will essentially block pedestrian access to the existing trail. The plans should be revised to relocate the proposed fence to eliminate this conflict and to not impede pedestrian access from the neighborhood to the shopping center.

5. General Planning Comments

    a. The proximity of the proposed G7 Recycling facility use to adjacent residential dwelling units and the adjacent shopping center is a concern. The intensity of the proposed use, intensity of anticipated traffic, noise, and dust, are all issues that need to be addressed to ensure that the surrounding residents and users of the adjacent shopping center are not adversely impacted.

    b. The plans propose tractor trailer and dumpster trucks entering/exiting the site through one access point from Constitution Avenue through the existing entrance driveway for the Landis Shopping Center.

        1. The traffic patterns for the proposed industrial use are a concern and pose potential conflicts with vehicular and pedestrian access to the existing shopping center and may also impede truck traffic entering and existing the existing loading areas of the shopping center.

        2. It is recommended that truck traffic for the industrial use be separated from both vehicular and pedestrian traffic associated with the existing shopping center to alleviate these potential conflicts.

c. The plans propose vehicular circulation to a dead-end parking lot on Lot 2. We recommend the plans be revised to provide better vehicular circulation and eliminate the dead-end parking condition.

d. The plans do not show any ADA accessible parking spaces or an accessible route from the proposed parking area to the proposed building on lot 2. We recommend the plans be revised to comply with all applicable ADA requirements.

e. The applicant should demonstrate that the proposed facility and anticipated operation of the facility are in compliance with all emergency management protocol for such a facility to ensure the safety of the surrounding residents and users of the adjacent shopping center.

In conjunction with any resubmission, the applicant must provide a response letter using the same numbering system and explaining how each comment has been satisfactorily addressed.

Please contact me if you have any questions or require additional information.

Sincerely,

Judith Stern Goldstein, R.L.A., ASLA
Senior Project Manager
Gilmore & Associates, Inc.

JSG/sl

cc: Andrea L. Coaxum, Borough Manager
Megan McShane, Executive Secretary
Jeffrey P. Garton, Esq., Borough Solicitor
Brendan M. Callahan, Begley Carlin
Douglas Rossino, P.E., Borough Engineer
Erik Garton, P.E., President - Municipal Division, Gilmore & Associates, Inc.

GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

June 9, 2026

File No. 24-00991

Cassandra L. Grillo, CZO, BCO
Zoning Officer and Code Enforcement Administrator
Borough of Perkasie
620 West Chestnut Street
P.O. Box 96
Perkasie, PA 18944

Reference: Traffic Impact Assessment – Review #1
Perkasie Place Recycling Center
505 Constitution Avenue
TMP #33-009-001
Perkasie Borough, Bucks County, PA

Dear Cassandra:

Gilmore & Associates, Inc. (G&A) has reviewed the Traffic Impact Assessment for the above-referenced project. We offer the following comments for consideration by the Borough:

I. Submission

A. Traffic Impact Assessment (TIA) for Perkasie Place Recycling Center, as prepared by Horner & Canter Associates, dated May 8, 2026.

II. General Information

The subject site is located at 505 Constitution Avenue (S.R. 0152) within the same property as the Perkasie Square Shopping Center in Perkasie and Sellersville Boroughs, Bucks County, PA. A small portion of the site at the western corner is in Sellersville Borough. However, the property was assessed 100% in Perkasie. The site consists of tax map parcel 33-009-001. The Applicant and Owner of Record for the site is PACAZ Realty, LLC.

The site consists of the existing Perkasie Square Shopping Center, including two (2) multi-store buildings, McDonald's, Mavis Tire Center, and associated parking with two (2) access driveways onto Constitution Avenue (S.R. 0152) occupying approximately 14.24 acres of the total 22.183-acre site. The remaining area (7.943 acres) consists of vacant land with woodlands, individual trees, open space, and 'Waters of the United States', which consists of an unnamed tributary to the East Branch Perkiomen Creek.

The Applicant proposes a minor two (2) lot subdivision to create a 14.259-acre parcel (Lot 1) containing the existing Perkasie Square Shopping Center and a second 7.939-acre parcel (Lot 2) for a proposed 18,279 square foot recycling facility/contractor building with a 3,800 square foot 2nd floor office and associated outdoor storage areas, roll off dumpster storage area, passenger vehicle parking, truck scale, truck turnaround areas, and areas for loading and unloading of materials. Lot 1 will continue to have access to Constitution Avenue, and Lot 2 will have access to Constitution Avenue through the shopping center, as well as an emergency access driveway onto Wyckford Drive. The site is zoned Light Industrial (I-2) Zoning District and the existing use for Lot 1 is "Planned Commercial Development" (E15), which is a use permitted by right in the I-2 Zoning District, while the intended use for Lot 2 is "Recycling Facility" (G7) with a 2nd floor "Contractor Office" (G1), which are uses permitted by right in the I-2 Zoning District. Lot 2 will also contain outdoor storage area, which is a permitted "Accessory Use".

According to FEMA map 42017C0256J, dated March 16, 2015, the site is located in three (3) Zones: Zone "X", which is outside the 0.2% annual chance floodplain, Zone "X", which is an area of 1% annual chance flood with average depths of less than 1 foot, and Zone "AE" – Flood-Fringe Area (FF), which has determined base flood elevations. According to the U.S. Fish and Wildlife Service's National Wetlands Inventory, the site contains 'Waters of the United States', which consists of a tributary to the East Branch Perkiomen Creek fed by a freshwater pond. The site is served by public water and sanitary sewer provided by the Perkasie Regional Authority (PRA). The plans illustrate an underground stormwater management system on Lot 2 with no details provided.

III. Reference Plans

A. Final Site Plan, as prepared by Korab, McConnell & Dougherty Associates, dated May 31, 1988 and last revised February 4, 1993.

B. ALTA/NSPS Land Title Survey for Lands N/F PACAZ Realty, LLC, Perkasie Square Shopping Center, as prepared by Nave Newell, Inc., consisting of one (1) sheet, dated August 20, 2024.

IV. Review Comments

A. §164-41.2 - Traffic Impact Assessment Comments

1. Provide documentation from PennDOT on the continued acceptability of the existing driveway permit given the proposed additional development.
2. Confirm the appropriateness of the ITE Trip Generation Land Use Code 180 (Specialty Trade Contractor) for the recycling center. Provide a description of the proposed operation, including hours of operation, target market, truck traffic, etc.
3. Provide additional justification for the use of AM Peak trip generation for the Saturday Peak trip generation for the Recycling Center due to the absence of data in the ITE Trip Generation Manual. It appears that weekend use would be more significant than weekday use.
4. Utilize the most conservative background growth factor from the PennDOT background growth rate (as utilized in the TIA) and 'the projected rates of population and employment growth as determined by the Bucks County Planning Commission, the average annual traffic growth of the area's roadways as determined from the Delaware Valley Regional Planning Commission's "Highway Network Coverage Traffic Counts" or the Bucks County Planning Commission's traffic count database', as required by §164-41.2.E.(5)(a).
5. The distribution of site trips onto Constitution Avenue does not appear to be consistent with the existing traffic volumes – more traffic appears to enter and exit the site from the north than the south while the distribution is the inverse. Verify and revise the report accordingly with justification.
6. Confirm that the signal operational parameters (cycle length, phasing, phase times) utilized in the capacity analyses are consistent with the traffic signal permit, i.e. the Perkasie Square intersection analyses appear to include additional phase time for the Constitution Avenue left turn movements and the Walnut Street intersection analyses do not appear to have the phasing consistent with the signal permit.
7. Revise the values in the delay and queue length tables to match the results of the analyses.
8. Any existing individual movements with a level of service below C shall be noted as deficient within the study (per §164-41.2.E.(3)(c)). Recommendations for the elimination of the deficiencies shall be listed.
9. Include the site plan for the proposed development in the TIA. The plan should include internal roadway connections to the existing shopping center with site signage and pavement markings.

10. Based on the provided analyses, the following Build queues extend beyond the available storage and exceed the No Build queues. Mitigation of these queues should be evaluated. The identified queues within the Perkasie Square Shopping Center would block the first internal intersection and should be addressed. At a minimum, the traffic signal timings should be optimized for the Build conditions.
    a. Constitution Avenue and Perkasie Square Shopping Center:
        i. Westbound left
        ii. Westbound right
    b. Constitution Avenue and Walnut Street:
        i. Northbound left

We recommend that the Traffic Impact Assessment be revised to address the above comments to the satisfaction of the Borough. In order to help expedite the review process of the resubmission, the Applicant should submit a response letter which addresses each of the above comments. Changes that have been made to the assessment that are unrelated to the review comments should also be identified in the response letter. If you have any questions regarding the above, please contact this office.

Sincerely,

Douglas C. Rossino

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

Leslie S. Bogdnoff

Leslie S. Bogdnoff, P.E.
Gilmore & Associates, Inc.
Borough Traffic Engineer

DCR/LSB/beh

cc: Linda J. Reid, Acting Borough Manager
Megan McShane, Executive Assistant
Jeffrey P. Garton, Esq., Borough Solicitor
Judith Stern Goldstein, R.L.A., ASLA, Gilmore & Associates, Inc.
Jeffrey Tulone, Public Works Director
Harold Stone, Electric Superintendent
Nicholas Fretz, Manager, Perkasie Regional Authority
Perkasie Fire Company Number 1 (Station 26)
Brenda L. Detweiler, Sellersville Borough Manager
Vicki L. Kushto, Clemons Richter & Reiss
Pacaz Realty, LLC, Owner
Michael V. Tulio, Perkasie Place, LLC, Equitable Owner/Applicant (mtulio@csacinc.net)
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Erik Garton, P.E., President, Gilmore & Associates, Inc.

BCPC Celebrating 75 Years
Bucks County Planning Commission
The Almshouse Neshaminy Manor Center 1260 Almshouse Road
Doylestown, Pennsylvania 18901 215.345.3400 FAX 215.345.3886
E-mail: planningcommission@buckscounty.org

MEMORANDUM

To: Perkasie Borough Council
Perkasie Borough Planning Commission

From: Staff of the Bucks County Planning Commission

Date: May 22, 2026

Subject: BCPC #11294-C
Preliminary Plan of Land Development for Perkasie Place Recycling Center
TMP #33-9-1
Applicant: Perkasie Place, LLC
Owner: PACAZ Realty, LLC
Plan Dated: March 27, 2026
Date Received: April 21, 2026

This proposal has been reviewed by the Bucks County Planning Commission professional staff, which prepared the following comments in accordance with the Pennsylvania Municipalities Planning Code (Section 502).

GENERAL INFORMATION

Proposal: Subdivide a 22.198-acre site into two lots of 14.259 acres (Lot 1) and 7.939 acres (Lot 2). Lot 1 contains an existing shopping center that is to remain. Construct an 18,279-square-foot recycling facility with an additional 3,800 square feet of office space on Lot 2. Public water and sewerage serve the site.

Location: Along the southeastern side of Constitution Avenue, about 700 feet north of Silver Street.

Zoning: The I-2 Light Industrial District permits Use G7 Recycling facility by right on a minimum lot size of 1.75 acres and a maximum lot coverage of 25 percent.

Present Use: Commercial

COMMENTS

We reviewed the sketch plan submission for this site in February of 2026 (BCPC #11294-C, dated February 20, 2026). Although several of the comments from our previous review have been addressed, we want to reiterate and add comments that should be considered prior to approval:

1. **Site access**—The plan shows a driveway connecting the site to the Perkasie Square shopping center.

A recycling facility is an industrial type of use involving frequent truck movements. These traffic patterns differ substantially from those of retail areas. Direct connection to the shopping center is not necessary, as customers using the recycling facility will most likely not combine that trip with a visit to the shopping center.

Routing truck traffic through the shopping center parking areas would create conflicts with pedestrians, parked vehicles, and retail circulation patterns. We recommend that a driveway onto Constitution Avenue (PA 152) function as the primary access point for the facility.

2. **Outside storage screening**—Section 186-18.G.(9)(k) of the zoning ordinance requires that any materials stored outdoors be properly screened so as not to be visible from any adjacent streets or property. Section 186-18.G.(9)(q) requires that a dense evergreen buffer shall be provided on the outside perimeter of the fenced area. The plan shows evergreen plantings but does not indicate the species and size. We recommend that the applicant provide these details as required by Section 164-68.D.(16) of the subdivision and land development ordinance (SALDO).

3. **Transportation impact study**—Section 186-18.G.(9)(t) of the zoning ordinance and Sections 164-41.2.A. and C. of the SALDO require a transportation impact study for all major subdivisions and land developments to enable the borough to assess the impact of a proposed development on the local transportation system. The study should determine if the proposed development will have impacts on the signalized intersection on Constitution Avenue and determine if signal retiming is necessary. Subsequent plan submittals should include the study.

4. **Sewage facilities**—The applicant must submit a Sewage Facilities Planning Module Application Mailer to the Pennsylvania Department of Environmental Protection (PaDEP) to determine if an Act 537 Planning Module must be submitted for this proposed land development.

This review will be included in the Bucks County Planning Commission board materials for the June 3, 2026, meeting. It is not necessary for you to attend this meeting, but you are welcome to do so and to offer comments on the proposal to the BCPC board and staff.

In order that we may be more aware of your concerns, please send us a copy of all municipal decisions sent to this applicant.

MMW:emh
26-0081

cc: Michael Tulio, Perkasie Place, LLC (via email)
Larry Gryboski, PE, C2C Design Group (via email)
David M. Shafkowitz, Esq., Shafkowitz Law Group, PC (via email)
Doug Rossino, PE, Gilmore & Associates, Borough Engineer (via email)
Andrea Coaxum, Borough Manager (via email)
Cassandra Grillo, Borough Zoning Officer (via email)
Brenda L. Detweiler, Sellersville Borough Manager (via email)