



August 17, 2026

Amanda Albano, P.E.
Bohler Engineering
1600 Manor Drive
Suite 200
Chalfont, PA 18914

Walmart Building Expansion - Parking and Traffic Analysis

East Marlborough Township, Chester County, PA
TPD No. BOHL00852

Dear Amanda,

As requested, Traffic Planning and Design, Inc. (TPD) has completed this Parking and Traffic Analysis for the proposed Walmart building expansion to allow for online pickup/delivery (OPD) services. The site is located north of Schoolhouse Road in East Marlborough, Chester County, PA (see **Figure 1**).

The site consists of an approximate **160,746 square foot (s.f.)** Walmart Supercenter. Access to the site is provided via three driveways to Schoolhouse Road, with Schoolhouse Road ultimately intersecting Baltimore Pike (SR 0001) at a signalized intersection. There are currently **683 parking stalls** provided at the existing Walmart.

Under the proposed expansion, an approximate 8,000 s.f. building expansion is proposed at the northeast portion of the existing Walmart Supercenter for fulfillment of online orders. This results in a proposed building area of approximately **168,746 s.f.** for the Walmart Supercenter. Due to the location of the proposed building expansion and pick-up stall locations, the proposed Walmart improvements would result in a parking supply of **667 parking stalls**. The site plan is **attached**.

The study has been performed to evaluate the proposed Walmart improvements from a traffic engineering perspective. Accordingly, this analysis includes the following:

- » An evaluation of the parking supply; and
- » Projection of the volume of traffic expected to be generated by the proposed Walmart building expansion.

Parking Analysis

A parking demand analysis was performed to determine the existing on-site parking demand at Walmart to evaluate the impact of the future loss in parking stalls. TPD collected parking demand data during a weekday and a Saturday to study the typical highest parking demand. The parking occupancy counts were conducted during the following dates and times in 10-minute intervals in 2026:

- » Saturday, June 27, 2026 from 11:00 AM to 7:00 PM;
- » Tuesday, June 30, 2026 from 11:00 AM to 7:00 PM.

Parking areas 'A' through 'Y' were established and are shown on **Figure 1**. The **attached** parking data was evaluated to determine the maximum demand. The parking demand data for Walmart is summarized in **Table 1**.

TABLE 1
WALMART - MAXIMUM PARKING DEMAND SUMMARY

Peak Period	Maximum Parking Demand	Parking Supply	Percent Occupancy
Saturday	407	683	60%
Weekday	358	683	52%

Based on the results summarized in **Table 1**, a maximum parking demand of 407 occupied stalls was observed at the existing Walmart with a reserve capacity of 276 parking spaces (40% vacancy) during the Saturday peak period at 2:00 PM.

It should be noted that during the parking demand counts, 14 parking stalls were obstructed by Walmart storage (see aerial of Parking Area A on **Figure 2**), 46 parking stalls were occupied by garden center plants (see aerial of Parking Area B on **Figure 2**), and 15 parking stalls within Parking Area W (see **Figure 2**) were occupied by a TNT Firework sales tent. These spaces were accounted as being occupied in **Table 1**. Based on the 407 peak parking occupancy and the existing building size (approximately 160,746 s.f.), a parking demand rate of 2.53 stalls per 1,000 square feet of building area was calculated.

When this observed rate is applied to the proposed Walmart with the expansion (approximately 168,746 s.f.), the maximum anticipated peak parking demand is 427 occupied stalls. The proposed parking supply of 667 stalls would, therefore, accommodate the expected peak parking demand. With the expected parking demand with the Walmart expansion a reserve capacity of 240 parking spaces (36% vacancy) is anticipated during the peak period. Please note, the 8/12/26 HRG Traffic Review Letter 2 notes that traffic during the dates the parking counts were collected prior to July 4th, may be less than the fall, winter or spring. It is TPD's opinion that the results of this parking analysis with 240 excess parking spaces (i.e. 36% vacancy) provides more than sufficient excessive capacity to accommodate any variation in seasonal parking demands.

In addition, based on data published by the Institute of Transportation Engineers (ITE), 6th Edition of the *Parking Generation Manual*, free-standing discount stores experience an average peak parking demand of 1.38 and 1.94 vehicles per 1,000 square feet GFA during the weekday and weekend peak periods, respectively. These rates are less than the existing observed rate of 2.53 parking stalls per 1,000 square feet calculated above. As such, the use of ITE parking demand also shows that the peak parking demand of the Walmart will be accommodated with the proposed 667 parking stalls.

Trip Generation Analysis

The trip generation data was obtained from the manual *Trip Generation*, Twelfth Edition, 2025, an Institute of Transportation Engineers (ITE) Informational Report. For the proposed Walmart expansion, Land Use Code #813 (Free-Standing Discount Superstore) was used to calculate the number of vehicular trips the development will generate during the following time periods: (1) weekday AM peak hour; (2) weekday PM peak hour; and (3) Saturday midday peak hour. Based on the information provided in the manual *Trip Generation*, not all of the trips generated by the site will be "new" to the nearby roadway system. In addition to the "new trips" generated by the development, there will be "pass-by trips", which are trips that are drawn from the passing traffic stream and do not add trips to the adjacent roadways. **Table 2** shows the ITE trip generation data for the analyzed time periods.

TABLE 2
ITE TRIP GENERATION DATA

Land Use	ITE #	X	Time Period	Rate	Directional Splits	
					Enter %	Pass-By %
Free-Standing Discount Superstore	813	8 ksf	Weekday A.M. Peak Hour	$T = 1.88*(X)$	50%	19% ¹
			Weekday P.M. Peak Hour	$T = 4.32*(X)$	50%	29%
			Saturday Midday Peak Hour	$T = 5.61*(X)$	50%	21%

T = number of site-generated vehicular trips, *X* = independent variable (GFA = 1,000 s.f. gross floor area)

1. Utilized 10% less than the PM pass-by rate.

Table 3 summarizes the trip generation of the proposed expansion based on the approximate 8,000 s.f. increase proposed for fulfillment of online orders.

TABLE 3
TRIP GENERATION SUMMARY

Time Period	Total Trips			Pass-By Trips			New Trips		
	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Weekday A.M. Peak Hour	15	8	7	3	2	1	12	6	6
Weekday P.M. Peak Hour	35	17	18	10	5	5	25	12	13
Saturday Midday Peak Hour	45	22	23	9	4	5	36	18	18

Based on the trip generation summarized in **Table 3**, the square footage expansion is anticipated to generate 12 new trips during the weekday AM peak hour, 25 new trips during the weekday PM peak hour and 36 new trips during the Saturday midday peak hour. As noted, the expansion is proposed for fulfillment of online orders. Therefore, it is anticipated that a portion of existing customers who currently visit the site will utilize this service in lieu of entering the store to shop. As such, it is TPD's opinion that the trip generation summarized in **Table 3** represents a conservative (i.e. high) estimate. Nevertheless, it is TPD's opinion that the proposed expansion will result in no discernible difference in traffic operations to the motoring public.

Conclusions

Based on the parking analysis, which takes into account parking stalls being obstructed (i.e. occupied), the maximum anticipated peak parking demand is 427 occupied stalls with the proposed Walmart expansion. The proposed parking supply of 667 stalls would, therefore, accommodate the expected peak parking demand. With the expected parking demand with the Walmart expansion a reserve capacity of 240 parking spaces (36% vacancy) is anticipated during the peak period.

Based on the trip generation utilizing on the square footage increase, the expansion would generate twelve (12) new trips during the weekday AM peak hour, twenty-five (25) new trips during the weekday PM peak hour and thirty-six (36) new trips during the Saturday midday peak hour. As noted, the expansion is proposed for fulfillment of online orders. Therefore, it is anticipated that a portion of existing customers who currently visit the site will utilize this service in lieu of entering the store to shop. In conclusion, it is TPD's opinion that the proposed expansion will result in no discernible difference in traffic operations to the motoring public.

If you have any questions or require any additional information, please call anytime.

Sincerely,

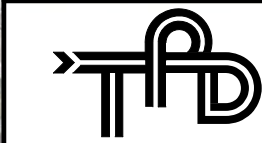
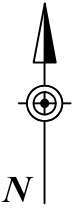
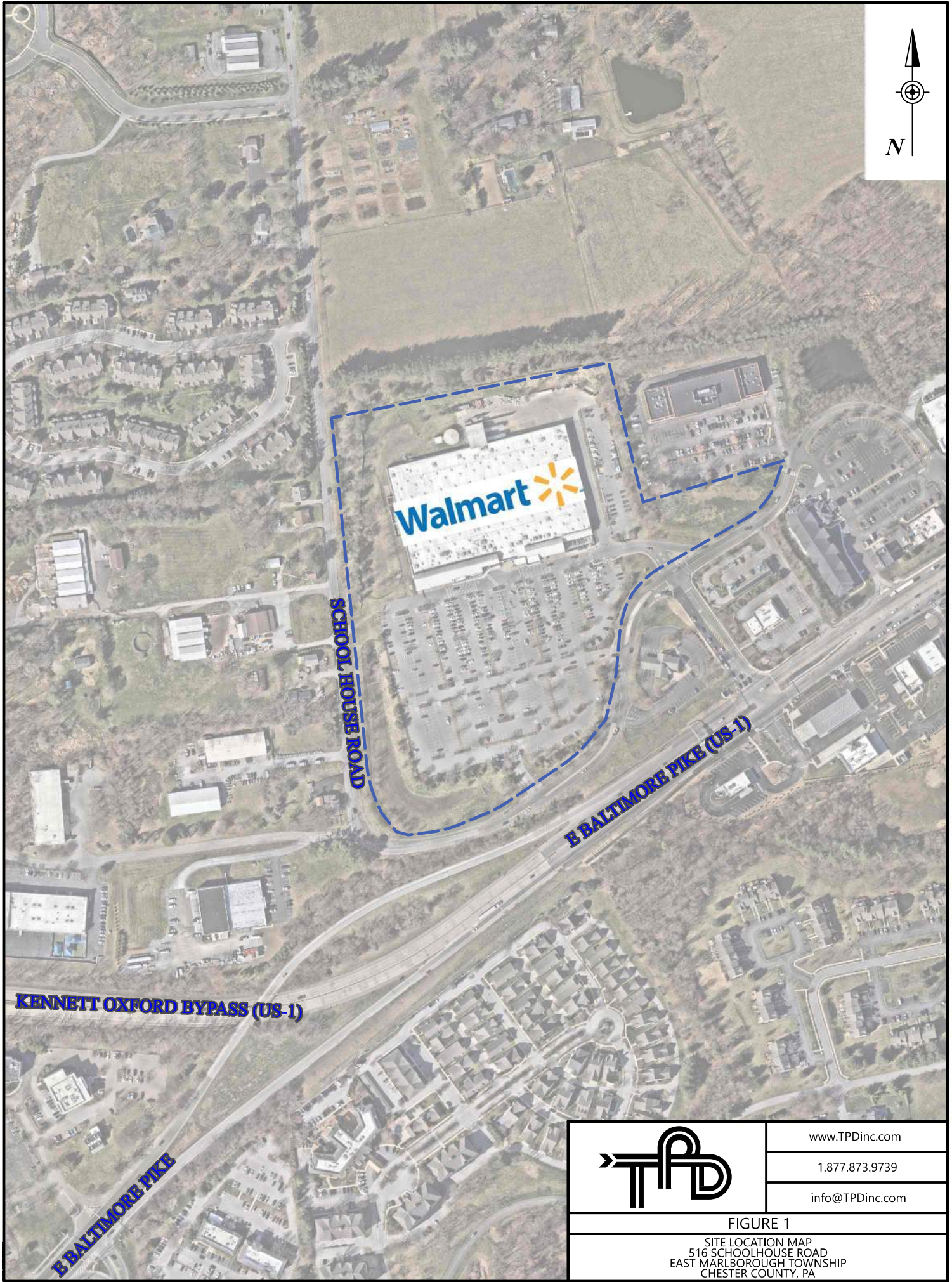
TPD



Guido W. DiMartino, P.E.

Regional Leader – Transportation Planning

Attachments



www.TPDinc.com

1.877.873.9739

info@TPDinc.com

FIGURE 1

SITE LOCATION MAP
516 SCHOOLHOUSE ROAD
EAST MARLBOROUGH TOWNSHIP
CHESTER COUNTY, PA



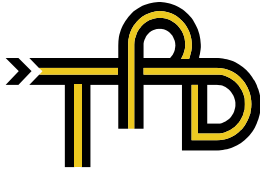
www.TPDinc.com

1.877.873.9739

info@TPDinc.com

FIGURE 2

PARKING LOCATION MAP



30 Independence Boulevard, Suite 110, Warren, NJ 07059
908.769.5588 | INFO@TPDINC.COM

WWW.TPDINC.COM

Proposed Walmart ODP Expansion
516 Schoolhouse Road
East Marlborough Township
Chester County, Pennsylvania

TPD Project No. BOHL 00852
Saturday, June 27, 2026

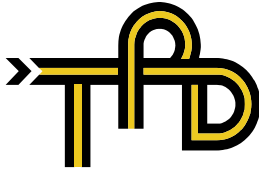
PARKING ACCUMULATION

Start Time	PARKING ZONES																				Grand Total
	A*	B**	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	
	Walmart																				
11:00 AM	14	46	7	5	14	28	31	25	12	24	36	27	15	10	3	4	6	3	1	3	337
11:10 AM	14	46	7	5	13	28	32	26	13	24	35	27	17	13	3	4	6	3	1	3	343
11:20 AM	14	46	6	8	15	27	35	34	14	27	34	24	18	14	3	4	8	2	1	2	359
11:30 AM	14	46	6	11	14	28	40	37	12	26	30	26	18	14	5	4	7	1	2	2	370
11:40 AM	14	46	6	9	13	30	34	39	15	30	33	27	21	17	6	4	8	1	2	3	387
11:50 AM	14	46	7	5	15	31	36	36	20	25	32	22	18	16	5	4	7	2	3	3	373
12:00 PM	14	46	7	5	15	28	35	37	20	30	20	27	20	15	7	4	7	2	2	4	371
12:10 PM	14	46	7	5	14	28	32	38	21	32	27	31	20	16	8	4	6	2	2	4	383
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12:50 PM	14	46	7	7	15	30	33	34	17	29	31	33	18	16	8	7	6	2	2	2	382
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6:40 PM	14	46	4	4	7	21	26	23	6	20	25	16	6	8	3	4	6	1	1	0	263
6:50 PM	14	46	3	3	7	19	25	25	13	20	27	17	8	8	4	4	6	1	1	0	269
Peak Parking Demand	14	46	7	8	14	31	38	38	29	36	29	26	20	16	6	5	9	2	1	3	407
Parking Supply	14	63	7	11	15	30	40	44	38	42	40	40	40	38	22	28	28	16	16	16	683
Percent Occupancy	100%	73%	100%	73%	93%	103%	95%	86%	76%	86%	73%	65%	50%	42%	27%	18%	32%	13%	6%	19%	60%

*14 Stalls Occupied by WM Storage

** 46 Stalls Occupied by Garden Center Plants

*** 15 Parking Stalls Occupied by TNT Firework Sales Tent



Proposed Walmart ODP Expansion
516 Schoolhouse Road
East Marlborough Township
Chester County, Pennsylvania

TPD Project No. BOHL 00852
Tuesday, June 30, 2026

PARKING ACCUMULATION

Start Time	PARKING ZONES																								Grand Total	
	Walmart																									
	A	B*	C	D	E	F	G	H	I	J	K	L	M	N	O**	P	Q	R	S	T	U	V	W**	X	Y	
11:00 AM	14	46	7	6	10	17	23	28	17	29	23	22	13	11	3	2	1	0	3	3	1	4	15	1	10	309
11:10 AM	14	46	7	6	11	26	31	29	16	26	23	20	11	5	3	2	1	0	3	4	1	6	15	1	10	317
11:20 AM	14	46	7	6	11	23	34	32	17	24	22	19	11	5	3	1	1	1	3	4	1	6	15	3	10	319
11:30 AM	14	46	6	7	13	29	34	35	15	26	19	21	8	5	3	3	2	0	3	4	5	7	15	3	9	332
11:40 AM	14	46	7	6	12	24	30	33	10	27	19	21	10	6	2	3	4	0	5	4	2	6	15	4	10	320
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1:40 PM	14	46	5	7	13	26	37	34	11	30	27	24	12	7	4	4	4	4	3	2	3	4	15	4	8	348
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4:00 PM	14	46	4	6	12	21	29	28	12	28	21	20	12	10	5	7	1	0	1	0	1	6	15	0	1	300
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4:30 PM	14	46	4	4	7	16	27	23	9	22	22	18	5	5	6	7	4	1	1	0	1	5	15	0	1	263
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5:00 PM	14	46	4	5	6	15	26	25	10	25	19	17	2	9	4	7	5	0	1	1	1	3	15	0	1	261
5:10 PM	14	46	4	5	5	14	19	23	11	22	17	15	4	9	4	7	4	0	1	0	1	4	15	0	2	246
5:20 PM	14	46	3	4	6	18	22	22	13	22	24	16	5	7	3	7	2	0	1	1	2	5	15	0	4	262
5:30 PM	14	46	2	3	5	19	18	24	12	21	20	18	5	7	3	7	1	0	1	1	1	3	15	0	1	247
5:40 PM	14	46	3	3	11	19	17	23	9	24	19	15	5	7	3	7	1	0	1	1	0	4	15	0	1	248
5:50 PM	14	46	3	3	10	19	20	24	12	24	18	17	4	8	3	7	4	0	1	2	0	4	15	0	1	259
6:00 PM	14	46	2	3	9	19	22	24	14	24	17	19	3	8	3	7	7	0	1	2	0	4	15	0	1	264
6:10 PM	14	46	2	3	8	22	24	24	17	25	19	20	5	9	7	7	7	0	1	1	0	3	15	0	1	280
6:20 PM	14	46	3	3	8	21	24	22	15	24	20	18	4	9	7	7	7	1	2	2	0	5	15	0	2	279
6:30 PM	14	46	4	3	8	17	25	23	11	25	21	20	6	7	3	8	3	0	3	2	0	2	15	0	2	268
6:40 PM	14	46	2	4	6	17	27	23	10	23	21	19	6	7	3	7	3	1	4	2	0	2	15	0	2	264
6:50 PM	14	46	3	5	5	18	26	22	10	22	23	15	6	9	3	7	3	1	3	2	0	4	15	0	1	263
Peak Parking Demand	14	46	4	9	13	28	35	31	14	32	27	25	14	7	6	4	2	1	3	4	3	4	15	5	12	358
Parking Supply	14	63	7	11	15	30	40	44	38	42	40	40	40	38	22	28	28	16	16	16	16	27	21	10	21	683
Percent Occupancy	100%	73%	57%	82%	87%	93%	88%	70%	37%	76%	68%	63%	35%	18%	27%	14%	7%	6%	19%	25%	19%	15%	71%	50%	57%	52%

*14 Stalls Occupied by WM Storage

** 46 Stalls Occupied by Garden Center Plants

*** 15 Parking Stalls Occupied by TNT Firework Sales Tent



SITE ANALYSIS TABLE (EXISTING STORE)		
	EXISTING	SOLUTION 1
TOTAL BUILDING AREA	160,746 SF	168,746 SF
REQUIRED PARKING (TOWNSHIP OF EAST MARLBOROUGH)	693 SPACES	728 SPACES
REQUIRED PARKING RATIO (TOWNSHIP OF EAST MARLBOROUGH)	4.3/1,000 SF	4.3/1,000 SF
CUSTOMER AND ASSOCIATE PARKING	651 SPACES	584 SPACES
ACCESSIBLE PARKING	16 SPACES	20 SPACES
EV PARKING	0 SPACES	8 SPACES
PICKUP PARKING	16 SPACES	55 SPACES
PARKING SPACES OCCUPIED BY CART CORRALS (NOT INCLUDED IN PARKING COUNTS BELOW)	13 SPACES	16 SPACES
PROPOSED TOTAL PARKING EXCLUDING PICKUP STALLS	667 SPACES	612 SPACES
PROPOSED PARKING RATIO EXCLUDING PICKUP STALLS	4.1/1,000 SF	3.6/1,000 SF
PROPOSED TOTAL PARKING INCLUDING PICKUP STALLS	683 SPACES	667 SPACES
PROPOSED PARKING RATIO INCLUDING PICKUP STALLS	4.2/1,000 SF	4.0/1,000 SF

ZONING INFORMATION				
ZONING DISTRICT:	MULTIPLE USE (MU)			
ZONE CRITERIA	REQUIRED (PER MU DISTRICT)	REQUIRED (PER CONDITIONAL USE)	EXISTING	PROPOSED
MINIMUM LOT AREA	30,000 SF	30,000 SF	27,703 AC (GROSS) 22.01 AC (NET)	NO CHANGE
MAX. LOT COVERAGE	40%	55%	53.85%	53.94%
MAX. BUILDING COVERAGE	20%	20%	13.3%	13.9%
MIN. FRONT SETBACK	50 FT	N/A	142.1 FT	NO CHANGE
MIN. SIDE SETBACK	20 FT	N/A	158.6 FT	98.6 FT
MIN. REAR SETBACK	20 FT	N/A	173.2 FT	NO CHANGE
MAX. BUILDING HEIGHT	35 FT	40 FT**	40 FT (E)	NO CHANGE
PARKING SPACES	844	709***	683***	667
ACCESSIBLE PARKING SPACES	14	14	16	20
ACCESSIBLE PARKING CRITERIA	TOTAL PARKING 501 TO 1000 = 2 PERCENT OF TOTAL ACCESSIBLE SPACES VAN ACCESSIBLE SPACES= 1 / 6 SPACES			

(E) - EXISTING NON-CONFORMING
N/A - NOT APPLICABLE
** PER CONDITIONS AND ORDER DATED SEPTEMBER 12TH, 1999.
*** THIS DOES NOT APPLY TO ROOFS. ARCHITECTURAL FEATURES. PER BRR ARCHITECTS, THE HEIGHT OF THE ROOFTOP EQUIPMENT ON THE BUILDING EXPANSION IS 2' - 3' 3/8".
*** NOTE: COURT ORDER NO. 87-01816 DATED SEPTEMBER 13TH, 2010 NOTES THAT 709 PARKING STALLS WERE PROVIDED. PER SITE VISIT, AERIAL AND SURVEY VERIFICATION, 683 STALLS EXIST TODAY.

NO PROTECTED RESOURCES, INCLUDING WETLANDS, RIPARIAN BUFFERS, SPECIMEN TREES, WOODLANDS, FOREST INTERIOR HABITATS OR RARE SPECIES SITES ARE LOCATED ON THE SUBJECT PARCEL.

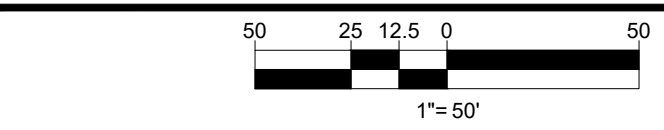
NOTES TO CONTRACTOR:

- BFR (BUILDING FRONTAGE ROAD)
OCR (OUTER CIRCULATION ROAD)
SSM (STOP SIGNS AND MARKINGS)
SECP (STORE ENTRANCE CONSISTENCY PROGRAM)
- THE STOP SIGNS AND MARKINGS PLAN IS NOT A SCALABLE DRAWING FOR SIGNAGE AND PAVEMENT MARKING. CONTRACTOR SHALL REFER TO THE DETAILS FOR CORRECT PLACEMENT OF SIGNAGE AND PAVEMENT MARKINGS.
- REFERENCE SECP SITE PLAN FOR SITE SPECIFIC DIMENSIONS OF CROSSWALK STRIPING AND LOCATION OF SIGNAGE.
- PROVIDE A COMPREHENSIVE CONSTRUCTION PHASING PLAN FOR THIS WORK TO THE STORE MANAGER 7 DAYS PRIOR TO STARTING ANY WORK. INCLUDE DATES, TIMES, AND DURATION OF LANE CLOSURES, TEMPORARY VEHICLE AND PEDESTRIAN CONTROL MEASURES.
- ALL EXISTING STRIPING AND PAVEMENT MARKINGS ALONG THE BFR SHALL BE REMOVED. REMOVE ANY DIRECTIONAL ARROWS OR STOP MARKINGS. NEW PAVEMENT MARKINGS THAT ARE NOT CORRECTLY LOCATED OR INCONSISTENT WITH THE DETAILS PROVIDED. APPLY SEAL COAT TO THE COMPLETE EXTENT THAT THE STRIPING OR PAVEMENT MARKING HAS BEEN REMOVED IN A SINGLE COMPLETE RECTANGLE TO COVER ALL REMOVED STRIPING (DO NOT APPLY SEAL COAT OVER EXISTING STRIPING OR CONCRETE). INSTALL NEW STRIPING AND SIGNAGE AS SHOWN ON THE SSM AND SECP SITE PLANS.
- ALL SIGNS LOCATED ON THE BUILDING SIDE OF THE BFR SHALL BE INSTALLED ON A SINGLE POST WITH BOLLARD.
- GENERAL CONTRACTOR TO PREPARE AND REPAINT PARKING LOT LIGHT POLE BASES AND REMOVE PREVIOUS OVERSPRAY ON PAVEMENT. IF LIGHT POLE BASE IS WITHIN A RAISED CURB AND OFFSET FROM BACK OF CURB (OR CONCRETE BUFFER) BY 3 FEET OR LESS, THE BASE SHALL BE PAINTED/REPAINTED. IF THE LIGHT POLE BASE IS OFFSET FROM BACK OF CURB OR CONCRETE BUFFER BY MORE THAN 3 FEET, THE BASE SHALL NOT BE PAINTED UNLESS IT IS ALREADY PAINTED IN EXISTING CONDITIONS. EXPOSED CONCRETE LIGHT POLE BASES SHALL BE PAINTED TRAFFIC YELLOW.
- GENERAL CONTRACTOR TO EXECUTE COMPLETE PARKING LOT RESTRIPTING. STRIPES/REFRESH ALL EXISTING PARKING FIELDS (MAIN, SIDES, OR REAR OF STORE, AND FUEL STATION). BASED ON SITE VISIT CEC SHALL COORDINATE WITH WALMART DESIGN MANAGER AND IT IS TO THE DISCRETION OF WALMART DESIGN MANAGER IF EXISTING STRIPING IS ACCEPTABLE. CEC TO DELETE THIS NOTE IF EXISTING STRIPING IS DEEMED ACCEPTABLE.
- GENERAL CONTRACTOR TO PREPARE AND REPAINT EXISTING SIGN POST BOLLARDS AND REMOVE PREVIOUS OVERSPRAY ON PAVEMENT.
- ANY LANDSCAPING OR VEGETATION THAT OBSTRUCTS THE VIEW OF SIGNAGE, MARKINGS, OR VEHICULAR/PEDESTRIAN TRAFFIC SHOULD BE SELECTIVELY TRIMMED. ALL SIGNAGE MUST HAVE A CLEAR LINE OF SIGHT.
 - TREE PRUNING SHALL BE PERFORMED BY A QUALIFIED TREE CARE PROFESSIONAL UNDER THE SUPERVISION OF CERTIFIED ARBORIST AND IN COORDINATION WITH THE LANDSCAPE ARCHITECT.
 - TREES SHALL NOT BE TOPPED.
 - NO MORE THAN 20% OF LIVING TREE CANOPY SHALL BE REMOVED IN ONE GROWING SEASON.
 - PRUNING SHALL BE DONE DURING LATE WINTER WHEN THE TREES ARE IN A DORMANT STATE OR IN MID SUMMER WHEN LEAVES HAVE REACHED THEIR FULL SIZE. ONLY LIGHT PRUNING (LESS THAN 10% OF THE FOLIAGE) SHALL BE DONE OTHER TIMES OF THE YEAR.
 - TREES SHALL NOT BE PRUNED DURING TIMES OF EXTREMELY DRY OR IF THE TREE IS UNDER STRESS.
 - DEAD OR DAMAGED WOOD CAN BE REMOVED AT ANY TIME AS NEEDED.
 - LIMBS SHALL BE PRUNED TO A MIN OF 7' ABOVE WALKWAYS AND 8' ABOVE VEHICULAR AREAS.

SEALCOAT NOTE:
CONTRACTOR SHALL INSTALL SEAL COAT ON EXISTING ASPHALT PAVING AT ANY STRIPED AREA THAT IS PART OF THE PICKUP SCOPE OF WORK AND ADDITIONAL ASSOCIATED PARKING SPACES REQUIRED TO BE STRIPED AS SHOWN ON THESE PLANS. FOR EXISTING CONCRETE SURFACES, GO IS TO PREPARE THE SURFACE FOR PAINT ONLY. IN LOCATIONS WHERE EXISTING PAVEMENT MARKINGS CONFLICT OR ARE CALLED OUT AS TO BE REMOVED, PAVEMENT MARKING REMOVAL SHALL OCCUR PER SHEET CSS-1, SECTION TITLED "PAVEMENT MARKINGS SPECIFICATION", PART 3, SECTIONS 3.2 & 3.3.

DIRECTIONAL SIGN NOTE:
EXISTING PICKUP DIRECTIONAL SIGNAGE SHOWN IS APPROXIMATE AND TAKEN FROM AVAILABLE GOOGLE STREET VIEW. THE CONTRACTOR SHALL FIELD VERIFY. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL REVIEW ALL SITE DRIVEWAYS TO INVENTORY PICKUP DIRECTIONAL SIGN QUANTITY, LOCATIONS AND ARROW INFORMATION. CONTRACTOR SHALL ADJUST THE SCOPE OF WORK AS NEEDED TO PROVIDE NEW DIRECTIONAL SIGN PANELS TO ALL EXISTING DIRECTIONAL SIGN LOCATIONS IN ACCORDANCE WITH THE SITE PLAN DOCUMENTS.

REFER TO GENERAL NOTES SHEET FOR ADDITIONAL INFORMATION (SHEET NS-1)



THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO ACCURATELY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

NOTE:
THIS SITE PLAN WAS DEVELOPED BASED ON PLANS ENTITLED "SITE PLAN PREPARED BY BOHLER, DATED 12/17/2008 AND SUPPLEMENTED WITH GOOGLE AERIAL, AND SITE VISIT COMPLETED ON 10/10/2025. DEPICTION OF EXTENTS OF EXISTING FEATURES ARE APPROXIMATE. ACTUAL FIELD CONDITIONS AT THE TIME OF CONSTRUCTION MAY VARY.

REVISIONS	BY
PER AHJ COMMENTS - 07/23/2026	EL
PER PRELIMINARY LD SUBMISSION - 08/06/2026	EL
PER AHJ COMMENTS - 08/18/2026	EL

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